

PLANNING APPLICATION NUMBER:P13/1758

Type of approval sought	Full Planning Permission
Ward	Castle & Priory St James's
Applicant	Dudley College
Location:	EVOLVE (DUDLEY COLLEGE), TOWER STREET, DUDLEY, WEST MIDLANDS, DY1 1AF
Proposal	FORMATION OF NEW PEDESTRIAN CROSSING
Recommendation Summary:	APPROVE SUBJECT TO CONDITIONS

INTRODUCTION

1. This application was previously reported to the Committee meeting on January 27th 2014. Members resolved to defer making a decision until further information had been submitted relating to accident data, traffic queues and other issues which could potentially result from the development.

SITE AND SURROUNDINGS

2. This proposal relates to the creation of a new pedestrian crossing on The Broadway in Dudley town centre in order to facilitate pedestrian movements between the new Dudley College 'Evolve' campus on Tower Street and the existing campus on the northern side of The Broadway.
3. The Puffin type crossing is to be sited between the Evolve building and 10 The Broadway opposite (a residential dwelling). To the east of no.10 is a former office building which has been converted to residential use and to the west at no.12 is another house. Further to the west are two former residential properties which are now in use by the college for educational/training purposes. The site lies within Dudley Town Centre Conservation Area.

PROPOSAL

4. The applicant has advised that the Evolve campus accommodates up to 800 students on a peak day, whilst all support services such as refectory, student union, student services etc are located at the Broadway campus. As such there is a significant pedestrian demand to cross The Broadway between the two campuses. This application has been submitted with the intention of providing a safe pedestrian route for students and staff.
5. The applicant has assessed the need for a new crossing at this location against the criteria set out in the Council's Pedestrian Crossing Policy. This assessment was carried out prior to the Evolve campus being brought into use and demonstrated that, based on the traffic and pedestrian movements at the time, a pedestrian crossing on The Broadway was justified. With the Evolve campus now in operation, the number of pedestrians crossing The Broadway has significantly increased, which further justifies the need for a crossing.
6. The applicant has assessed the option of providing an integrated pedestrian crossing facility within the existing traffic signal junction at the junction of The Broadway and Ednam Road which is approximately 65m to the west of the proposed crossing. This junction operates on a signal staging plan for vehicular traffic only with no pedestrian phases. This option has been discounted by the applicant on the basis that the introduction of a pedestrian crossing facility here would, as a worst case scenario, have a detrimental impact on the operation of the junction as it would lead to it operating above capacity. Analysis of the Transport Assessment submitted by the applicant reveals that an additional pedestrian phase at the junction of The Broadway and Ednam Road will result in east bound queue lengths of 84 vehicles, which is nearly 0.5km.
7. Information has been submitted to demonstrate that, coordinating the operation of the existing Ednam Road/Broadway signal junction with the operation of the proposed crossing facility, there would not be any significant impact on the flow of

vehicular traffic on the local highway network. The Group Engineer has confirmed that the average east bound peak queue length is unlikely to exceed 8 vehicles which should not extend beyond the bus shelter adjacent to the Malt Shovel public house car park. The applicant is of the opinion that a proposed facility close to the entrance of the Evolve building will provide a natural crossing point of the desire line of students and staff walking between the two campuses and would encourage a more controlled crossing behaviour.

HISTORY

8. None relevant to the assessment of the application.

PUBLIC CONSULTATION

9. Neighbour notification letters have been sent to 10 properties, a press notice has been issued and a site notice posted. Three letters of objection have been received, raising the following concerns:
 - The proposed crossing will disrupt the flow of traffic along The Broadway;
 - Students should be encouraged to use existing crossing facilities;
 - The traffic signals at the junction of The Broadway and Ednam Road should be pedestrianised instead;
 - Noise disturbance and light intrusion from the crossing system;
 - The siting of the crossing will obstruct vehicular access/egress to 10 The Broadway;
 - The footpath on the northern side of The Broadway is of insufficient width to accommodate the numbers of people waiting to use the crossing.

OTHER CONSULTATION

10. Group Engineer (Highways): No objection.

Head of Environmental Health and Trading Standards: Considers that the development may result in limited air quality and amenity impacts.

