

## **PLANNING APPLICATION NUMBER: P08/0503**

Type of approval sought	Full Planning Permission
Ward	WOLLASTON & STOURBRIDGE TOWN
Applicant	Mr Daniel Stinton, Centro
Location:	<b>STOURBRIDGE BUS STATION, FOSTER STREET EAST, STOURBRIDGE, DY8</b>
Proposal	<b>REDEVELOPMENT OF EXISTING BUS STATION AND PROVISION OF NEW FACILITIES BUILDING (RESUBMISSION OF REFUSED APPLICATION P07/1782)</b>
Recommendation Summary:	<b>APPROVE SUBJECT TO CONDITIONS</b>

### **SITE AND SURROUNDINGS**

1. Stourbridge bus station is located on the edge of Stourbridge town centre and is bounded by St. John's Road to the west, Foster Street East to the north, and Vauxhall Road to the east. The station has direct pedestrian links to Stourbridge town railway station to the south and to the town centre via a subway located at Foster Street East.
2. The station contains 11 operational bus stops, which according to the applicant do not meet modern standards. The station has a drive-in/drive-out layout where the buses enter the station via Foster Street East and exit from Vauxhall Road. The northern section of the station contains an open piece of land which houses, amongst other things, a café and a drivers' rest room.

### **PROPOSAL**

3. The proposal involves significant redevelopment of the bus station, with the aim of providing high quality public transport for Stourbridge and ease of use for existing commuters, and to encourage more people to travel by public transport.
4. The access arrangements to the station for buses will remain as existing. Changes to the location and layout of the various bus stands are however proposed, in order to significantly improve pedestrian and vehicular safety. The proposed new shelters will

be wider than the existing, and will be constructed of glass with a metal frame and solid roof.

5. A new facilities building, incorporating passenger information services, a retail unit, 3 no. toilets ( one of which is to be 'accessible' ), and offices for CENTRO staff is to be located centrally within the station on an enlarged bus island. The existing public toilets at the site are to be converted into a restroom for drivers.
6. An existing open piece of land at the northern section of the station will be hard landscaped to create a public space that facilitates pedestrian movement within the station. A seating area is to be created within this space, and a 4 metre high totem sign displaying a clock and passenger information is to be erected as street furniture. This area will also provide cycle lockers and incorporate a new access ramp to be situated in the current location of the café at the site, connecting to the existing subway ramp. The proposed ramp will replace two staircases used to access that part of the site from Foster Street East. A new staircase is also to be provided within the northeast corner of the station, cutting through an existing grass embankment.
7. New surfacing materials are proposed throughout the development in order to improve the appearance of the station and improve safety for buses and passengers. A designated parking area for staff of the facilities building and vehicles servicing the building is to be provided within the enlarged bus island. Vehicles can enter and exit this area along Vauxhall Road.
8. The station is to be constructed in phases in order to continue its operation during the construction period. Some bus services may be relocated to Vauxhall Road and Foster Street East during the construction works.

## HISTORY

9.

APPLICATION	PROPOSAL	DECISION	DATE
P07/1782	Redevelopment of Existing Bus Station and Provision of New Facilities Building	Refused	December 2007

10. The above application was refused for the following reason:

*'The proposed development fails to provide for the enhancement, accessibility and improvement of facilities in terms of WC provision for users of the bus station contrary to Policies S16 and AM9 of the Unitary Development Plan'.*

## PUBLIC CONSULTATION.

11. No response received to neighbour consultation at the time of producing this report. The consultation period ends on May 1<sup>st</sup> – any representations subsequently received will be reported to Members in the pre-Committee notes.

## OTHER CONSULTATION

12. The Head of Environmental Protection and Trading Standards – no objection.

13. Group Engineer ( Development ) – no objection.

## RELEVANT PLANNING POLICY

14. Adopted 2005 UDP

Policy S16 ( Access and Movement );

Policy DD1 ( Urban Design );

Policy DD6 ( Access and Transport Infrastructure );

Policy STC2(VIII ) – Block 8 Angel Passage;

Policy AM5 ( Bus Provision );

## ASSESSMENT

### 15. Key Issues

- Principle of the development;
- Access and highway safety considerations;
- Design
- WC provision

#### Principle

16. Policy S16 of the UDP states that the Council will improve accessibility for the Borough's residents and require an integrated approach to land use planning and transport when considering proposals for development. This will be achieved through, amongst other things, facilitating public transport improvements such as that proposed to serve the Borough's town centres and major employment areas.
17. Policy support is also given by Policy AM5 which advises that the Council will encourage and support the provision of effective and efficient bus services in the Borough by supporting public transport providers to improve infrastructure, accessibility and information.
18. Policy AM9 of the UDP seeks to provide an attractive alternative to the private car use by promoting 'seamless' public transport provision. The policy advises that better integration between different modes of travel can be achieved through the provision of new and upgraded bus and railway stations. The link between the station and the railway is a vital element in the proposed layout. The retention of this key transport interchange in the development proposals will allow public transport users more options in their travel choices.



### Access/Highway Safety Issues

19. The removal of the existing staircases on Foster Street East and their replacement by an access ramp will allow for greater ease of movement for pedestrians from the low level of Foster Street East to the high level of the bus station ( there is a substantial change in levels of approximately 3.5m – 4m ). The proposed new staircase from Foster Street East will also improve pedestrian accessibility to the station.
20. Pedestrians can also access the station via an entrance in the southern section of the bus station adjacent to the railway station. This access is relatively flat and is therefore the preferred option for disabled users, the elderly and parents with pushchairs. Within the station is a 'non-definitive' public right of way connecting the subway at Foster Street East to the entrance to the railway station. This right of way is to be retained.
21. The site is located within Block 8 – Angel Passage of Stourbridge town centre ( Policy STC2(VII ) of the UDP ). The retention of strong pedestrian links from the bus station to the town centre is a key aim for redevelopment proposals within this Block. The redevelopment of the station as proposed meets this aim.
22. The arrangement of the bus shelters provides sufficient room for buses to manoeuvre within the site and bypass each other, preventing the 'stacking' of buses waiting to exit the station and reducing potential traffic congestion.
23. Policy DD6 requires that all development makes adequate and safe provision for access and egress by vehicles, pedestrians and other road users. It is considered that the redevelopment proposals are in accordance with requirements of this policy.

### Design

24. Policy DD1 of the UDP requires that all development should apply principles of good urban design. Proposals should, amongst other things, keep and improve all useful

and appropriate pedestrian routes, make a positive contribution to the character and appearance of the area, and demonstrate a positive contribution towards safety and security in the environment.

