

## **LEISURE COMPLEX AND BUS STATION PROGRAMME BOARD**

Monday 12 September 2016

### **Present:-**

Councillor Bialyk (Chair)  
Councillors Denham, Edwards, Gottschalk, Mrs Henson and Prowse

### **Apologies:-**

Councillor Wardle

Deputy Chief Executive, Client Lead Build, Project Manager - Leisure Operations,  
Communications Consultant and Democratic Services Officer (Committees) (SLS)

### **Also Present**

Mark Thomas – AFLS + P Architects  
James Halse and Charles Hill – Arcadis Design and Consultancy  
Justin Pickford – Baker Ruff Hannon  
Iain McNeill – WSP Group Ltd

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### **DECLARATIONS OF INTEREST**

No declarations of discloseable pecuniary interest were made.

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### **PRESENTATION - THE BUS STATION SCHEME (APPROVAL OF STAGE E DESIGN)**

Members of the Design Team were in attendance to present the detail of RIBA Stage E design (the preparation of the technical design and specifications), in order to seek formal approval to progress the tendering process on the scheme.

Mark Thomas from AFLS + P Architects presenting the detail of the work achieved to reach RIBA Stage E design and the request to seek formal approval to progress through Control Point 4 of the redevelopment of the Bus Station Scheme. He outlined the work carried out since the last meeting of the Programme Board in July. This included the following:-

- submission of the reserved matters planning application for the Exeter Bus and Coach Station re-development area;
- submission of the discharge of planning conditions as applicable;
- development of the internal layout based on stakeholder feedback;
- development of the bus envelope and internal architectural design;
- development of above and below ground structure developed and coordination; and
- development of the mechanical and electrical services design; and in particular lighting design concepts;

The presentation which included an electronic 3D model provided a bird's eye view of the build, including the bus apron layout, main concourse, physical build and foundations / structural frame of the Bus Station. It also included the accommodation for the potential operator, public areas including some additional public seating area to better accommodate waiting passengers, and the public toilet

provision. A number of slides depicted models of the Bus Station, set within the overall site on Paris Street, as well as views from Street C, Bampfylde Street and relationship with the surrounding environ, and Block D of the Crown Estates retail unit. Some adjacent work in relation to the interface issues between the Block D unit of Crown Estates and St Sidwell's Point was also covered. The facility build continued to be designed to passivehaus standards.

Mark Thomas referred to ongoing discussions with the current operator Stagecoach and the Design Team's effort to ensure that their requirements were considered as representative of a potential operator of the facility. Although it was still the same fundamental space, there had been some changes to the operator's office including improvements to the ventilation and roof lighting to provide more natural illumination.

He also provided a summary of a combined engineering model, which included detail of the interfaces, substructure, utilities, services and drainage incorporating:-

- passivehaus standard
- natural and mechanical ventilation
- comfort cooling
- low temperature hot water (LTHW) heating cold water, and domestic hot water
- above ground drainage
- new substation, access within the plant room and high level access to build
- lighting
- IT/Data
- Security and access control
- CCTV and Wi-Fi

Mark Thomas confirmed that a non-structural timber solution would be used, as part of an air-tightness strategy and to better improve the overall quality aspirations. He also included detail of the foundations and structural frame and piled retaining wall along Block D boundary.

In terms of project delivery, the status remained as green, and was on budget. The Project Risk Register had been maintained throughout the scheme to identify any risk and consider the strategies needed for mitigation. The reserved matters planning application, which included all of the detail of the scheme, would be presented to a special meeting of the City Council's Planning Committee on 5<sup>th</sup> October 2016. Arcadis continued to work on the procurement aspects of the main contract, and they anticipated going out to tender very shortly, using the 'Exeter Sustainable Energy Efficient Developments' (EXEseed) contractor's framework, which would provide a delivery platform to connect with the right contractor, and would include the adjacent St Sidwells Point Leisure Centre. The end date of the project remained as December 2018. The Chair responded to a Member's comment who had sought assurances that there would be the availability and quality of skilled labourers at the time that building was due to take place.

**RESOLVED** that:-

- (1) following the presentation of Stage E/F1 Technical Design, formal approval for the Project Team progress through Control Point 4 in accordance with the Programme Boards' governance arrangements in relation to the Bus Station Project be made; and
- (2) formal approval to proceed to the next stage and the tender process.

**DATE OF NEXT MEETING**

The date of the next Leisure Complex and Bus Station Complex Board meeting would be identified to coincide with the programme gateway.

(The meeting commenced at 4.00 pm and closed at 4.25 pm)

Chair