RELEVANT PLANNING POLICY

11. Black Country Core Strategy 2011

Policy CSP5 (Transport Strategy)

Saved 2005 UDP Policies

Policy HE4 (Conservation Areas)

Policy DD4 (Development in Residential Areas)

ASSESSMENT

12. The key issues are:

- Highway Safety
- Residential Amenity and Air Quality
- Impact on the Conservation Area

Highway Safety

13. The proposed development is required to encourage a more controlled crossing behaviour by students and staff travelling between the two college buildings. The provision of this new safe pedestrian route is in accordance with Policy CSP5 of the Core Strategy, one of the aims of which is to improve road safety as a strategic outcome of the transport strategy for the Black Country. The use of a puffin crossing which detects pedestrian presence would also limit impacts upon traffic flow.

14. During the last five year period there have been four injury accidents involving five slight casualties, none of which were pedestrians. The college development was first occupied in September 2012. There is no record of any accidents involving pedestrians during this period. The college pedestrian count recorded 752 pedestrian movements between Evolve and The Broadway campus in the recent survey.

15. In the applicant's Transport Assessment there is no indication that the access between No's 10 and 12 The Broadway will be used as a link between the two campuses. The access being more likely to be used as a pedestrian desire link from part of the College car park and one of the college buildings, therefore the pedestrian numbers would be split depending on their eventual destination.
16. The Group Engineer has no objection to the proposal and it is therefore considered that the introduction of a crossing at this location would not have any detrimental effect on highway safety or the free flow of traffic, in accordance with Saved Policy DD4 of the UDP. The siting of the signals and crossing would not obstruct access/egress to the vehicle and pedestrian entrances to 10 The Broadway.

Residential Amenity and Air Quality

17. Saved Policy DD4 also requires that developments should not have any adverse impact on residential amenity. With regard to the concerns of the objectors to the proposal, cowls can be installed on the traffic signals in order to minimize light spillage. These can be sought at the detailed design stage should the Highway Authority wish to proceed with the installation of a crossing at this location. Any 'bleeping' noise from the crossing could be limited in the evenings and would not, in this busy edge of centre location and against the background of an existing noisy environment, result in undue disturbance to local residents to a level which would warrant refusal of the application. It is not therefore considered that significant impacts would arise to residential amenity in this mixed use locality and given the Group Engineer's view expressed at paragraph 7, that no more than 8 vehicles would queue and cause a quantifiable degradation of air quality.
18. Saved Policy HE4 advises that proposals for development which would be detrimental to the character or setting of Conservation Areas should be resisted. The proposed crossing is a typical feature of an urban location which would not have any adverse impact on the visual amenities of the area. As such the proposal does not contravene Policy HE4.

CONCLUSION

19. The proposed development would not have any adverse impact on the character of the Conservation Area, residential amenity or highway safety. As such the proposal complies with Policy CSP5 of the Core Strategy and Saved Policies DD4 and HE4 of the UDP.

