

APPENDIX A

BUS & COACH STATION AREA

DEVELOPMENT PRINCIPLES

A	Development must be viable.
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Development must be viable economically delivering a profit to the developer and landowner and in terms of providing facilities that are needed and will be used and can be financially viable in the longer term.

The cost of any on site 'planning gain', such as a new bus station, must be paid for by the development, taking into account such public subsidy or financial support that may be available.

*Supported by:
Exeter Vision Theme 1*

B	Development must reinforce Sidwell Street, complement the High Street and Princesshay and form a gateway to the city centre.
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Development should positively reinforce the functions of Sidwell Street. The development should encourage pedestrian movement and linkage between the site and Sidwell Street. Currently the buildings on the east side of Sidwell Street and the Bus Station site forms a barrier to movement that should be broken up to allow movement through this area.

The site offers the opportunity to form a new distinct City Centre Quarter with its own mix of uses, character and identity. The development should complement rather than replicate or extend the High Street or Princesshay.

Paris Street roundabout is one of the key points of arrival for people coming to the City Centre. Development on the site should mark this with a landmark building adjacent the roundabout.

*Supported by:
City Centre Vision Principle 2*

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C	The development will be a retail led mixed use development incorporating a new bus station.
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The site represents the opportunity to expand the City Centre to reflect the growth of the city and the region.

The development should be retail led with the street level experience being of mainly retail units. The site offers the opportunity to complement the retail element with a significant leisure element and in addition hotels, residential uses and offices.

It currently contains the Bus Station the enhancement of which is seen as key in maintaining and improving public transport use in accessing the City Centre.

Supported by:

Exeter Vision Theme 4

City Centre Vision Principles 7 & 8

Exeter Core Strategy Policies CP1, CP2, CP3, CP8, CP9 & CP10

D	Development must positively respond to context including the grain of city, archaeology and site levels.
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Unlike most other parts of the City, existing post war development on Sidwell Street, High Street and the Bus Station is formed of large blocks which restrict movement. Redevelopment of the Bus Station area should take the opportunity to reduce the block size to reflect the street pattern of the wider city centre. Side Streets, free from general vehicular traffic, should be formed linking Sidwell Street and Paris Street to the heart of the new development in the manner that High Street is linked to Princesshay and Cathedral Yard.

Archaeological investigation of the Bus Station Site area has revealed no significant important archaeological remains. A watching brief should be kept on any ground works and should remains of importance be found on the site these should be investigated, recorded and if necessary preserved. The scheme layout will potentially therefore need to be altered to preserve archaeological remains.

Undulating topography is an important part of the character of Exeter City Centre. On this site the levels drop significantly from the Sidwell Street ridge generally towards Paris Street roundabout. The site levels should be incorporated positively in any development and be evident at ground level and in long range views.

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*Exeter Vision Theme 9
City Centre Vision Principles 1, 3 & 5*

E	Development must create a high quality public realm with active frontages.
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The streets and spaces created should be of high quality appropriate to the City Centre location.

All building frontages onto streets and public spaces should be active frontages with a high degree of transparency. Use should be made of outdoor spaces for activities that bring interest to them. Design and layout should avoid creating dark areas, blank walls and recesses. The site should be included in the CCTV network.

Lighting, street furniture, green landscaping and materials should be locally distinctive and contribute positively to a distinct character for the area.

*Supported by:
Exeter Vision Theme 10
City Centre Vision Principles 6 & 8*

F	Development must create a network of accessible open streets and spaces.
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Ease of movement between the site, Sidwell Street, Princesshay and the High Street should be designed into any development scheme.

The City Centre contains a network of public open spaces linked by routes away from the main High Street. These spaces and routes are of human scale and benefit from a variation in degree of enclosure. This pattern of spaces and routes should be extended on to the development site. New public spaces should be created within the site as part of the development. These should have a role and character distinct from those existing spaces.

The street and spaces created should be accessible round the clock.

*Supported by:
City Centre Vision Principles 2, 5, 12 & 13*

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G	Buildings must be individual and of a high architectural quality, with landmark buildings and gateways formed at key locations using materials appropriate to the location.
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A development which appears designed as one set piece or by one hand is considered undesirable given the very mixed built form of the city. The development should be comprised of individual buildings or discrete development parcels, each being of individual design. The status of this area as part of the City Centre requires a high standard of architectural quality. Entrances to the site should be treated appropriately as gateways to the new quarter. Two locations for landmark buildings have been identified: at Paris Street roundabout and at the top end of Paris Street. The point furthest from the High Street to which the scheme extends along Sidwell Street should be marked by a building or space to signal the edge of the expanded City Centre.

*Supported by:
City Centre Vision Principles 1 & 6*

H	Vehicular traffic, servicing and car parking must be accommodated in such way as to minimise their impact.
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Vehicular traffic should as far as possible be taken off street as close to the point of arrival as possible. Car parking and servicing areas should be screened from public view. The massing of higher levels of any multi-storey car parking should be broken down to reflect the roofscape of the wider City Centre. On street servicing and service access should be time restricted to reduce conflict with other users.

The reduction in conflict between pedestrians in the City Centre, regardless of their means of travel to the city, and road traffic in the City Centre should be reduced as far as is practically possible. Bampfylde Street and Cheeke Street can potentially be closed, with alternative routes through the area for pedestrian and cyclists being created. The potential to reduce traffic on and ease pedestrian crossing of surrounding roads should be assessed as part of any proposals.

*Supported by:
City Centre Vision Principles 9, 10 & 13*

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I	An accessible new bus station must be provided to agreed standards.
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The bus station is seen as an important part of the City's public transport infrastructure. The current bus station offers a poor experience to visitors. An enhanced bus station can help increase public transport use for journeys into the City Centre. This is both more sustainable and will take pressure off the cities road network.

Given the desire to reduce the conflict between vehicle and pedestrians the location of the replacement bus station will necessarily be at the edge of the development.

The replacement bus station will be delivered to a specification agreed with the City Council, County Council and bus operators. The bus station will be required to be safe and accessible both in terms of detailed design and location, with a prominent entrance for passengers linking directly with the City Centre.

Supported by:

Exeter Vision Theme 2

City Centre Vision Principles 9, 11 & 13

Exeter Core Strategy Policies CP8 & CP9

J	The development must adopt high standards of sustainable design and enhance biodiversity.
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Statutory requirements for the environmental performance of buildings are being raised by national and local policy and regulation. It is therefore considered appropriate to set the standards for environmental performance at the time planning consent is granted. It will be expected that statutory minimums will be exceeded and that the scheme will incorporate measures that enhance biodiversity. The City Centre has been identified as having potential to create an energy network delivering carbon savings and lower energy costs. Any development scheme should be designed to be able to be part of such a network.

Supported by:

City Centre Vision Principles 9 & 17

Exeter Core Strategy Policies CP11, CP13, CP14, CP15