25. With regard to the aims of Policy DD1, this proposal retains and improves the existing pedestrian routes to the railway station and the town centre. CCTV will be provided both externally and within the proposed shelters to create a safe and secure environment for pedestrians and bus drivers. Lighting will be provided upon each bus island and along the footway to deter crime and antisocial behaviour. To reduce potential light pollution to surrounding residential uses the minimum amount of necessary light will be used.
26. The focal point of the redevelopment scheme is the new facilities building, an attractively-designed, rendered single storey building with curved roof which will be connected to a run of shelters. The shelters themselves will be constructed of glass with a metal frame and solid roof, giving them a contemporary appearance.
27. The proposed seating area will be arranged around a hard landscaped circular paving pattern, created using high quality concrete block paving. This area will also contain high quality street furniture, in particular the totem signage which will act as a focal point within the seating area.

#### W.C. Provision

28. The previous application was refused due to Member's concerns that the number of W.C. facilities ( which included one WC contained in a stand alone unit an one accessible toilet in the facilities building ) within the proposed development was insufficient to replace the existing facilities at the site which were to be converted into a driver's facility. For the purposes of this application an additional WC is to be provided within the proposed facilities building, raising the overall provision from two to three. It is considered that WC provision is now sufficient and that the reason for refusal of the previous application has been satisfactorily addressed.

## CONCLUSION

29. The proposed redevelopment of the bus station will improve accessibility for the Borough's residents through the provision of a more effective and efficient bus services, better integration between the bus and railway stations, and improved pedestrian accessibility to the station. The development makes adequate and safe provision for access and egress by vehicles and pedestrians and other road users, and in addition makes a positive contribution to the character and appearance of the area and safety and security in the environment. As such the proposal is in accordance with Policies S16, DD1, DD6, STC2(VIII ), AM5 and AM9 of the UDP.

## RECOMMENDATION

30. It is recommended that the application is approved subject to the following conditions:

### Reason For Approval

The proposed redevelopment of the bus station will improve accessibility for the Borough's residents through the provision of a more effective and efficient bus services, better integration between the bus and railway stations, and improved pedestrian accessibility to the station. The development makes adequate and safe provision for access and egress by vehicles and pedestrians and other road users, and in addition makes a positive contribution to the character and appearance of the area and safety and security in the environment.

The decision to grant planning permission has been taken with regard to the policies and proposals in the Dudley Unitary Development Plan set out below and to all relevant material considerations including supplementary planning guidance:

Policy DD1 ( Urban Design );

Policy S16 ( Access and Movement );

Policy DD6 ( Access and Transport Infrastructure );

Policy STC2(VIII ) – Block 8 Angel Passage;

Policy AM5 ( Bus Provision );

Policy AM9 ( Interchanges )

The above is intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report.

Note For Applicant

For the avoidance of doubt, this permission relates to drawing no.s. 206414/02/P rev.P3, 3520-A-2001 Rev.D, 206414/TOT Rev P0, 206414/17/N/P Rev P1, 206414/17/S/P Rev.P1,3520-A-3001 Rev. E, 206414/05/P Rev.P1, and 3520-A-4001 Rev.D.

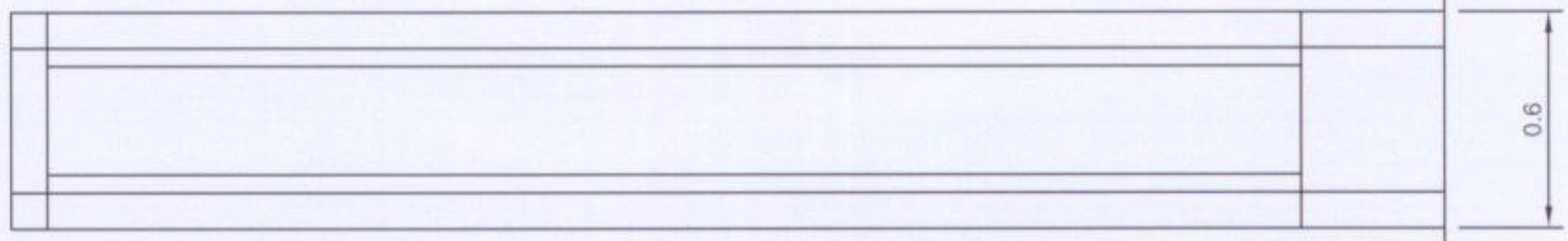
Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. Before development commences details of the type and texture of all materials to be used on external elevations and surfaces shall be submitted to an approved in writing by the local planning authority. The development shall thereafter be constructed in accordance with the approved details.
3. Notwithstanding the notation on the approved plans, development shall not commence until details of the lighting and CCTV cameras to be installed ( including siting, type and luminance ) have been submitted to and approved in writing by the local planning authority. The lighting and cameras shall thereafter be installed in accordance with the approved details.
4. The proposed toilet facilities at the site shall be retained in perpetuity for the lifetime of the development.