RECOMMENDATION

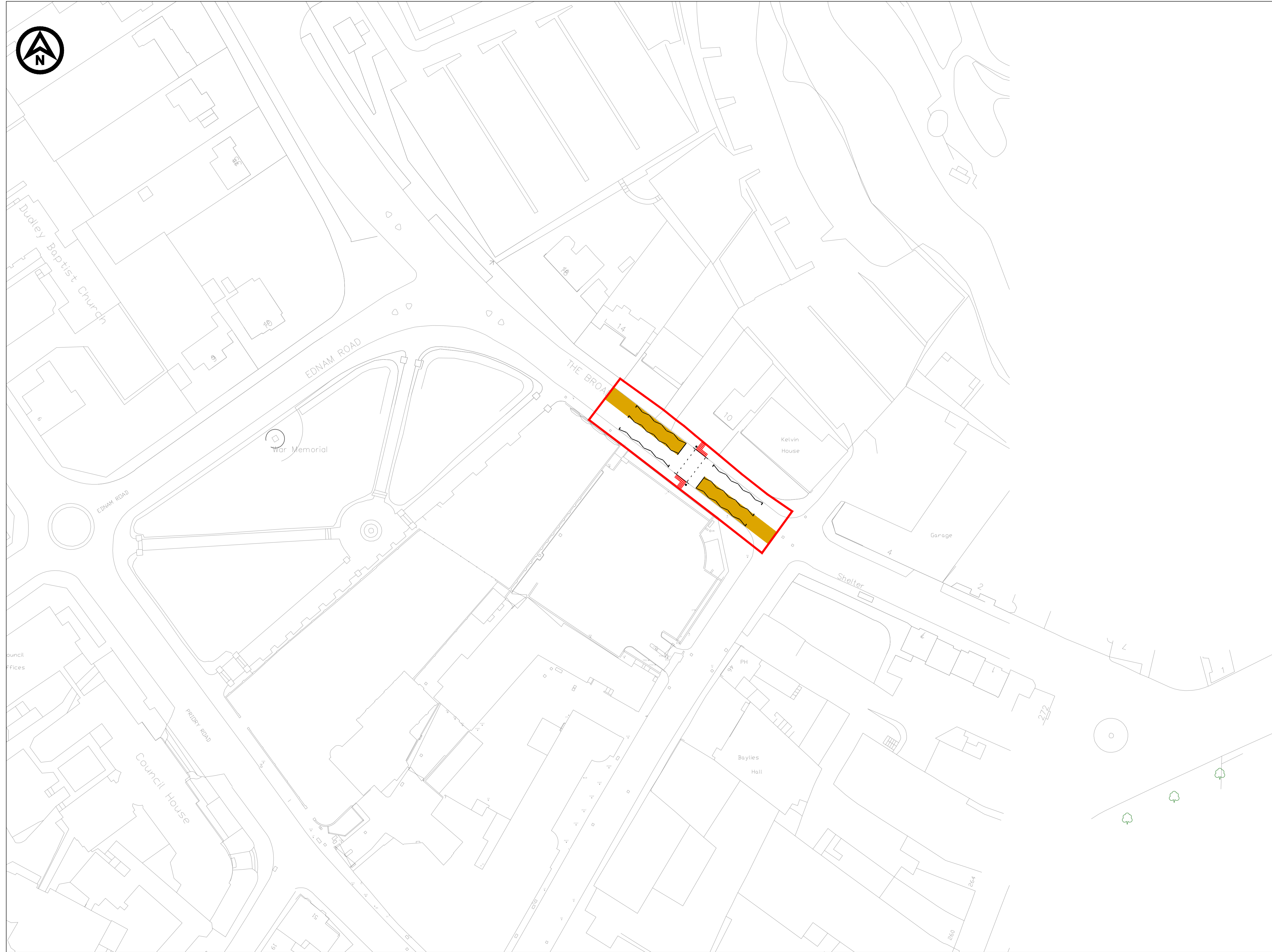
20. It is recommended that the application be APPROVED subject to the following condition:

APPROVAL STATEMENT INFORMATIVE

In dealing with this application the local planning authority have worked with the applicant in a positive and proactive manner, seeking solutions to problems arising in relation to dealing with the application, by seeking to help the applicant resolve technical detail issues where required and maintaining the delivery of sustainable development. The development would improve the economic, social and environmental concerns of the area and thereby being in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

