

**COMMITTEE DATE:** 25/06/2018

**APPLICATION NO:** 18/0729/RES  
**APPLICANT:** Ms Emma Osmunden  
**PROPOSAL:** Pedestrian access ramp linking Bampfylde Street to 'Street C', temporary gates and bin store for use by the bus station (Parcel B).  
**LOCATION:** Exeter Bus And Coach Station, Paris Street, Exeter Devon, EX1 2JP  
**REGISTRATION DATE:** 04/05/2018  
**EXPIRY DATE:**

**SITE HISTORY**

Reference	Proposal	Decision	Decision Date
<b>15/0791/OUT</b>	Demolition of existing buildings at Exeter Bus & Coach Station, no. 188 Sidwell Street & nos 1-29 (odds) Paris Street for a comprehensive retail-leisure led mixed use development comprising Use Classes A1, A2, A3, A4, A5 [retail including food & drink use	PER	08.07.2016
<b>16/0890/RES</b>	Application for approval of the reserved matters of the layout, scale, appearance of the buildings, the means of access thereto and the landscaping relating to the new Bus Station (Parcel B) and Street C: Pedestrian Access (Parcel Y).	PER	07.10.2016
<b>16/0891/RES</b>	Application for approval of the reserved matters details of the layout, scale, appearance of the buildings, the means of access thereto and the landscaping relating to St Sidwell's Point Leisure Centre (Parcel L).	PER	07.10.2016
<b>17/1111/VOC</b>	Variation of condition 1 of Reserved Matters consent ref. 16/0891/02 to substitute drawings previously approved with changes to the roof design and brise soleil.	PER	04.09.2017

## **DESCRIPTION OF SITE/PROPOSAL**

This application is made for approval of 'Reserved Matters' pursuant to outline consent ref. 15/0791/01 for the redevelopment of the Bus and Coach Station site.

Reserved matters approval has been separately granted for the Bus Station, Leisure Centre and Street C (between those buildings). Reserved matters was granted on the remainder of the site for a commercial scheme by Crown Estate TIAA Henderson which is not progressing at this time.

The extent of the site that this reserved matters application relates to is shown as Appendix 1. The site is currently part of the bus parking hardstanding and part of the existing Bus Station concourse with a retaining wall between the two parts that accommodates the change in current site levels. This development is required on a temporary basis to facilitate access during the period between the Bus Station and Leisure Centre opening and the redevelopment of the remainder of the site completing. The bin store is required in the absence of the service yard intended to service the site as a whole.

The building proposed is a modern single storey building with integrated bus parking bays and associated access, turning apron and perimeter landscaping.

The reserved matters for consideration are: Access, Appearance, Landscaping, Layout and Scale.

## **SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT**

The application is supported by a Planning Statement, Design and Access Statement, elevation, section and plan drawings

## **REPRESENTATIONS**

The application has been advertised by site notices and press notice. One public response has been received objecting for the following reasons:

- Gates at two locations on this pedestrian access ramp isolate the passenger access to/from the proposed bus station from Street C when locked forcing passengers to access the proposed bus station from the entrance near the Bampfylde St.
- Who will manage them?
- What hours will these gates be locked/unlocked?
- The proposed bus station is 'not fit for purpose' and will not be provide space for future expansion of bus use, as envisaged in ECCs own 'Air Quality Action Plan' Consultation document.

## **CONSULTATIONS**

Devon County Council Development Management: The proposed ramp will provide pedestrian access from the north of the city without going through the bus concourse. As advocated in the Bus Station Master plan, good connections between the City Centre and Bus Station are required to encourage greater use of public transport, in particular connecting to existing retail facilities. The applicant states that the ramp will be at least 4m in width which is welcomed as it provides permeability through the site. It is understood that the ramp will not be adopted by the Highway Authority, but for the bus operator to maintain, however, further details are required as

to how the private element connects into the existing pedestrian facilities on Bampfylde Street – this is conditioned appropriately. The applicant may need to enter into a section 171 or section 278 – licenses to work on the highway – for example, materials, drainage, signing and further detail will need to be discussed. The LPA/applicant is also reminded that the approved plans should be consistent to those proposed at the DCC Exeter HATOC, where interim measures were approved (mainly changes in TRO) – phase two element is of most interest. There is an element of unknown as to what the adjacent mix-use/commercial site will be or indeed when it will come forward – it is advised that the applicant should contact the Highway Authority as proposed changes may influence pedestrian/cycling facilities not only in the immediate area, but between the Bus Station and the rest of the city. This also includes the final arrangements for the National Coach facility. It is recommended that two conditions are incorporated into the grant of any planning permission.