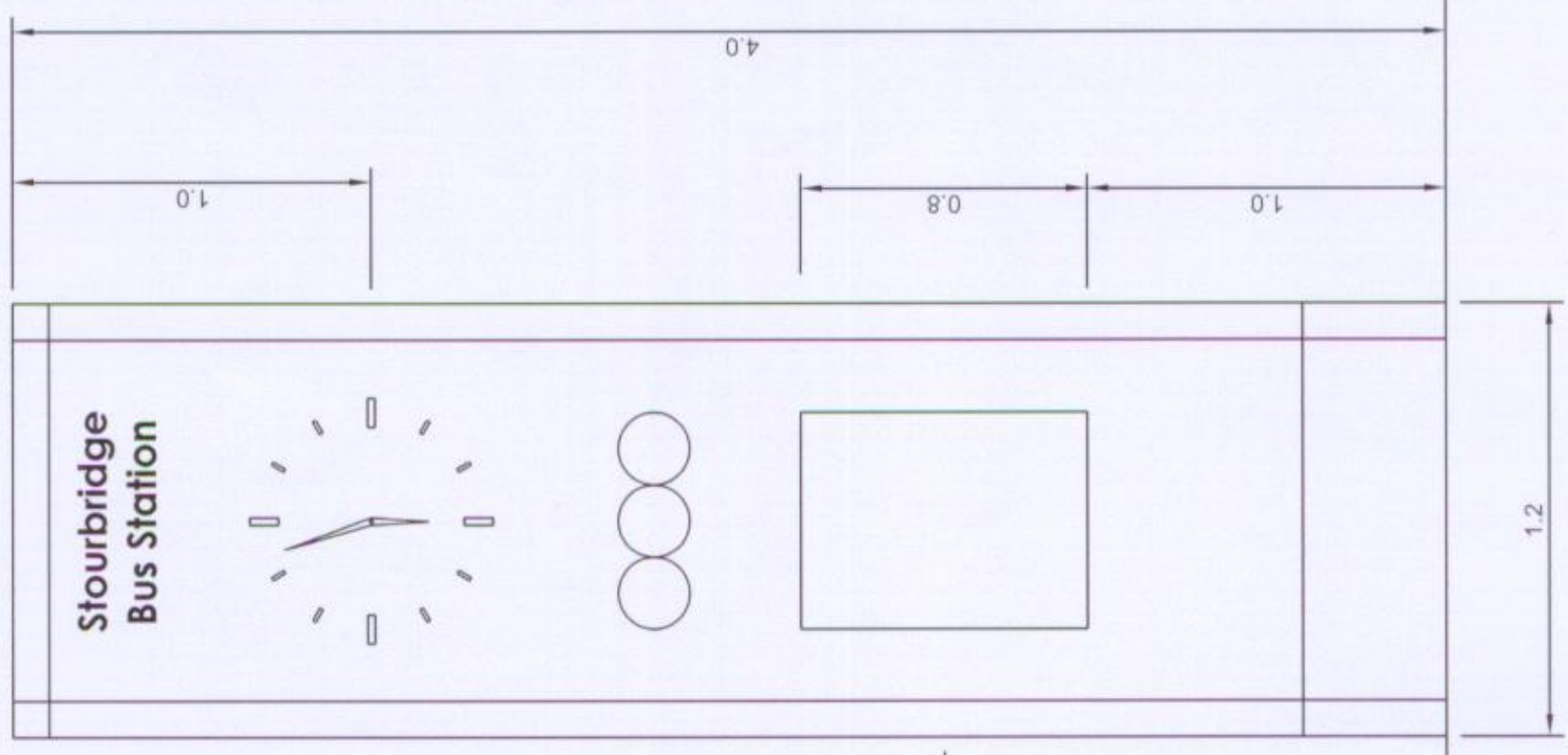
Token Signage



Side Elevation



Front/Back Elevation



Rev	Revision details	Chkd	Appd	Date
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	Design: SA			
	Chkd: SA			
	Appd: RE			
	Date: 30.10.07			

	Preliminary	
	For comment	
	For tender	
	For construction	
	As constructed	
	PLANNING	✓

**Owen Williams**  
Part of Arney plc

Client  
CENTRO

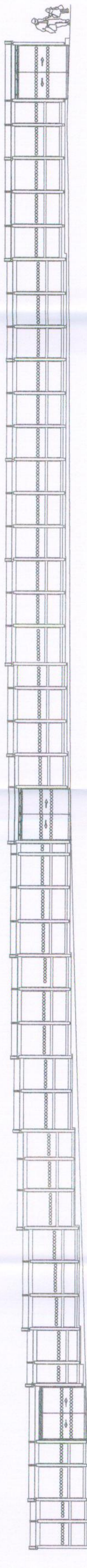
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**Stourbridge Bus Station**

Drawing Title  
PLANNING  
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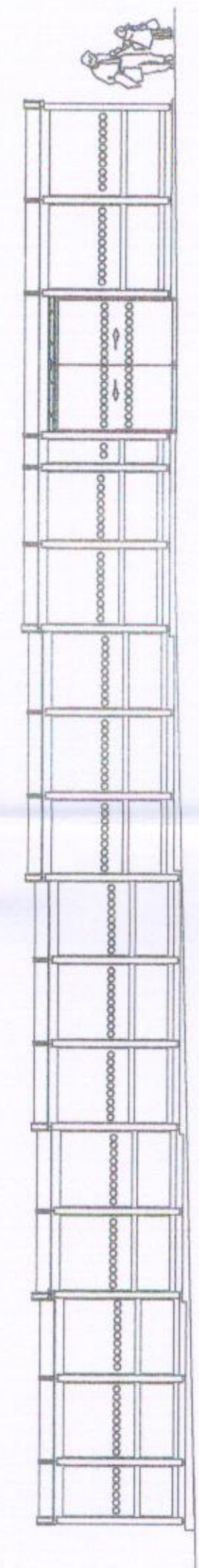
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Rev  
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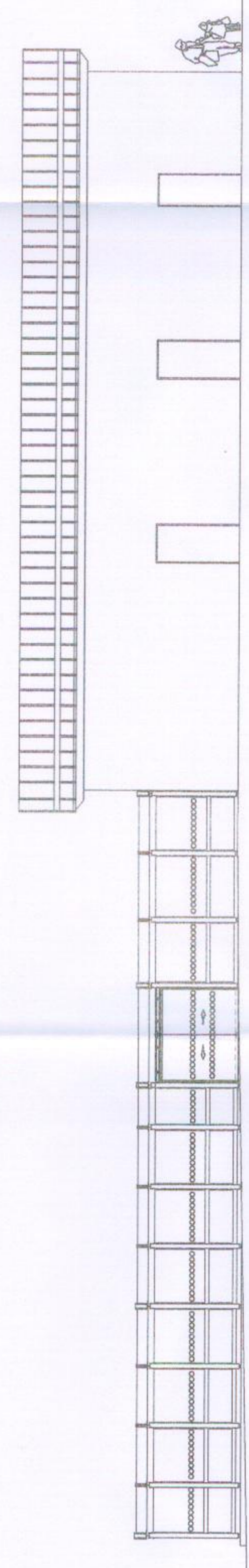