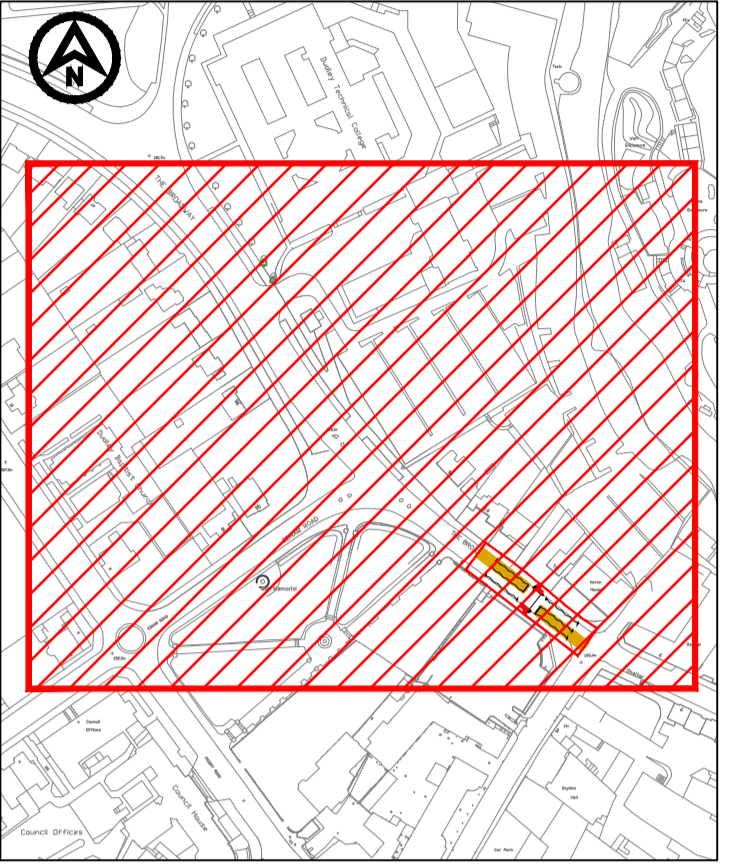
Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The development hereby permitted shall be carried out in accordance with the following approved plans: 9Y1016120001 rev c and 9Y1016GA001 rev c.



REPRODUCED FROM ORDNANCE SURVEY MAPS WITH PERMISSION
FROM THE CONTROLLER OF HM STATIONERY OFFICE. CROWN
COPYRIGHT RESERVED. LICENCE No. 100023422 2007.

- NOTES**
1. THIS DRAWING HAS BEEN BASED UPON SURVEY INFORMATION SUPPLIED BY OTHERS AND ROYAL HASKONINGDHV LTD SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
 2. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 3. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
 4. ALL MATERIALS AND WORKMANSHIP WILL BE AS DEFINED IN THE SPECIFICATION UNLESS NOTED OTHERWISE.
 5. FOR DETAILS OF TRAFFIC SIGNAL WORKS REFER TO CANWELL SIGNAL DRAWINGS.
 6. EXTENT OF FOOTWAY RESURFACING MAY BE AMENDED TO REMEDIATE ANY DAMAGE CAUSED BY THE WORKS



KEYPLAN - NTS

RED LINE BOUNDARY
AREA: 838m² (0.084ha)

