

## Bus and Coach Station

# Development Principles



June 2012



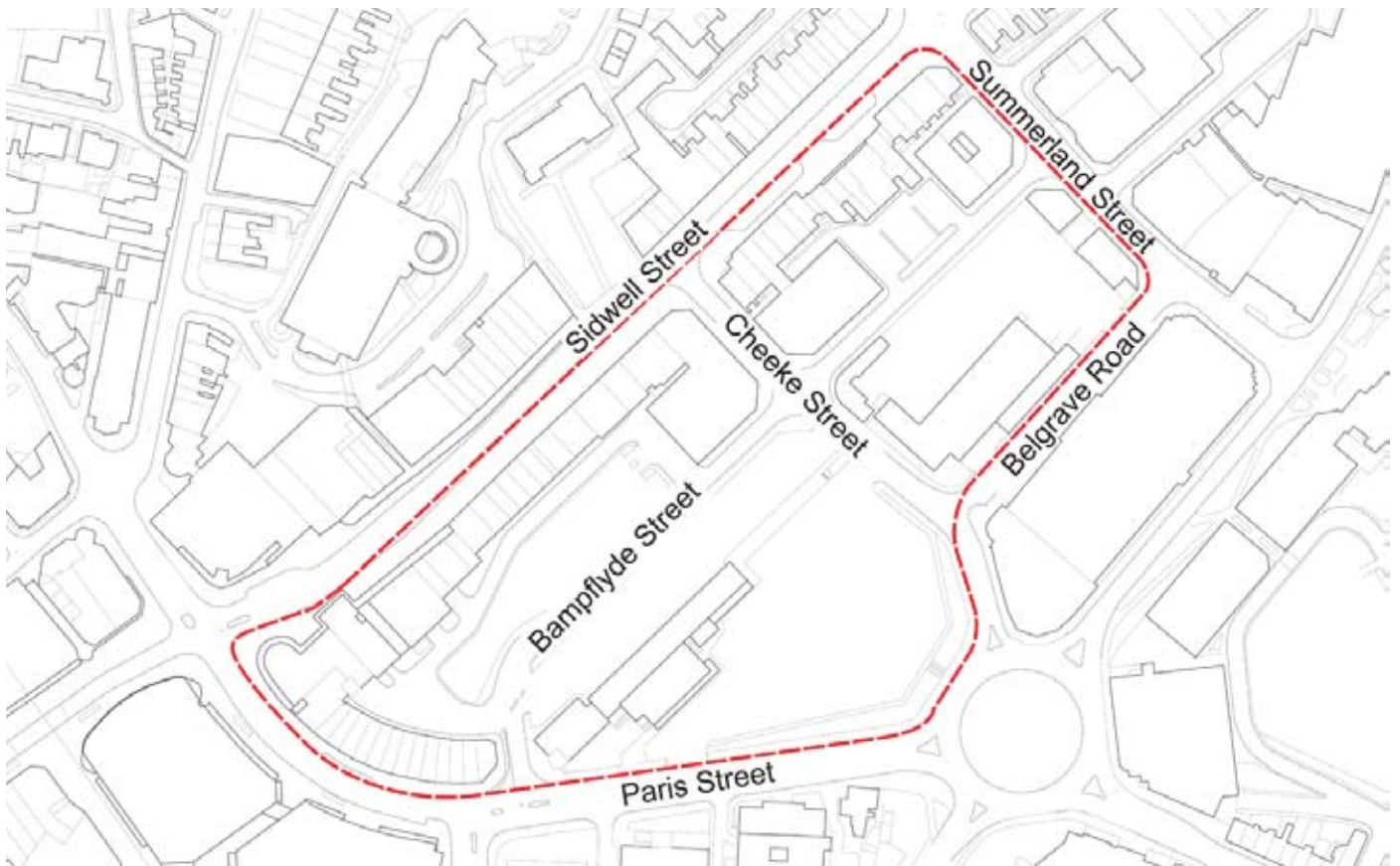
# Introduction

The Bus and Coach Station Development Principles have been drawn up to guide preparation of a development scheme for this area. They allow flexibility in the design layout and mix of uses, whilst ensuring that key principles are delivered. It is intended that the Development Principles be used as a planning guidance document to aid consideration of any planning applications for the site.

The draft Development Principles were prepared in a series of collaborative workshops. The Workshop group included representatives from Exeter City Council (ECC) and Devon County Council (DCC) working with an independent Urban Design advisor, Land Securities, Chapman Taylor Architecture, English Heritage, and a representative on behalf of the Commission for Architecture and The Built Environment (CABE).

The Development Principles were the subject of public consultation between 12th March and 23rd April 2012 and were subsequently endorsed to be used in decision making by the Executive of Exeter City Council on 19th June 2012.