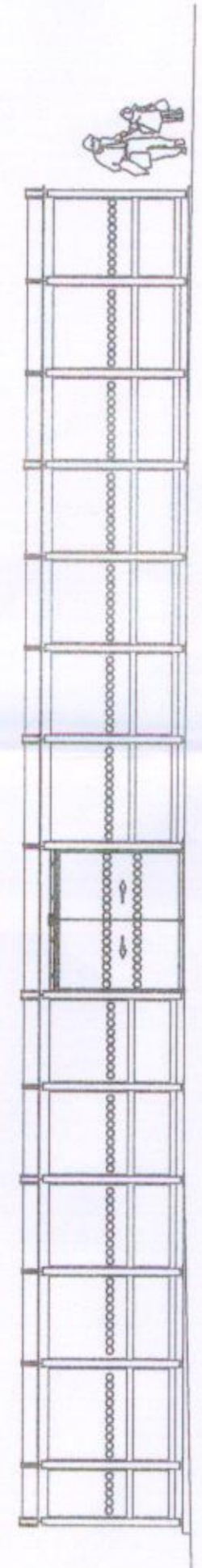
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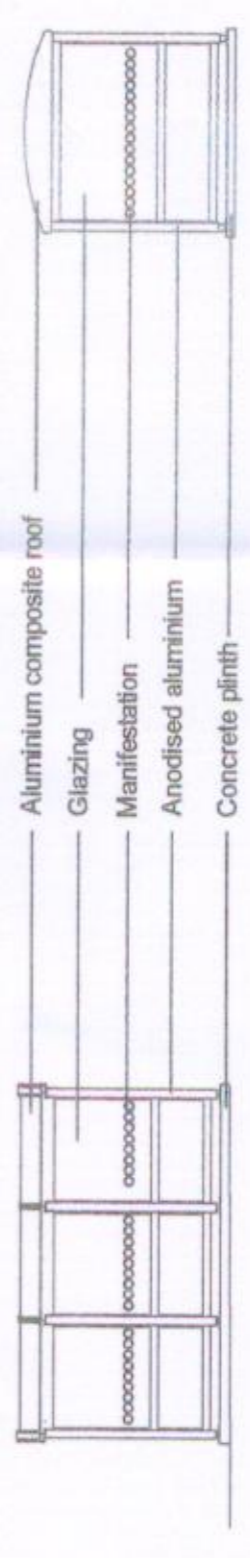
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Elevation C-C  
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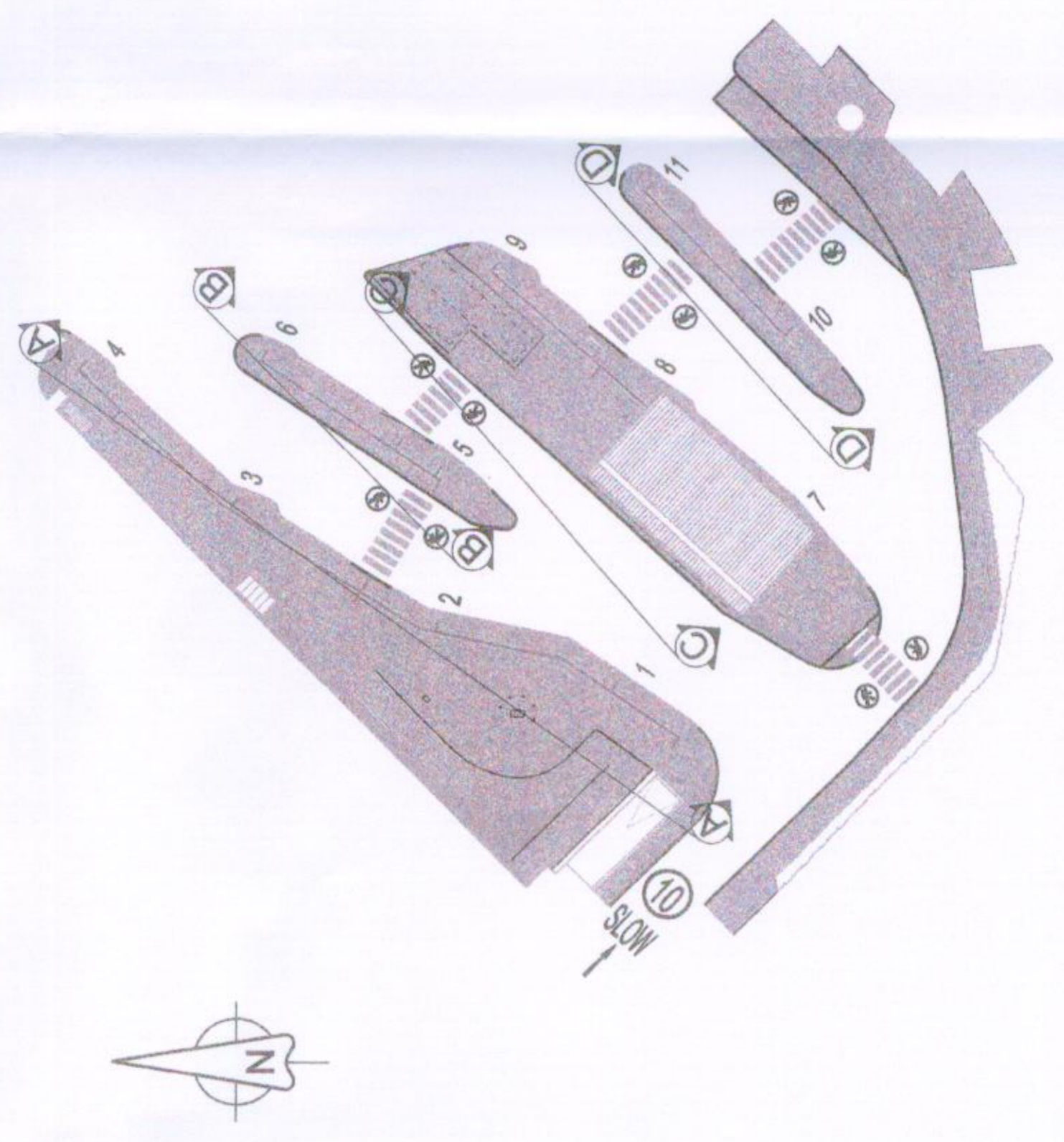


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Typical Detail  
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Typical End Detail  
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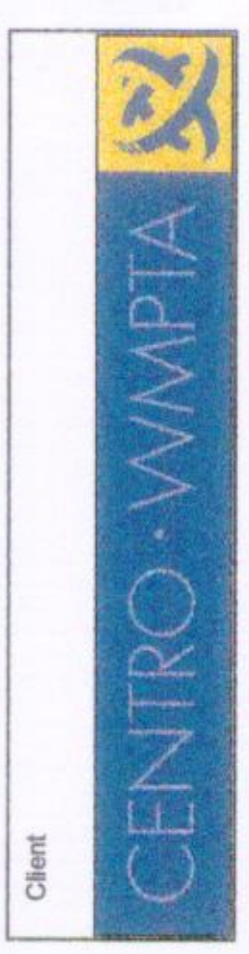


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Rev	Alteration to the kerb alignment	NP	RE	18.03.08	Date
P1	Alteration to the kerb alignment	NP	RE	18.03.08	Date

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Design: LB	For comment
Check: SA	For tender
Appd: SA	For construction
Date: 10.09.07	As constituted
	PLANNING



