



# Haven Banks, Exeter - Design & Access Statement

HREXE-PWA-00-XX-RP-A-0001-G1

29th July 2022

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## 2.0 The Client & Consultant Team

Client: Welbeck CP

**Welbeck CP**

Development / Project Manager: CoPlan Estates



Architects: Piper Whitlock Architecture Ltd



Planning Consultants: Union 4 Planning



Landscape Architects: Fabrik



Highway Engineers: RGP



M&E Engineers: Cudd Bentley



Flood Risk Consultant, Structural Engineers, Civil Engineers:  
Richard Jackson engineering



Sunlight / Daylight Surveyors: Schroeders Begg



## 3.0 Introduction

### The Location

Initial visits to the site revealed a retail park that had significantly declined in comparison to other newer retail locations nearby that had a greater density of retail space that were more visible and more accessible than Haven Banks which apparently sat in a quiet back water.

Contrary to the site being a backwater, its location turned out to be adjacent to a bustling and thriving waterfront location between a residential area south of the River Exe and the City centre lying in walking distance to the north of the River.

The waterfront area has a dynamic mix of uses centred around the historic areas of the Quay on the river and the modern Piazza Terracina at the head of the Exeter Ship Canal Basin.

The river and the canal providing almost unique opportunities for walking cycling and a host of water based activities with a great setting for people to sit and watch the activities.

The site was quickly identified as an opportunity to be redeveloped for a residentially led mixed use scheme that could feed off of its location to maintain and improve on the existing connections creating a permeable and dynamic urban environment sitting comfortably with its neighbours in this part of Exeter.

The proposal was particularly appropriate given Exeter City Council's aspirations for further residential led regeneration proposed between Water Lane and Marsh Barton.

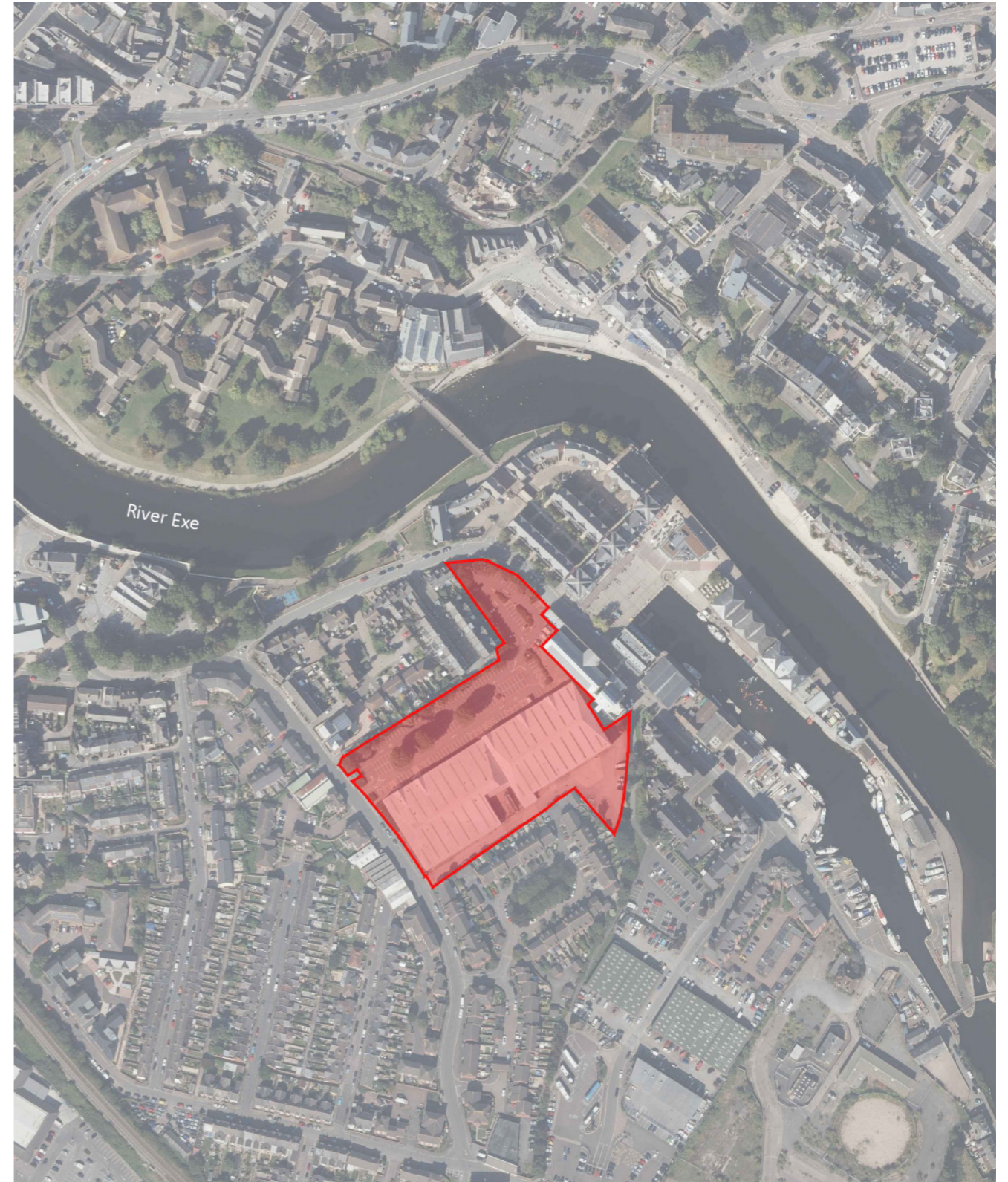
While access to the site by road is along busy and congested roads, at the site and on Water Lane in particular the amount of traffic on the roads is significantly less.