REV	DATE	DESCRIPTION	BY	CHK	APP
A	21.11.13	FIRST ISSUE	AMO	DJ	DJ

REVISIONS

CLIENT

DUDLEY COLLEGE

PROJECT

**PROPOSED PEDESTRIAN CROSSING
THE BROADWAY, DUDLEY**

TITLE

RED LINE BOUNDARY

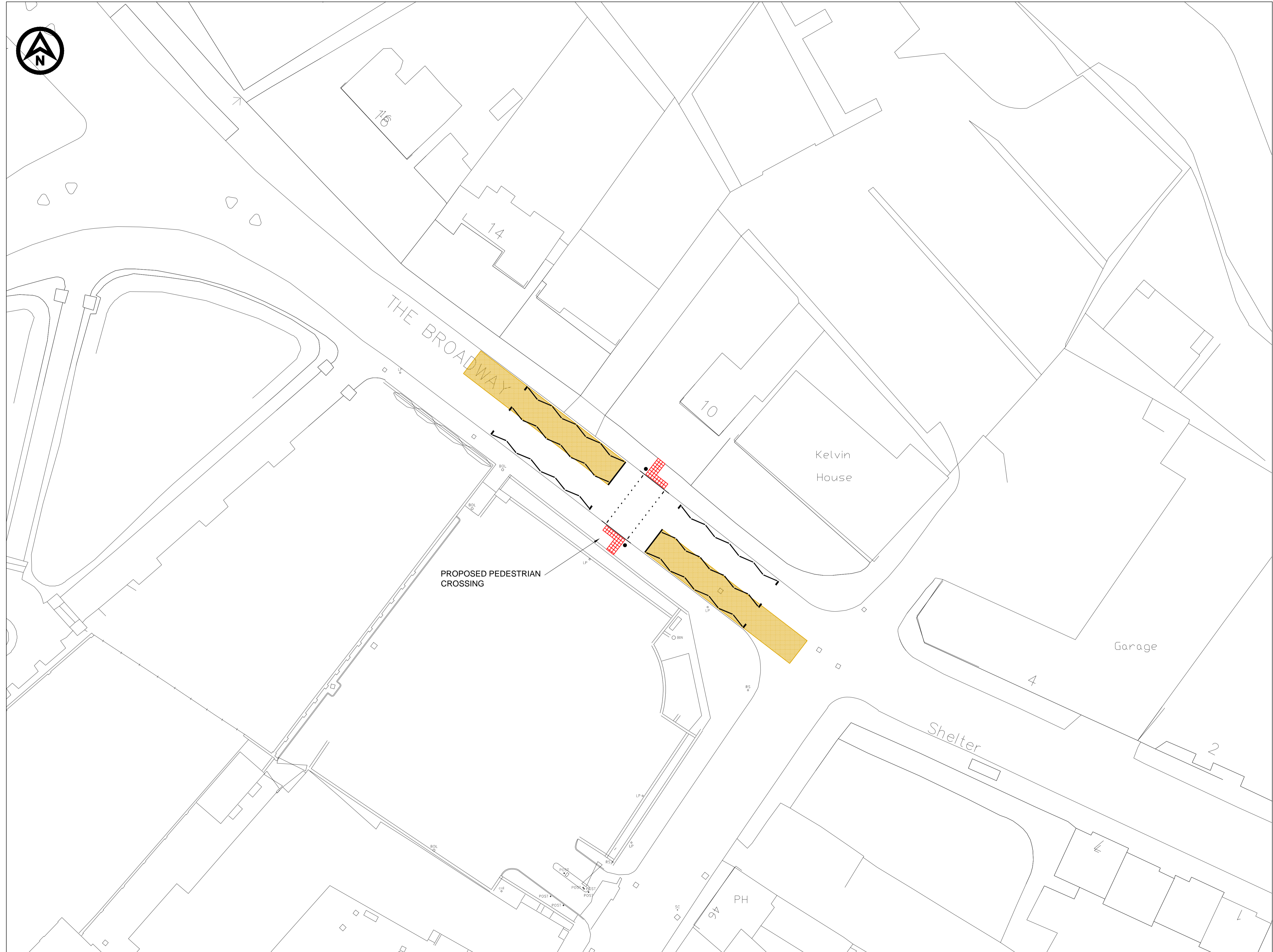
**Royal HaskoningDHV**
Enhancing Society Together

9th Floor Portland Tower
Portland Street, Manchester, M1 3LP
Tel: +44(0)161 236 1018
Email: info.manchester@rhdhv.com
Website: www.royalhaskoning.com

DRAWN	AMO	CHECKED	DJ	APPROVED	DJ
DATE	21.11.13	SCALE AT A1	1:250	CLIENTS REF.	COMMENT

DRAWING No.	9Y1016 278 002	REVISION	A
-------------	----------------	----------	---





- NOTES
1. THIS DRAWING HAS BEEN BASED UPON SURVEY INFORMATION SUPPLIED BY OTHERS AND ROYAL HASKONINGDHV LTD SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
 2. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 3. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
 4. ALL MATERIALS AND WORKMANSHIP WILL BE AS DEFINED IN THE SPECIFICATION UNLESS NOTED OTHERWISE.
 5. FOR DETAILS OF TRAFFIC SIGNAL WORKS REFER TO CANWELL SIGNAL DRAWINGS.



REV	DATE	DESCRIPTION	BY	CHK	APP
C	11.07.13	BUFF HIGH FRICTION DRESSING SHOWN	JC	DJ	DJ
B	09.07.13	AMENDED TO DMBC COMMENTS	JC	DJ	DJ
A1	18.04.13	FIRST ISSUE	JC	DJ	DJ

REVISIONS

CLIENT

DUDLEY COLLEGE

PROJECT

PROPOSED PEDESTRIAN CROSSING
THE BROADWAY, DUDLEY

TITLE

GENERAL ARRANGEMENT

9th Floor Portland Tower
Portland Street, Manchester, M1 3LP
Tel: +44(0)161 236 1016
Email: info.manchester@rhdhv.com
Website: www.royalhaskoning.com