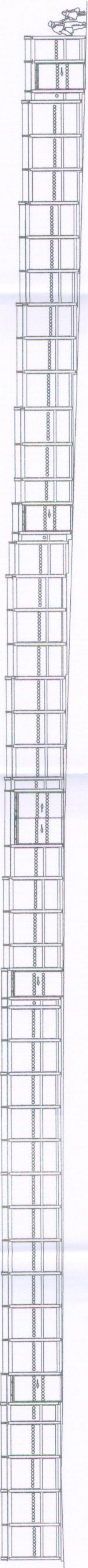
Client  
Stourbridge Bus Station

Project Name  
Stourbridge Bus Station

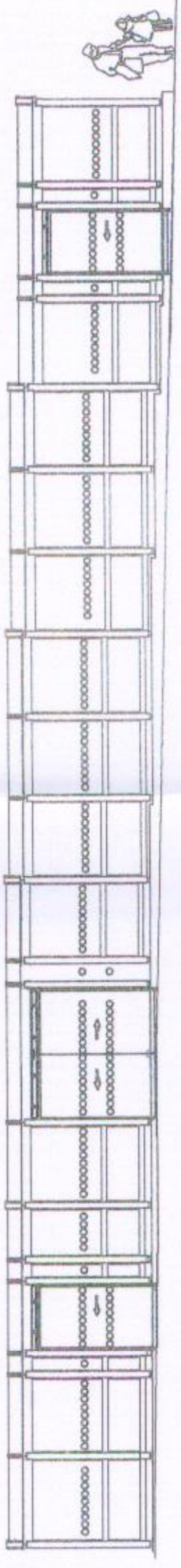
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PLANNING  
South  
Bus Shelter Elevations  
A-A to D-D

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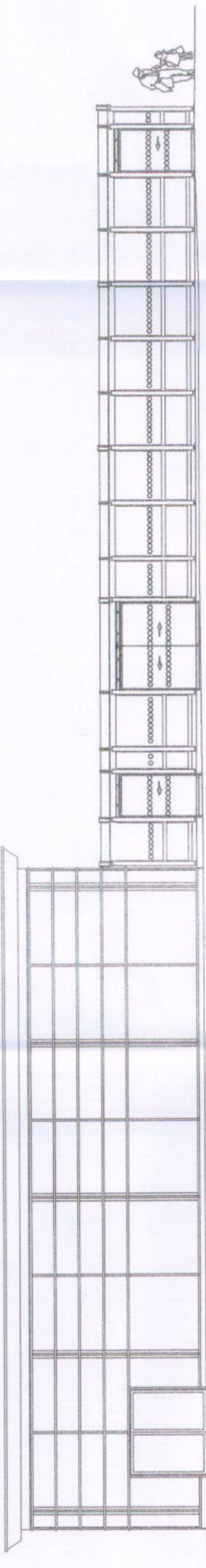




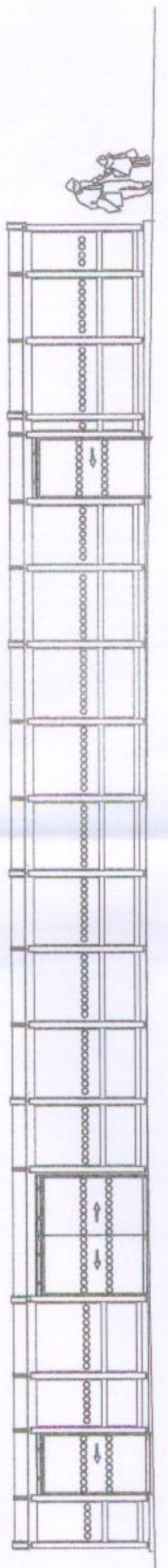
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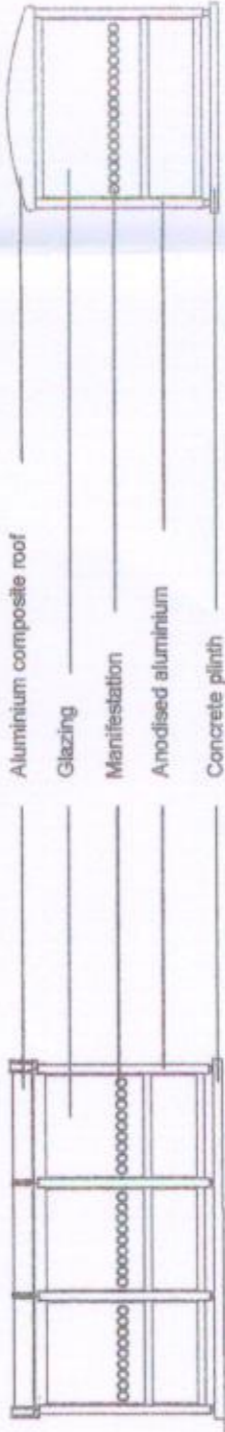
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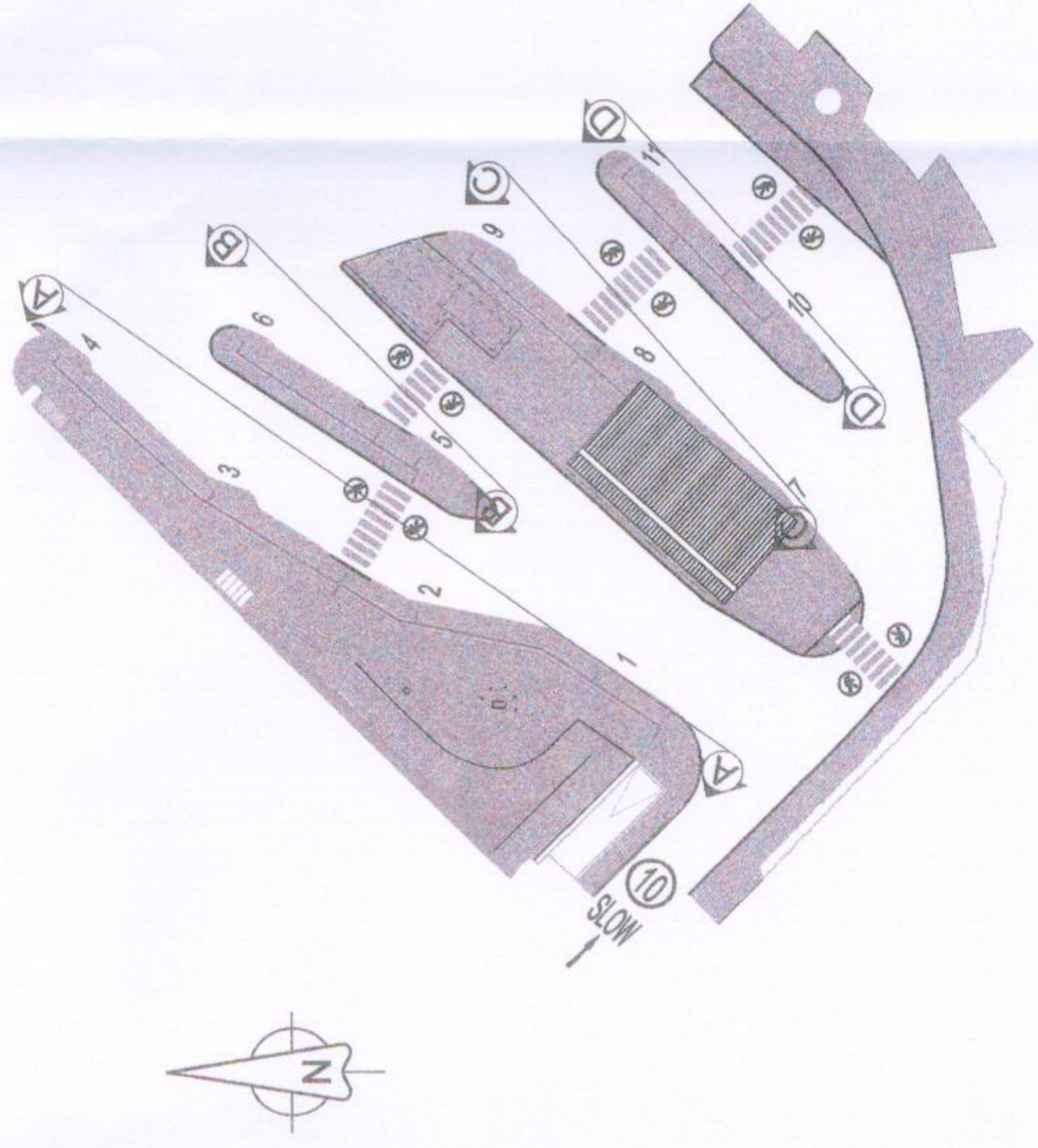