For more information about the Development Principles please contact Howard Smith on (01392) 265272.



*Bus Station Development Site  
Location Plan*

## Background Documents

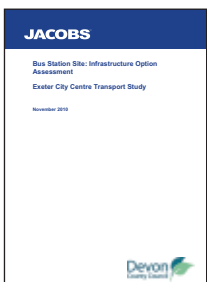
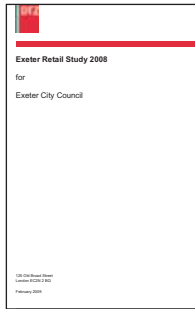
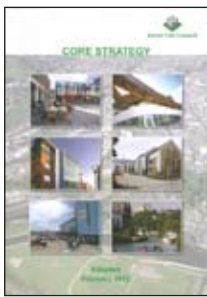
The Exeter Core Strategy was adopted in February 2012. Core Strategy Policies 1, 2, 3, 8, 9, 14 & 17 are considered pertinent to development of the bus station site.

The Exeter Local Plan (1st Review 1995 – 2011) was adopted in March 2005. Policies of the Local Plan are saved until superseded by the LDF process. Local Plan Policy KP3 is a site specific policy relating to the Bus Station site and includes all the land bounded by Sidwell Street, Cheeke Street and Paris Street. Policy KP3 provides for development of ... “an enhanced bus station, commercial leisure facilities, including potentially a multi-screen cinema, retail floor space, an extended street market, short stay parking and possibly non-family housing”.

The Exeter Vision is Exeter’s Community Strategy and is a shared long term vision for the future of the city prepared by the Vision Partnership.

The City Centre Vision was prepared by ECC to provide a development context for a City Centre Transportation Strategy and other potential studies and projects in the City Centre. Exeter City Council has endorsed the use of the City Centre Vision to inform decision-making by the City Council which has also been adopted by the Exeter Vision Partnership.

A number of important background studies have also been completed and these have informed the Development Principles. These studies include: Sidwell Street and Environs Urban Analysis, Height Constraints Analysis, Exeter Planned ‘The Architecture and Townscape of Sidwell Street’, Archaeological Assessment, Retail Capacity Study and, working with Devon County Council, a City Centre Transport Study.



## Principle A

### Development must be viable

Development must be viable economically, deliver a profit to the developer and landowner, and also provide facilities that are needed, will be used and will be financially viable in the longer term.

The cost of any on site 'planning gain', including 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*



## Principle B

### The development will be a retail and leisure led mixed use development incorporating a new bus station.

The site represents the major further 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 with cafes and restaurants. A mixture of different types of retail units should be provided and a street market retained. The site offers the opportunity to complement these retail elements with a significant leisure element, and in addition there is potential for hotels, residential and office uses.

The provision of a new and enhanced Bus Station as a part of the development is seen as key in maintaining and improving public transport use in accessing the City Centre. The bus depot and parking provision could be moved off-site.

*Supported by: Exeter Vision Theme 4*

*City Centre Vision Principles 7 & 8*

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





Image courtesy Cass Associates



Image courtesy Cass Associates



## Principle C

### An accessible new bus and coach station must be provided to agreed standards.

The bus and coach station is seen as an important part of the City's public transport infrastructure. However, the current bus and coach station offers a poor experience to visitors arriving in the city centre. A new bus and coach station can help increase public transport use for journeys into the city centre, including for those transferring between transport modes. This is both more sustainable and will take pressure off the city's road network.

The design of the bus station should enhance safety and perceptions of safety through measures that include CCTV, good natural surveillance and good lighting.

The new bus station will be delivered as a part of the new development 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 making provision for those with disabilities and in location, with a prominent pedestrian entrance for passengers linking directly with the City Centre. The new bus station should also be laid out and located so as to reduce conflict between vehicles and pedestrians.

*Supported by: Exeter Vision Theme 2*

*City Centre Vision Principles 9, 11 & 13*

*Exeter Core Strategy Policies CP8 & CP9*

## Principle D

### **Development must reinforce Sidwell Street, complement the High Street and Princesshay and form a gateway to the city centre.**

Development should positively reinforce the function of Sidwell Street and encourage pedestrian movement and linkages between the site, Sidwell Street, High Street and Princesshay. Currently the buildings on the east side of Sidwell Street and parts of the Bus Station site form a barrier to pedestrian movement through the area. The development should create more permeability through the area and improved pedestrian friendly linkages.

The site offers the opportunity to form a new distinct City Centre Quarter with its own character, mix of uses and identity. The mix of uses and new development should complement the High Street and Princesshay. Development proposals should positively support the role and function of Sidwell Street, including the opportunity for a street market. Development should be delivered at a pace that does not undermine other areas of the city centre.

