

## **PLANNING COMMITTEE**

Monday 27 March 2017

### **Present:**

Councillor Sutton (Chair)  
Councillors Lyons, Bialyk, Denham, Edwards, Foale, Gottschalk, Harvey, Mrs Henson, Morse, Newby, Prowse and Spackman

### **Apologies:**

City Development Manager, Principal Project Manager (Development) and Democratic Services Officer (Committees) (HB)

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### **DECLARATIONS OF INTEREST**

No declarations of interest were made by Members.

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### **PLANNING APPLICATION NO. 16/1616/02 - EXETER BUS AND COACH STATION RE-DEVELOPMENT AREA, PARIS STREET, EXETER**

The Principal Project Manager (Development) (HS) presented the application for approval of the details of the layout, scale and appearance of the buildings, the means of access thereto and the landscaping for: Paris Street (Parcel P) and commercial developments (Parcel C).

Members were circulated with an update sheet - attached to minutes.

The Principal Project Manager (Development) reported the reserved matters for which approval was sought being means of access, appearance, landscaping, layout and scale. He stated that scale and layout of the development had been substantially established at outline stage as set out in the approved parameters plan and advised that a Traffic Order relating to extinguishment of vehicular rights and stopping up of highways including the upper part of Paris Street was the subject of separate applications to the Secretary of State.

He detailed the proposals for the five new blocks of development (named Block A to E), varying between two and three commercial storeys (between 12.0 and 23.0 metres) arranged around a terraced central open amphitheatre space and pedestrian routes that connect the space directly with surrounding streets and the public space in Paris Street (between Dix's Field and High Street). Details of three single storey kiosk units in Paris Street were included, as were details of the formation of a service yard at the rear of existing buildings on Sidwell Street accessed via Bampfylde Street from its junction with Cheeke Street.

He responded as follows to issues raised by Members:-

- whilst cycle usage through the newly provided pedestrian area at the upper part of Paris Street as well as the rest of Paris Street would be permitted, the

central area would be pedestrian only, details to be secured by means of a Section 278 agreement;

- wheelchair access to the terrace overlooking the amphitheatre would be possible with sufficient space at the end of the seating area;
- issues raised by Living Options, such as the size of lifts serviced by the development and the nature of the handrails, could be achieved through building regulations;
- further discussion to take place on the final detail of the Dix's Field/Paris Street/Exeter Community Transport Association facilities;
- the importance of an appropriate finish to the lower Paris Street frontage, including the Cinema, was recognised, given its gradient and the challenge of providing suitable window dressings for the lower floor. There was, however, only limited outlook onto this frontage;
- a suitable electric and water supply for the amphitheatre area would be provided together with further thought on the nature of the grassed area; and
- Local Plan Policy T2 referred to in the January 2016 report, but not this one.

Mrs Lant spoke against the application. She raised the following points:-

- there are huge difficulties experienced by those with little or no sight in navigating city centre landscapes and it is important therefore to have regard to the practicalities and daily experiences of this cohort in visiting this new development;
- many aspects of the design present practical difficulties such as curved buildings, obstructive street furniture and the absence of features to assist those with poor or no eyesight;
- grey paving and furniture are difficult to see and reflective sunlight off glass and metal poles etc. also cause difficulties as do metal hand rails which can be very hot on sunny days. Guide dogs operate more effectively when they can identify straight lines and drainage surfacing should be user friendly for this group;
- consideration should be given to providing modern and innovative sound and smell related landmarks, additional white lines and tactile surfacing;
- have discussed issues with the architect but believe that more needs to be done to remove a lot of street "clutter" hindering the movement through the site as many people will simply be unable to access the buildings;
- an example of an exciting innovation are "talking" toilets introduced in Cornwall;
- consideration should be given to ensuring the lifts are of adequate size to accommodate all designs of wheelchair; and
- urge Councillors to undertake awareness training to appreciate the difficulties experienced by those with little or no sight.

She responded as follows to Members' queries:-

- happy for representatives of disabled groups to discuss further with the developer appropriate designs, use of street furniture etc. to avoid the missed opportunities at Princesshay and the Central Library;
- proper delineation between the pavement and road areas is necessary to avoid the situation in the High Street where individuals with their guide dogs are unable to identify the kerbs. Getting the design right first time can avoid the need to train dogs; and
- some measures are easy to introduce such as tactile paving and sound landmarks and many are just common sense.

