

**PLANNING  
COMMITTEE**

**14th September 2010**

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**PLANNING APPLICATION 2010/191/COU**

**RECONFIGURATION AND CHANGE OF USE OF INTERNAL CIRCULATION SPACE & EXISTING UNITS TO PROVIDE A COFFEE SHOP (CLASS A3) AND ASSOCIATED PERMANENT SEATING AT REDDITCH BUS STATION.**

**REDDITCH BUS STATION, KINGFISHER WAY, REDDITCH**

**APPLICANT: SCOTTISH WIDOWS PLC & SCOTTISH WIDOWS UNIT FUNDS**

**EXPIRY DATE: 29TH SEPTEMBER 2010**

**WARD: CENTRAL**

The author of this report is Ailith Rutt, Development Control Manager, who can be contacted on extension 3374 (e-mail: ailith.rutt@redditchbc.gov.uk) for more information.

**(See additional papers for Site Plan)**

**Site Description**

Two small kiosk style units, with roller shutters, are located internally at the Kingfisher Shopping Centre at bus station level, 'behind' the lift shaft/escalators that lead to the lower of the two shopping levels. This area is general public space that is protected from the weather by virtue of being enclosed, and which provides a pedestrian through route between the shopping centre, bus station, train station and residential areas such as Oakly Road, Bromsgrove Road and Plymouth Road. The enclosure is largely plate glass, and looks out onto the bus station, with views of the landscaping between the bus lane and Plymouth Road.

**Proposal Description**

The application proposes to bring into use two vacant units at the lowest level of the Kingfisher Shopping centre, for café uses. It also proposes seating in the general circulation space opposite, which faces out towards the landscaping between the bus station and Plymouth Road.

The seating areas would be separated (roped off or similar) to form a corridor through for access between the lifts/escalators up to the shopping centre and the external doors that lead towards Oakly Road, with tables and chairs on both sides. An L-shaped serving bar area would be provided in one corner.

The existing public toilet facilities to the rear of the lift shaft would remain.

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The application is supported by a Design & Access Statement.

**Relevant Key Policies:**

All planning applications must be considered in terms of the planning policy framework and all other relevant material considerations (as set out in the legislative framework). The planning policies noted below can be found on the following websites:

[www.communities.gov.uk](http://www.communities.gov.uk)

[www.wmra.gov.uk](http://www.wmra.gov.uk)

[www.worcestershire.gov.uk](http://www.worcestershire.gov.uk)

[www.redditchbc.gov.uk](http://www.redditchbc.gov.uk)

***National planning policy***

PPS1 (& accompanying documents) Delivering sustainable development  
PPS4 Planning for sustainable economic growth

***Worcestershire County Structure Plan***

SD4 Minimising the need to travel

SD9 Promotion of town centres

D31 Retail hierarchy

***Borough of Redditch Local Plan No.3***

CS7 Sustainable location of development

S1 Safer communities

E(TCR)1 Vitality and viability of the town centre

E(TCR)2 Town centre enhancement

***Other relevant corporate plans and strategies***

Worcestershire Community Strategy (WCS)

Redditch Sustainable Community Strategy (SCS)

Town Centre Strategy (TCS)

**Relevant site planning history**

None

**Public Consultation responses**

None

**Consultee responses**

***County Highway Network Control***

No objection

***Environmental Health***

No objection received

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***Crime Risk Manager***

No objection received

***Development Plans Team/Town Centre Co-ordinator***

No objection – the site does not fall within the designated protected retail frontages and the proposal would benefit the town centre

**Assessment of proposal**

The key issues for consideration in this case are the principle of the development and its appropriateness in design and pedestrian flow terms.

**Principle**

The principle of this type of use within a town centre location such as this is broadly considered to be appropriate and acceptable, subject to the details of the proposal being acceptable.

**Design and layout**

The proposal retains a direct pedestrian flow route through which is the clear desire line of travel, and as such would not inhibit or increase travel for pedestrians using this space as a through route, and this is welcomed.

It is not considered reasonable to seek to control in too much detail matters of design internally for the café area, but it is recommended that the number of covers be limited to what is shown on the plans in order to prevent the spread of the use beyond the area proposed, and retain some general public space within this enclosed area. It is considered desirable to retain some general covered waiting area for those bus station users who do not wish to be customers of the café.

**Sustainability**

The applicant has stated that minimum energy would be used once the use was in operation, and minimal physical alterations are proposed so there would be minimal drain on resources.

**Other issues**

It is not considered necessary to limit the hours of opening of this facility, as it could provide a service early in the morning and late into the evening to users of the bus station, and it is not considered to be sufficiently close to residential properties to be likely to cause any nuisance or disturbance to them.

**Conclusion**

It is considered that the proposal is in accordance with the planning policy framework, and that subject to the proposed conditions it would not be likely to cause significant harm to amenity or safety.

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**Recommendation**

**That having regard to the development plan and to all other material considerations, planning permission be GRANTED subject to conditions and informatives as summarised below:**

1. Time limit for commencement of development
2. Corridor to be kept clear for pedestrian flows
3. Design of corralling fencing to be agreed and maintained as such
4. Limit number of covers as per plan
5. Approved plans specified.

**Informatives**

1. Reason for approval.