

PLANNING APPLICATION NUMBER:P14/0184

Type of approval sought	Full Planning Permission
Ward	Brierley Hill
Applicant	Mr M. Holloway, Dudley MBC
Location:	THE BOULEVARD, BRIERLEY HILL, WEST MIDLANDS, DY5 2TD
Proposal	INSTALLATION OF A SIGNALISED BUS GATE TO ASSIST PUBLIC TRANSPORT FLOW WEST-BOUND ON THE BOULEVARD APPROACH TO THE MILL STREET ROUNDABOUT
Recommendation Summary:	APPROVE SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

1. The application site is a stretch of highway upon The Boulevard, Brierley Hill. The site runs from The Boulevard/Mill Street highway island along The Boulevard towards the North East for approximately 175 metres.
2. There is a large industrial building and drive through restaurant to the North West of the site and to the South East there are residential properties, a landscaped buffer and the Merry Hill Retail Park beyond.

PROPOSAL

3. This application seeks approval for the widening the carriageway to the southern side of the highway. The proposed development would facilitate the installation of a segregated bus lane on the west bound approach to the traffic island. The proposed bus lane would be 120m in length and would provide a priority for outbound buses leaving Merry Hill Bus Station.
4. It is proposed that bus detection and 'Hurry Calls' will be located at the signals in order to operate the bus gate. The scheme has been designed to ensure that buses are not held by a signal.

5. This development requires planning permission as the works will be carried out by Centro rather than the Highway Authority. Centro have secured funding for the proposed highways improvement works through the Better Bus Area Fund (BBAF).

HISTORY

6. None relevant

PUBLIC CONSULTATION

7. No representations received following consultation with 11 adjoining neighbours, the posting of a site notice and the publication of an advert within a local newspaper.

OTHER CONSULTATION

8. Group Engineer (Highways): No objections. A transport assessment has been submitted as part of the planning application and extensive pre-application discussions were undertaken prior to formal submission.
9. Canal and Rivers Trust: No objections

RELEVANT PLANNING POLICY

National Planning Guidance (2012)

- National Planning Policy Framework

Black Country Core Strategy (2011)

- TRAN2 Managing Transport Impacts of New Development

Supplementary Planning Guidance/Documents

- Brierley Hill Area Action Plan

ASSESSMENT

10. The main issues are

- Principle
- Highway safety

Principle

11. The application site forms an important connective link which provides access for buses in the wider area departing and arriving in a southbound, northbound and notably westbound direction. The proposed works are contained within the confines of the public highway utilising the existing grass verge to facilitate the carriageway widening.

12. Nine bus routes utilise The Boulevard in a westbound direction where the segregated bus lane is proposed. During peak times 22 busses per hour follow this route.

13. Policy 51 of the Brierley Hill Area Action Plan (2011) states that the Council will seek to secure transport infrastructure improvements within the plan boundary to improve the existing public transport network and it is therefore considered that the principle of the development is acceptable.

Highway Safety

14. The Transport Assessment submitted as part of the application has concluded that the installation of the bus lane would create a maximum queue of 8 vehicles at peak times. This is considered to be negligible with regards to the operation of The Boulevard/Mill Street roundabout and the local highway network.

15. The Personal Injury Collision (PIC) data has also been assessed and that suggests that there is nothing inherently unsafe with the design and layout of The Boulevard/A4100 Mill Street roundabout and approaching links. Of particular note the PIC records

indicate that there are no issues with The Boulevard West approach to the roundabout, where the proposed segregated bus lane is to be constructed.

16. It is not considered that the proposed development would result in any detrimental impacts on highway safety and as such the proposal is acceptable with regard to Core Strategy Policy TRAN2.

CONCLUSION

17. The proposed development is considered acceptable in principle with the need to improve the public transport network within this location demonstrated. The submitted details indicate that there would be no detrimental impact on the highway network as a result of the proposed bus lane. On this basis the proposed development is considered to be in accordance with Policy TRAN2 - Managing Transport Impacts of New Development of the Black Country Core Strategy (2012) and Brierley Hill Area Action Plan (2011).