Mr Grinnell spoke in support of the application. He raised the following points:-

- representing Crown Estates and TH Real Estate, proven deliverers of high quality retail/leisure schemes across the UK;
- the application is for a package comprising the closure of part of Paris Street, public realm works, a new Leisure Centre and a commercial scheme brought forward after working with the Council and other stakeholders;
- there has been a focus on communication and meaningful engagement with interested parties, there being significant support for the regeneration of the bus station site including from the Chamber of Commerce and the Exeter BID;
- the development of this high quality quarter furthers the Council's vision for the Bus and Coach station site and is in accord with development plans including the Development Delivery (DPD) and the Bus and Coach Station Area Development principles, representing a £75 million regeneration of the area;
- the development will deliver 750 new jobs in the retail, leisure and construction industries;
- it comprises active street frontages throughout, including the terrace area overlooking the amphitheatre with restaurants with the Cinema and Leisure Centre together providing a key landmark for the rest of the City Centre;
- development includes high quality public realm; and
- the amphitheatre is at the heart of the development meeting the need for a flexible, interesting and inviting area as well as a potential performance space.

He responded as follows to Members' queries:-

- already work with the Princesshay management on the public realm appearance of that development and will do so for this development including examining options for the green open space to be a mix of natural and artificial grass to avoid need for re-turfing;
- have engaged with groups and individuals concerned about the welfare of less abled including the visually impaired as well as Living Options and will continue to do so to take on board their on-going feedback;
- a balance is necessary in reaching final agreement on materials and the detailed design, but confirm that the engagement process on these matters continues;
- consideration can be given to the required features for power and water provision etc. in order to facilitate performance elements and will be included in the tendering package for the amphitheatre area;
- the scheme is predicated on the closure of the upper part of Paris Street and there is no alternative plan should the Secretary of State refuse this closure; and
- the area outside the Exeter Community Transport Association office has been redesigned to facilitate a turning area for Park and Ride buses, a new cycle parking area and a re-ordered parking bay for the Association.

A number of Members welcomed the proposal as an important addition to the City Centre which would help ensure its future vibrancy and competitiveness and combat further pressure for out of town developments which, when permitted in other Cities, had led to the decline in fortunes of City Centres, one Member remarking that, as shown elsewhere in the City, a street closure to facilitate pedestrianisation was unlikely to cause noticeable disruption in traffic flows. A Member welcomed the opportunity to re-develop an area of the City in need of regeneration through a

significant investment which would also bring extra jobs opportunities. She thanked the public speaker for her positive contribution on behalf of those with little or no sight and hoped that these ideas such as tactile surfacing would be taken on board by the developer. She also hoped that biodiversity issues raised by the Devon Wildlife Trust could be incorporated into the scheme and that a condition be added to ensure an appropriate design at the Paris Street/Dix's Field junction to accommodate the flow of buses and cycles as well as arrangements for the ECTA office.

A Member, in supporting the application and picking up on the responses of the public speakers, asked that consideration be given to ensuring that the lifts within the scheme were of the appropriate size to accommodate all users and that layout, materials and design issues, as well as the provision of stands for electric cycles, would be further discussed with the applicant to meet the needs of all members of the public.

Members asked that the progress on the additional elements discussed and supported for inclusion in the scheme be reported to the Planning Member Group.

A Member referred to the request of the University to participate in the planning of facilities for cyclists within the development to include linkage to the overall cycling network and this was supported by another Member who, whilst referring to issues regarding the closure of the upper part of Paris Street, suggested that cyclists might feel uncomfortable with additional buses running along Sidwell Street. Members agreed that consultations be held with the University, as requested.

The Principal Project Manager (Development) confirmed that conditions would be added regarding the provision of appropriate lifts and on the detail of the junction at the bottom of Paris Street near the Exeter Community Transport Association office and that the details requested in respect of design and materials would be included in an existing proposed condition. He also advised that further consultations would take place with the applicant on the provision of electric bike stands as well as the long term maintenance of the amphitheatre and the associated grassed area as well as discussions on design and materials in general.

The recommendation was for approval, subject to the conditions as set out in the report.