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Typical Detail  
scale 1:100

Typical End Detail  
scale 1:100



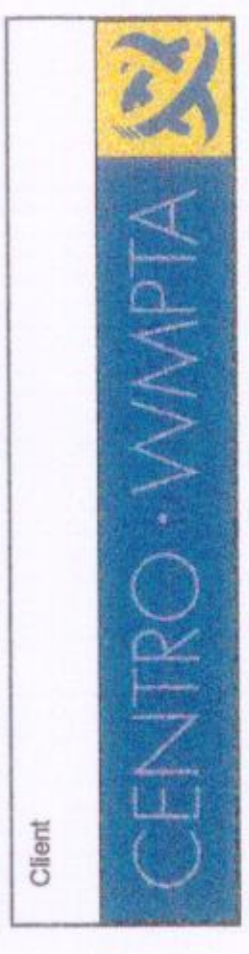
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Rev	Alteration to the kerb alignment	NP	RE	18.03.08
P1				

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	Design: LB			
	Chkd: SA			
	Appd: SA			
	Date: 10.09.07			
	As constructed			
	PLANNING			

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PLANNING



Client  
Project Name  
**Stourbridge Bus Station**

Drawing Title  
PLANNING  
**North  
Bus Shelter Elevation  
A-A to D-D**

Original Drawing Size : A1  
Scale : As Shown  
Dimensions : -

Drawing No  
**206414/17/N/P**

Rev  
**P1**



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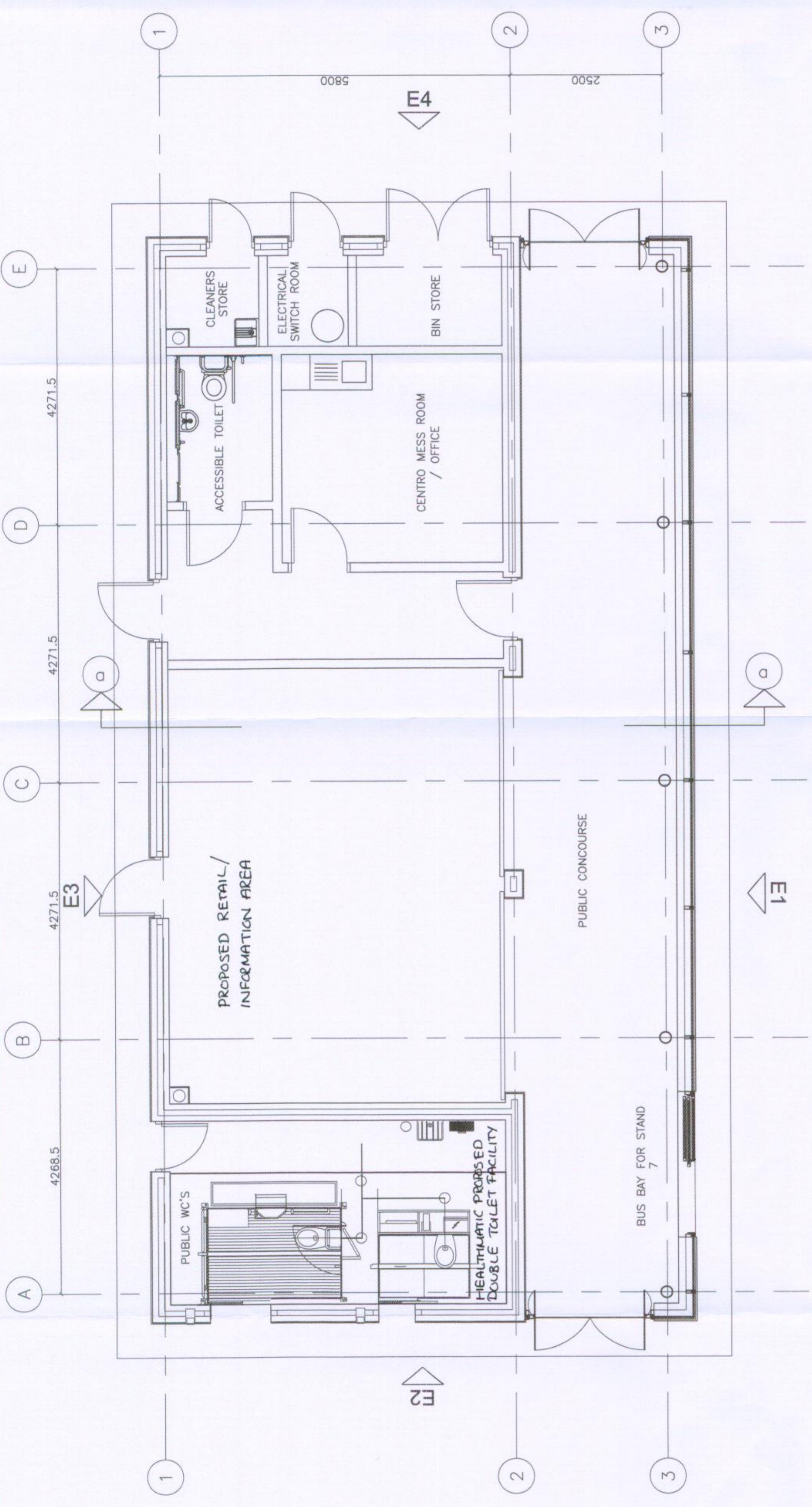
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25 MAAR 2008