RECOMMENDATION

18. It is recommended that the application be APPROVED subject to the following conditions:

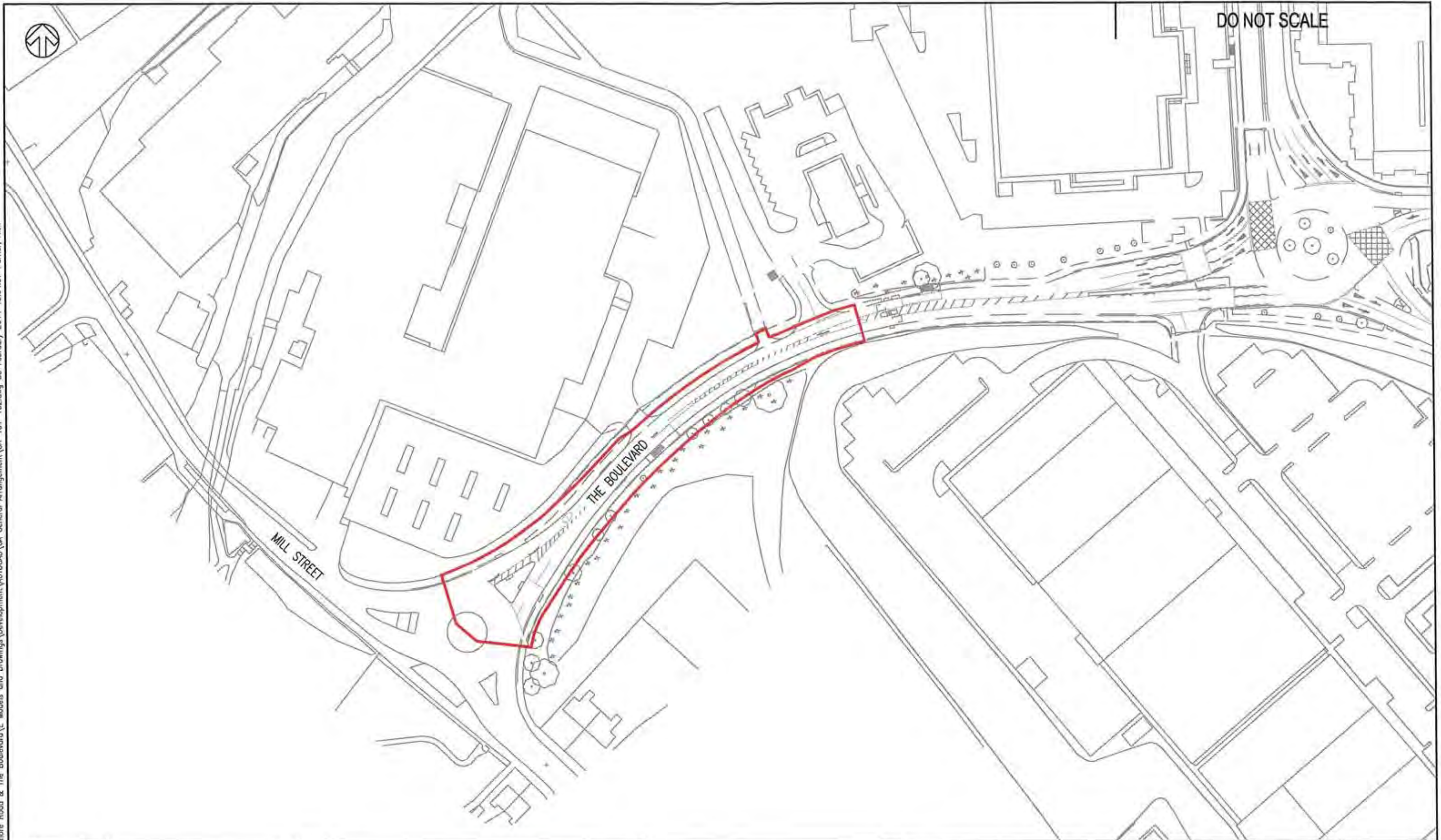
Informative

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: Project Number 70002332 Drawing Number 2332-GA-102 revision A, Project Number 70002332 Drawing Number 2332-GA-101 revision A and the submitted Transport Assessment compiled by WSP and dated 11/02/2014.