**RESOLVED** that planning permission for approval of the details of the layout, scale and appearance of the buildings, the means of access thereto and the landscaping for: Paris Street (Parcel P) and commercial developments (Parcel C) be

**APPROVED**, subject to the following conditions, which may be varied or supplemented:-

- 1) Unless otherwise agreed the means of access, landscaping, appearance, layout and scale of development hereby approved shall not be carried out otherwise than in strict accordance with the submitted details received by the Local Planning Authority on 13 March, 14 March and 15 March 2017, as modified by other conditions of this consent.  
**Reason:** In order to ensure compliance with the approved drawings.
- 2) Notwithstanding condition no. 1, before the respective Blocks referred to in the sub-parts below are first brought into use the following specified details shall have been submitted to and approved in writing by the Local Planning Authority and implemented on site:

1. The detailed design of the junction between Block D and the Bus Station building, or the eastern elevation of Block D
2. The detailed design of the junction between Block E and the Leisure Centre building, or the northern and eastern elevations of Block D.

**Reason:** Additional details on these matters, which are dependent on the timing of delivery of the adjoining development, will be required in the interests of visual amenity.

- 3) No part of the development hereby approved shall be brought into its intended use until a strategy for the planting of 3 trees in the vicinity of the site and on land in the control of the applicant, the City Council or the Highway Authority has been submitted to and approved in writing with the Local Planning Authority.  
**Reason:** In the interest of sustainable development.
- 4) Prior to the commencement of superstructure works to Block A, plans and elevations of the north-west stair core showing separation from the glazing shall be submitted to and approved by the local planning authority.  
**Reason:** To secure the detail of the design of this prominent element in the interests of visual amenity.
- 5) Prior to the installation of the cladding to the Paris Street elevation of the cinema, new elevations at a scale of 1:200, along with 1:20 detailed drawings of the cladding detail and method of installation shall be submitted to and approved by the local planning authority.  
**Reason:** To secure the detail of the design of this prominent element in the interests of visual amenity.
- 6) Notwithstanding the submitted details, prior to the installation of each kiosk, detailed elevational drawings at a scale of 1:100 shall be submitted to and approved by the local planning authority, the kiosks shall thereafter only be constructed in accordance with the approved details.  
**Reason:** In the interests of amenity and public safety.
- 7) Detailed drawings of the Block B ground floor elevations fronting Paris Street (South) shall be submitted to and approved by the local planning authority. The approved details shall be installed prior to the first operation of the retail unit to which they relate and retained thereafter unless otherwise agreed in writing.  
**Reason:** In the interest of visual amenity.
- 8) Detailed drawings of the Block B lower ground floor (street level) restaurant elevation fronting Paris Street shall be submitted to and approved by the local planning authority. The approved details shall be installed prior to the first operation of the restaurant unit to which they relate and retained thereafter unless otherwise agreed in writing.  
**Reason:** In the interests of visual amenity.
- 9) The staff and visitor cycle parking shown on Drawing HED.1132.510 received on 13 March 2017 shall be installed and made available for its intended use in accordance with an agreed phasing plan, and shall in any case shall all be installed before any more than 50% of the floorspace to which this approval relates has first been brought into use.  
**Reason:** To maximise the opportunities to promote and enhance use of sustainable modes, in accordance with Section 4 of the NPPF.

- 10) Notwithstanding the approved plans, the service yard shall not be brought into operational use until details of the design, layout and surface treatment of Bampfylde Street between the service yard gates and the junction with Cheeke Street have been submitted to and agreed in writing by the local Planning Authority and subsequently implemented on site.  
**Reason:** In the interests of amenity and public safety.
- 11) Notwithstanding the approved plans, the service yard shall not be brought into operational use until 1:20 detailed drawings of the service yard gates on Bampfylde Street have been submitted to and approved by the local planning authority and subsequently implemented on site.  
**Reason:** In the interests of amenity and public safety.
- 12) Notwithstanding condition no (1), full details of the lift shown as part of Block E shall be submitted to and approved in writing by the Local Planning Authority and the lift shall thereafter be provided in accordance with the approved details and maintained as such thereafter.  
**Reason:** To ensure that the design of the lift is suitable for use with mobility scooters.
- 13) Details of the layout of Paris Street, including its junctions with High Street and Dix's Field, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.  
**Reason:** In the interest of highway safety.

In accordance with Standing Order 43, Councillors requested their names be recorded as having voted as follows:-

Voting for:

Councillors Bialyk, Denham, Edwards, Foale, Gottschalk, Harvey, Lyons, Morse, Sutton and Spackman.

(10 Members)

Abstain:

Councillors Mrs Henson, Newby and Prowse.

(3 Members)

**Additional Information Attached after Agenda Dispatched - circulated as an appendix**

(The meeting commenced at 5.30 pm and closed at 7.18 pm)

Chair