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Layout updated to revised site layout			
C	15/02/08	Drawn: GT	Check: NB
Layout and template updated			

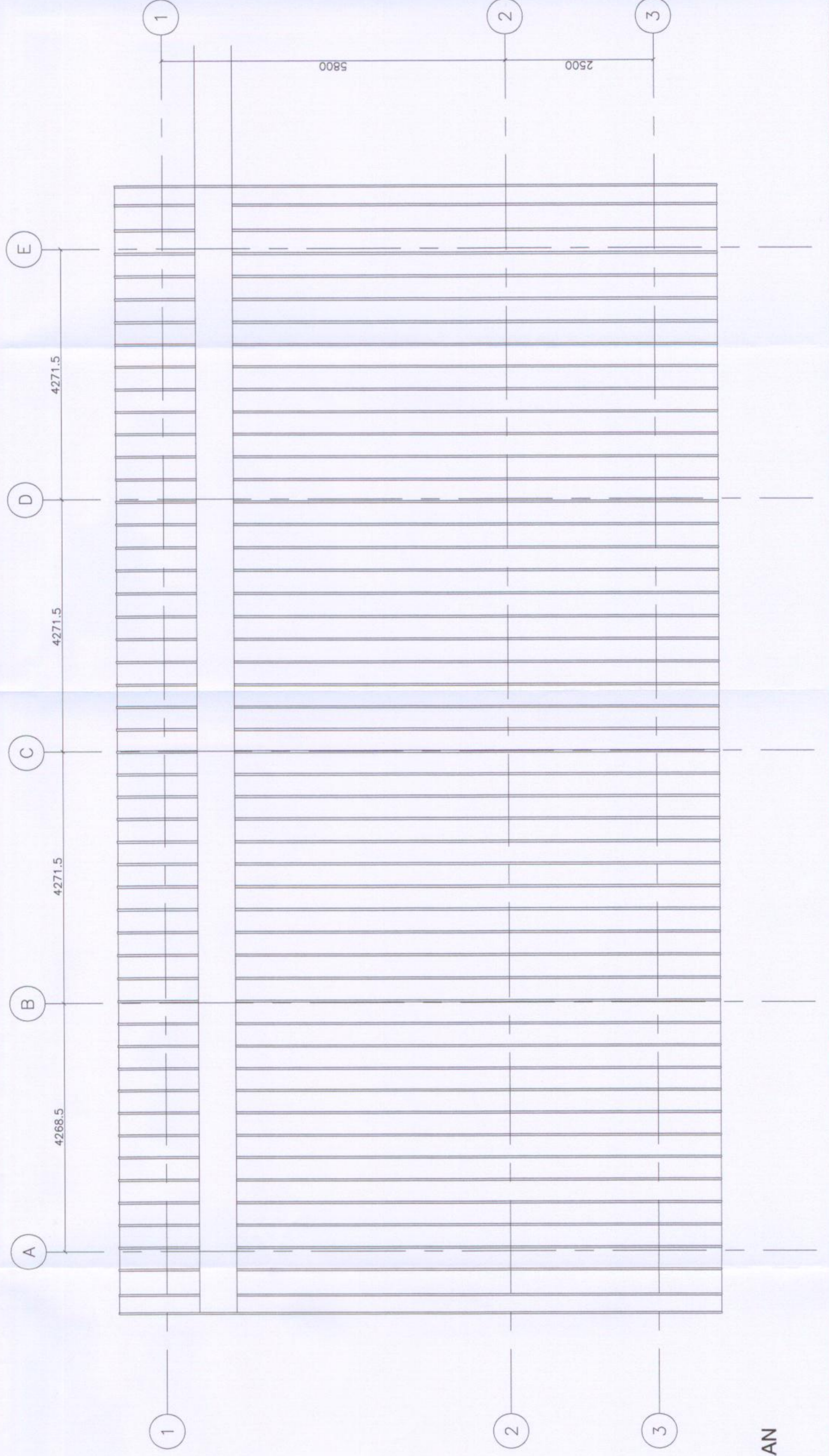
The Helanda  
27 Abbot Street  
Manchester M1 5QA  
Telephone +44(0)161 2093070  
Fax +44(0)161 2093071  
Website www.jefferson-sturton.com

**Jefferson  
Sturton  
Architects**

Drawn: GT	Check: NB
Project Centro Stourbridge Bus Station	
Drawing GA Plans	
Scale 1:50@A1	Date 15.02.08
Ref. 3520	Number 3520_A_2001
	Rev. D