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A	05/02/14	AGP	FIRST ISSUE	CS	CS
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: PLANNING APPLICATION					



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CLIENT:	CENTRO
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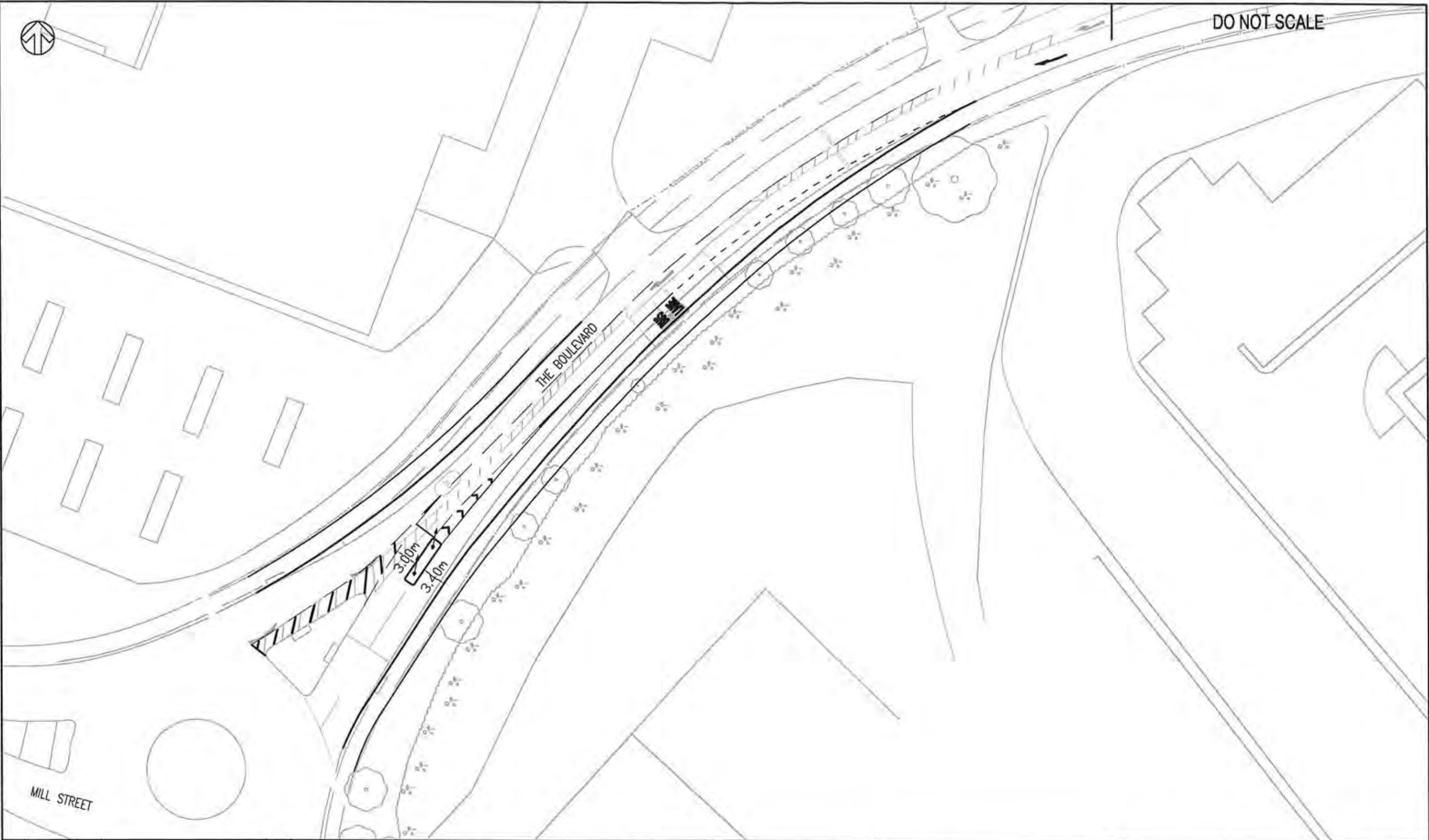
PROJECT:	MERRY HILL - PEDMORE ROAD AND THE BOULEVARD
TITLE:	THE BOULEVARD PROPOSED WESTBOUND BUS LANE AND GATE - RED LINE BOUNDARY

SCALE @ A3:	1:1250	CHECKED:	CS	APPROVED:	CS
CAD FILE:	GA-101-102.DWG	DESIGN-DRAWN:	AGP	DATE:	February 14
PROJECT No:	70002332	DRAWING No:	2332-GA-102	REV:	A
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DO NOT SCALE



A	05/02/14	AGP	FIRST ISSUE	CS	CS
REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS: PLANNING APPLICATION					


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ARCHITECT:	-

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