Paris Street roundabout is one of the key points of arrival for people coming into Exeter but this area lacks any strong identity as part of the city centre. Development of the site should include provision of a landmark building in this location, adjacent to the roundabout.

*Supported by: City Centre Vision Principle 2*



*Existing poor permeability between Sidwell St and the site*





*Development should create links to principal streets*

## Principle E Development must positively respond to site context including the urban grain, archaeology and site levels.

Unlike most other parts of the City, existing post war development on Sidwell Street, High Street and the Bus Station is formed of large building blocks which restrict movement. Redevelopment of the Bus Station area should take the opportunity to reflect the street pattern of the wider city centre. New side Streets, free from general vehicular traffic, should be introduced linking Sidwell Street and Paris Street to the heart of the new development in a similar manner that High Street is linked to Princesshay and Cathedral Yard.



*Archaeological excavation, Princesshay*

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 development will potentially need to include best practice arrangements to deal with any such archaeological remains.

Undulating topography is an important part of the character of Exeter City Centre and levels on the site drop significantly from the Sidwell Street ridge generally towards the Paris Street roundabout. The buildings, streets and spaces should reflect and incorporate various changes of level positively so that this character is evident at ground level and in long range views.

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



Existing Urban Grain



Potential Urban Grain



## Principle F

### Development must create a high quality public realm with active frontages.

The streets and spaces created should be of high quality and materials appropriate to the City Centre location.

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

Lighting, street furniture, hard and soft 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*



*Active frontages enliven Cathedral Yard*



*High quality street, Gandy Street*

## Principle G

### Development must create a network of accessible open streets and spaces.

Linkage between the site, including the bus station, and its surroundings, including Sidwell Street, Princesshay, High Street and neighbouring residential areas must be designed into any new development.

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. The pattern of spaces and routes should be extended through the new development. New public open spaces created within the site as part of the development should have a role and character distinct from existing open spaces.

New streets and spaces should be accessible to those with disabilities and open to the public round the Clock. Provision should also be made for cyclists.

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



*Development should provide a network of streets and spaces*



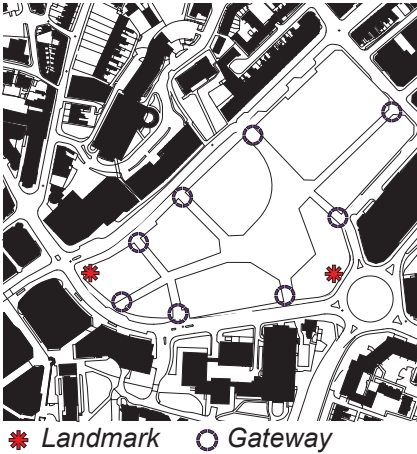
*Intimate pedestrian route, Martin's Lane*



## Principle H

### **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.**

The development should have a distinct character reflecting its location. A major 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 comprise a series of individually designed buildings or discrete development parcels by different architects. The status of this area as part of the City Centre requires a high standard of architectural quality. Entrances to the area should be treated appropriately as gateways to the new city centre quarter. Two locations for landmark buildings have been identified: adjoining the Paris Street roundabout and at the top of Paris Street/London Inn Square. It is also considered desirable to visually mark the transition between upper and lower Sidwell Street to help distinguish these character areas.



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



## Principle I

### **Vehicular traffic, servicing and car parking must be accommodated in such way as to minimise their impact.**

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 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 in area created for pedestrians and cyclists. Cycle parking should be provided. The potential to reduce traffic on and ease pedestrian crossing of surrounding roads should be assessed as part of any development proposals.

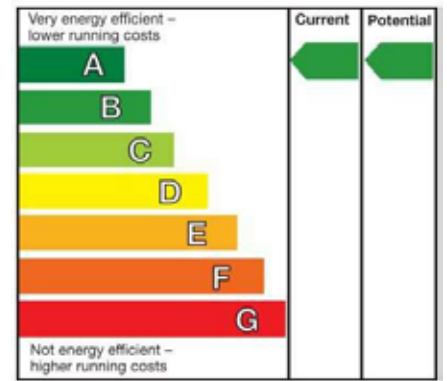
*Supported by: City Centre Vision Principles 9, 10 & 13*

## Principle J

### The development must adopt high standards of sustainable design and enhance biodiversity.

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 best practice measures incorporated. The City Centre has the 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. Measures that enhance biodiversity should be incorporated. Soft landscaping should be designed to support wildlife and should link to existing green spaces.

*Supported by: City Centre Vision Principles 9 & 17  
Exeter Core Strategy Policies CP11,  
CP13, CP14, CP15*



*Swift nest boxes under eaves  
Photo copyright Jonathan Pomroy*



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**[www.exeter.gov.uk](http://www.exeter.gov.uk)**