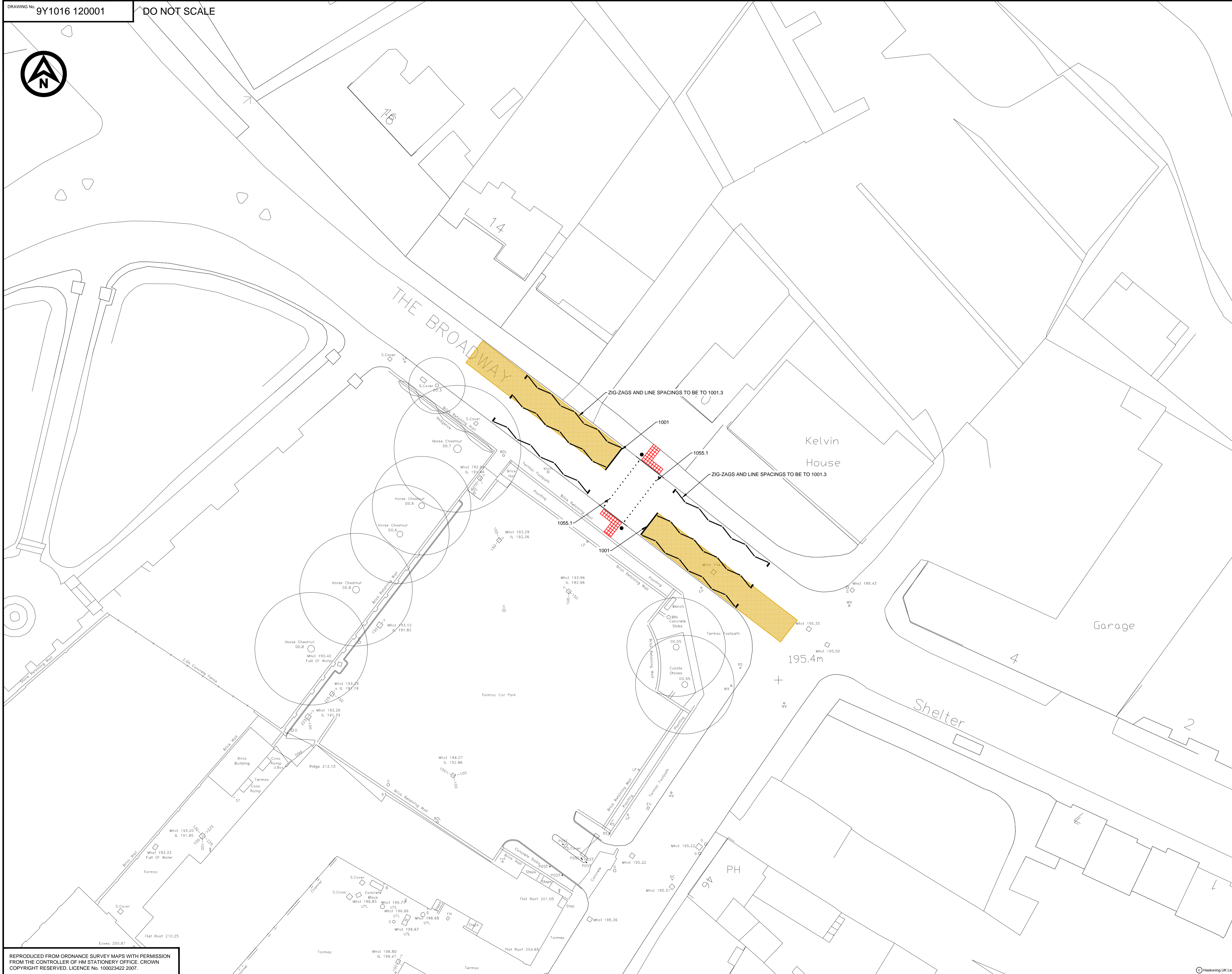
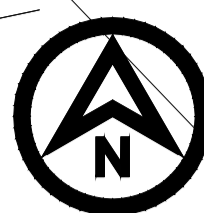
DRAWN	JC	CHECKED	DJ	APPROVED	DJ
DATE	09.04.13	SCALE AT A1	1:250	CLIENTS REF	COMMENT

DRAWING No.