GA PLAN SCALE 1:50



GA ROOF PLAN SCALE 1:50



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 the face of the work unless otherwise  
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FOR GA PLANS AND ELEVATION  
 LOCATIONS REFER TO DRAWING  
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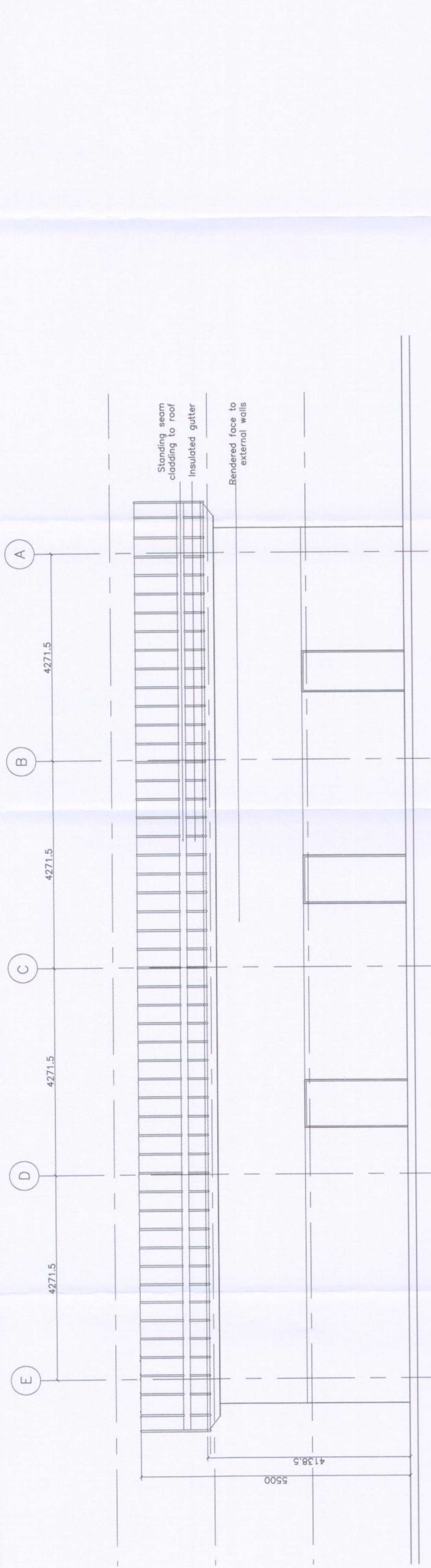
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Layout and template updated			

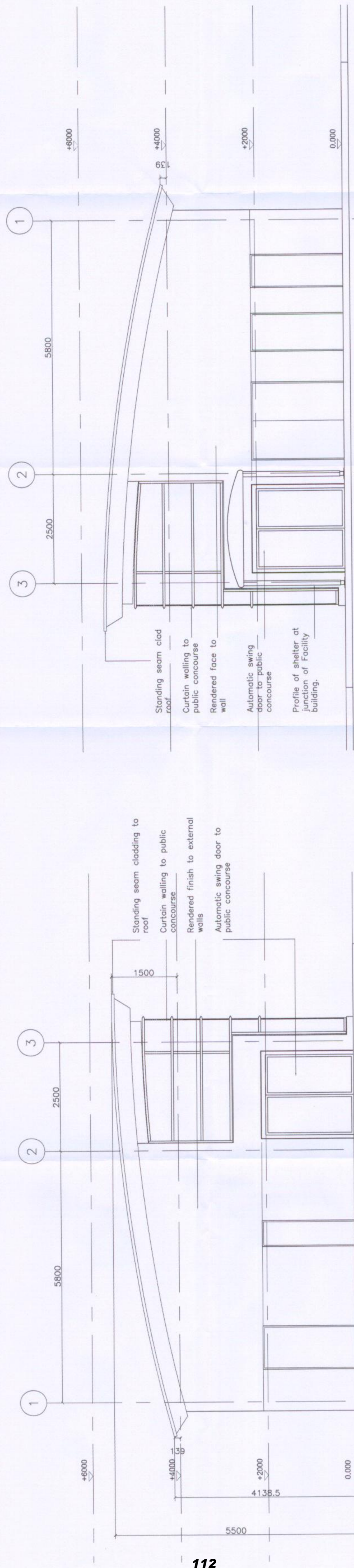
The Hacklands  
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 Facsimile +61 (0)3 9595 980  
 Website www.jeffersonsheard.com

**JS** Jefferson Sheard Architects

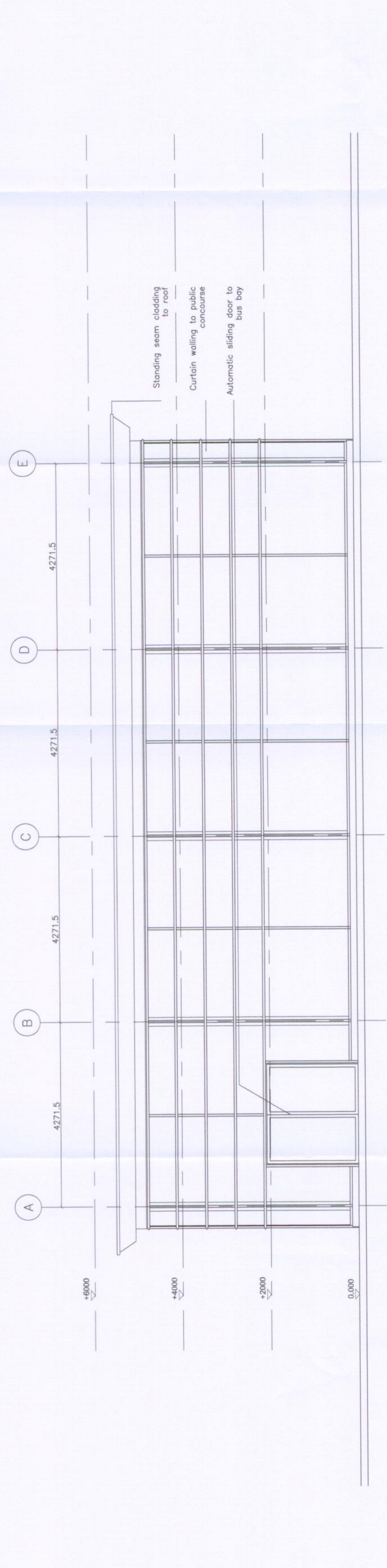
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Date	15.02.08
Number	3520_A_3001
Rev.	E



ELEVATION 1 NORTH WEST SCALE 1:50



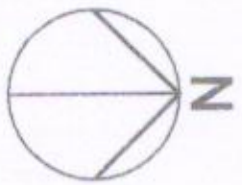
ELEVATION 2 SOUTH WEST SCALE 1:50



ELEVATION 4 NORTH EAST SCALE 1:50

ELEVATION 3 SOUTH EAST SCALE 1:50





**KEY**  
— Planning Boundary

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Rev	Revision details	Chkd	Appd	Date

Drawn: LB	Preliminary
Design: LB	For comment
Chkd: SA	For tender
Appd: SA	For construction
Date: 07/09/07	As constructed
	PLANNING

**Owen Williams**  
 Part of Amey plc



Client  
**CENTRO**



Project Name  
**Stourbridge Bus Station**

Drawing Title  
**PLANNING  
 Site Location Plan**

Location Plan

Original Drawing Size: A2	Dimensions: -	Rev
Scale: 1:1250		P0
Drawing No 206414/16		





