

SCRUTINY COMMITTEE - RESOURCES - 7 JANUARY 2016

PUBLIC QUESTION UNDER STANDING ORDER 19 FROM MR CRAWLEY

- 1) St David's NP/St James Why is this development being branded Princesshay, when it is clearly on the other side of the main thoroughfare that is Paris Street? This could convey the wrong idea to readers.
- 1) **ANSWER** - *The Crown Estate has chosen to brand their scheme Princesshay Leisure because they see it as an integral part of the development of the existing Princesshay offer. The intention is to develop in such a way as to create close linkage between the existing and new areas to form one whole.*
- 2) Why is the bus garage in Belgrave Road, on the eastern side of the proposed development, being relocated out of the city?
- 2) **ANSWER** - *A bus depot is no longer felt to be an appropriate use for a city centre site.*
- 3) Where is the environmental impact assessment that convinces us that buses will not contribute to the carbon footprint on over 100 daily unremunerative journeys?
- 3) **ANSWER** - *These matters are issues for consideration in determination of the current planning application for redevelopment of the site and will be addressed in the officers' report to committee (the Extraordinary Council) on 20th January. The report will be available to the public from 13th January 2016.*
- 4) Why is the proposed new bus station going to be smaller than the present one, thereby causing hindrance to the bus operator as well as the passenger and preventing future growth in public transport as Exeter continues to expand?
- 4) **ANSWER** - *These matters are issues for consideration in determination of the current planning application for redevelopment of the site and will be addressed in the officers' report to committee (the Extraordinary Council) on 20th January. The report will be available to the public from 13th January 2016.*
- 5) Why are the Park & Ride bus stops conveniently placed at the top of Paris Street going to be relocated further down and further away from the centre they are supposed to serve?
- 5) **ANSWER** - *These matters are issues for consideration in determination of the current planning application for redevelopment of the site and will be addressed in the officers' report to committee (the Extraordinary Council) on 20th January. The report will be available to the public from 13th January 2016.*
- 6) When Paris Street is closed off at the top end, how will Park & Ride buses exit Paris Street on their return journeys?
- 6) **ANSWER** - *These matters are issues for consideration in determination of the current planning application for redevelopment of the site and will be addressed in the officers' report to committee (the Extraordinary Council) on 20th January. The report will be available to the public from 13th January 2016.*
- 7) Following Devon County Council's recommendation, why has nothing been done to revert the closure to two-way traffic outside John Lewis back to as it used to be?
- 7) **ANSWER** - *These matters are issues for consideration in determination of the current planning application for redevelopment of the site and will be addressed in the officers'*

report to committee (the Extraordinary Council) on 20th January. The report will be available to the public from 13th January 2016.

8) What provision has been made to create a seamless transition of bus terminals from the existing to the proposed?

8) **ANSWER** - Detailed work still needs to be progressed in respect of the specifics of the interim solution. This will be covered by the subsequent planning document.

9) National Express have objected to the loss of two terminal bays at the bus station and the insistence that they should instead pick up and set down in a side street. Why has Stagecoach, the main user, not made any objection to this scheme that will surely affect their performance and the delivery of a service fit for purpose?

9) **ANSWER** - We are unable to comment specifically on this issue and suggest that this question is posed to both Stagecoach and other potential interested operators.

10) Why has the Council decided to have a new swimming pool that does not meet International standards?

10) **ANSWER** - The City Council's new swimming pool complex is being designed to meet the needs of the local community. As such national, rather than international design standards apply in most instances. The principal design guidance is embodied within Revision 4 (May 2013) of the Sport England Design Guidance Note for Swimming Pools (produced with funding support from the ASA). Sport England provides guidance on competitive swimming pool design within the Swimming Pools design guide. This is based on the Amateur Swimming Association (ASA) and Federation Internationale de Natation (FINA) requirements. Effectively both national and international standards are incorporated within the Sport England guidance, which is being used.

11) Why are the council happy to have a new cinema included in the scheme when there are already three others in close proximity?

11) **ANSWER** - This is a commercial decision for the developer and a planning issue.

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12) What provision has been made for traders in Sidwell Street to go about their business without being inconvenienced by the street becoming a bus terminus for two years?

12) **ANSWER** - This is a planning consideration.

These matters are issues for consideration in determination of the current planning application for redevelopment of the site and will be addressed in the officers' report to committee (the Extraordinary Council) on 20th January. The report will be available to the public from 13th January 2016.

13) Why hasn't the opportunity been seized to include a multi-purpose central hall for the performing arts, to include theatre, dance, music as well as conferences and exhibitions?

13) **ANSWER** - This council has made a formal decision to deliver a Leisure Complex on the bus station site. Therefore the decision to progress has already been made.

- 14) Devon County Council state that they are not contributing one penny to the proposed redevelopment so can it be explained how the finance is being sourced to provide the new facilities?
- 14) **ANSWER** - *If approved, the new bus station will be financed using £4 million from Community Infrastructure Levy and £2.25 million of Capital Receipts. £8 million of Community Infrastructure Levy has been allocated for City Centre Infrastructure.*
- 15) What is the amount of compensation being paid to Stagecoach to uproot from its present ideal bus garage site to the outskirts of the city?
- 15) **ANSWER** - *No compensation is being paid to Stagecoach*
- 16) Who is paying the compensation in question 15?
- 16) **ANSWER** – *Please refer to the response in 15 and so it not applicable.*
- 17) If Devon County Council are not contributing any money, who is paying for the unnecessary alterations to the width of York Road and associated traffic deviations in the area of King Edward Street and Longbrook Street?
- 17) **ANSWER** -*These matters are issues for consideration in determination of the current planning application for redevelopment of the site and will be addressed in the officers report to committee (the Extraordinary Council) on 20th January. The report will be available to the public from 13th January 2016.*

Mr Crawley was not present, but Members of the Scrutiny Committee - Resources were invited to debate the matter.

A Member suggested that the change in bus movement could be positive for the footfall of Sidwell Street. A Member also welcomed the opportunity to debate this at the forthcoming Council meeting on 20th January. He was concerned about some of the issues raised but recognised the need to improve the current facility and the need for a first class interchange facility. He remained concerned about the change in available bus bays and hoped that there would be an appropriate explanation within the planning application.