## **PLANNING POLICIES/POLICY GUIDANCE**

Central Government Guidance  
NPPF - National Planning Policy Framework

Exeter Local Development Framework Core Strategy  
CP1 - The Spatial Approach  
CP10 - Meeting Community Needs  
CP11 - Pollution and Air Quality  
CP17 - Design and Local Distinctiveness  
CP18 - Infrastructure  
CP19 - Strategic Allocations

Exeter Local Plan First Review 1995-2011  
T1 - Hierarchy of Modes  
T2 - Accessibility Criteria  
T3 - Encouraging Use of Sustainable Modes  
T9 - Access to Buildings by People with Disabilities  
EN2 - Contaminated Land  
EN3 - Air and Water Quality  
DG1 - Objectives of Urban Design  
KP3 - Bus and Coach Station

Other planning documents:  
Sidwell Street and Environs Urban Analysis 2007  
City Centre Vision April 2011  
Bus and Coach Station Area Development Principles 2012  
Exeter City Council Sustainable Travel Supplementary Planning Document  
Exeter City Council Development Delivery DPD (publication draft)

## **OBSERVATIONS**

This application seeks approval for the reserved matters relating to the ramp access bin store and gates only.

The Reserved Matters being considered are: Access, Appearance, Landscaping, Layout and Scale.

## Access, Layout and Scale

The proposed ramp provides access to the leisure centre without going through the bus station concourse. It is considered necessary during the period when the Leisure Centre and Bus Station along with Street C (access between them to lower Cheeke Street) has been completed but the remainder of the site has not. During that period there would be no direct access to Paris Street, with access via Street C to Bampfylde Street or through the Bus Station Concourse to Bampfylde Street.

This is considered necessary until alternative direct access to Paris Street is provided but undesirable in the long term. However, the arrangement would meet the aspirations of the Local Plan, Core Strategy, Coach Station Area Development Principles in access, but not in terms of creating a network of attractive well overlooked and active spaces.

Following opening of the Leisure Centre and Bus Station and before completion of the development of the remaining site area there will be an area between at the entrance to the leisure centre that does not benefit from natural surveillance. The proposed gates are proposed to be closed during the periods when both bus station and leisure centre are both closed to avoid the opportunity for antisocial behaviour. Given the early starting of bus station operation and that both operate late into the evening the hours during which these gates would be closed. Both the existence of areas without natural surveillance and the gating of access routes is considered necessary in the circumstances but unacceptable as a permanent arrangement. As such it is recommended that any consent for gates is made temporary by condition attached to it.

## Appearance and Landscaping

The approval of external materials, including surfacing materials and landscaping is controlled to be approved by condition of the outline planning permission.

The ramp retaining structure will be exposed from the Paris Street direction in the context of the lower Bus and Coach Station apron. This would not be visually acceptable on a permanent basis as such it is recommended that any consent is made temporary by condition attached to it.

The planning conditions recommended by the Local Highway Authority are considered to be covered by those attached to the grant of planning permission at outline stage. An informative drawing the applicant's attention to the conditions attached to the planning consent to which this reserved matters application relates is proposed to be attached to any approval.

## **RECOMMENDATION**

It is recommended that this application is **APPROVED** subject to the conditions set out below.

## **CONDITIONS**

- 1) The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted details received by the Local Planning Authority on 4 May 2018 (dwg. nos. (08)021, (08)022, (08)023, and (08)024) as modified by other conditions of this consent.

**Reason:** In order to ensure compliance with the approved drawings.

- 2) The gates hereby approved shall only be secured closed if the Bus Station (parcel B) and leisure Centre (parcel L) are both closed to users.

## **INFORMATIVES**

- 1) In accordance with paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the Applicant and has negotiated amendments to the application to enable the grant of planning permission.
- 2) The conditions and legal agreement (Section 106) attached to outline consent ref. 15/0791/01 continue to apply.

*Local Government (Access to Information) 1985 (as amended),*

*Background papers used in compiling the report:*

*Files of planning applications available for inspection from the Customer Service Centre, Civic Centre, Paris Street, Exeter. Telephone 01392 265223*