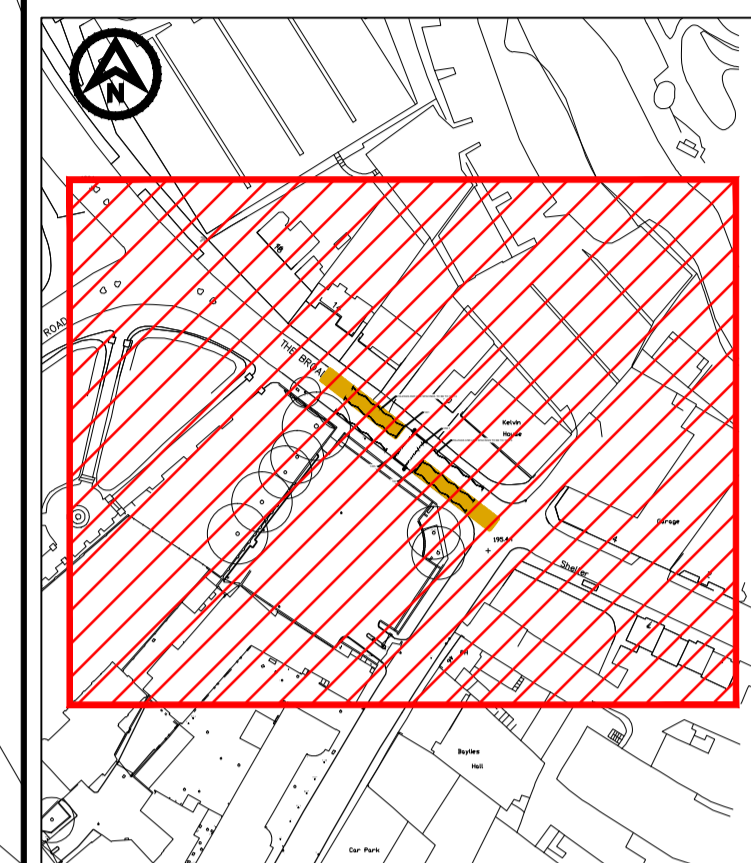
9Y1016 GA 001

REVISION

C



1. THIS DRAWING HAS BEEN BASED UPON SURVEY INFORMATION SUPPLIED BY OTHERS AND ROYAL HASKONINGDHV LTD SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
2. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
3. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
4. ALL MATERIALS AND WORKMANSHIP WILL BE AS DEFINED IN THE SPECIFICATION UNLESS NOTED OTHERWISE.
5. FOR DETAILS OF TRAFFIC SIGNAL WORKS REFER TO COUNCIL DRAWINGS.



1. All Diag Numbers refer to the Traffic Signs Regulations and General Directions 2002.
2 All road markings to conform with the 'Traffic Signs Regulation and General Directions 2002'.

DIAGRAM NAME	DIAGRAM No.	Mark (mm)	Gap (mm)	Width (mm)
Stop Line	D1001	-	-	200
Zig Zag Line	D1001.3	2000	150	100
Road Studs	D1055.1	100	500	100



●

PROPOSED TRAFFIC SIGNAL. REFER TO
CANWELL'S BROADWAY PUFFIN
CROSSING DRAWING C/1202/100 FOR
DETAILS

C	11.07.13	BUFF HIGH FRICTION DRESSING SHOWN	JC	DJ	D
B	09.07.13	AMENDED TO DMBC COMMENTS	JC	DJ	D
A1	18.04.13	FIRST ISSUE	JC	DJ	D
REV	DATE	DESCRIPTION	BY	CHK	AP

DUDLEY COLLEGE

DUDLEY COLLEGE
PEDESTRIAN FACILITIES

ROAD MARKINGS



DRAWN AMO		CHECKED DJ	APPROVED DJ
DATE 09.04.13	SCALE AT A1 1:250	CLIENTS REF. COMMENT	

DRAWING No.	REVISION
9Y1016 120001	C