The site is however very accessible to the city centre on foot and bike. Furthermore the site benefits from adjacent bus stops and train stations in easy walking and cycling distance.

### Identification of the site / opportunity

Our journey on this project started in August 2020 when PWA were asked to have a preliminary look at a site that CoPlan and Welbeck PC were considering purchasing in Exeter.

The site turned out to be the Haven Banks Retail Park, a dated and underperforming retail shed scheme capable of redevelopment rather than for low key repurposing.



## The Proposal

The development proposed in this planning application is predominantly a residential development with a mix of ground floor uses.

The development has evolved from its original sketches to provide a mix of accommodation types in a series of blocks built around a strong urban form with dynamic public routes and spaces at its heart.

The blocks also provide private amenity space residents in courtyard gardens and a range of roof terraces.

The massing and modelling of the blocks has responded to comments and critiques of the developing proposals and have been adapted and refined to ensure their impact on existing residential properties is mitigated, there will always be some residual impact given the nature of what is being replaced but once built the development will settle in and become part of the areas fabric with no further uncertainty about how the retail park might be developed.



Aerial view

## Design Evolution

Research into the appropriate types of residential that should be encompassed within the scheme has ultimately focused on a “rental” model.

Part of the residential mix provides ‘co-living’ accommodation with small self-contained units for single people and some couples that are supported by a significant amount of managed and maintained communal facilities for residents.

The remainder of the residential accommodation is in the form of one, two and three bedroom apartments, these are again provided with a significant amount of onsite communal facilities for the benefit of residents.

The scheme has a proportion of ground floor commercial space the location and quantum of which has varied as the scheme has evolved with further market research underpinning the final provision.

## Consultations

From the outset the team has maintained contact with and consulted on the emerging proposals with Exeter City Planning Officers and the breadth of consultations has expanded steadily as the plans have developed culminating with the public exhibition and website consultation undertaken in May this year.

While there have been some passionately expressed concerns over some aspects of the emerging proposals the design team has sought to ameliorate those that are within ‘our’ control but others are ultimately in the local authorities control to manage and facilitate.

## Document Structure & Supporting Statements

This document has been developed progressively and follows the structure used in various PreApp and design review meetings held during schemes gestation.

This document and the planning application is supported by a whole raft of technical reports and statements that, for those with a particular interest in will be able to access in order to drill down into to fully appreciate the detail that backs up the proposals.

The purpose of this DAS is not to repeat those reports but to set out the how this design for a highly sustainable development has responded to consultations and evolved to the point of this planning submission.

Ultimately it sets out a description of the proposal in its urban context and its new landscape setting which we hope will in due course assist the proposal in receiving a positive planning response.



Panoramic view toward the site from Colleton Crescent



View across the Canal Basin head toward the site



# 4.0 Site Analysis

## Key Landmarks & Significant Views

Haven Banks Retail Park is located approximately 700m from Exeter Cathedral near to the centre of Exeter. It lies between Water Lane to the west and Haven Road to the east. The River Exe is about 130m to the north and east of the site. The basin of the Exeter Ship Canal lies to the east of Haven Road between the site and the River Exe.

The site is relatively flat and at a similar level to Piazza Terracina – the modern name for the space at the head of the canal basin. The extensive flood plain follows the river Exe and canal away to the southeast across Marsh Barton towards the sea.

The land to the north and east of the River Exe rises steeply to the city centre. To the west are the Devon Hills rising to c.100m from which there are views over the modern hinterland across to the elevated city centre.



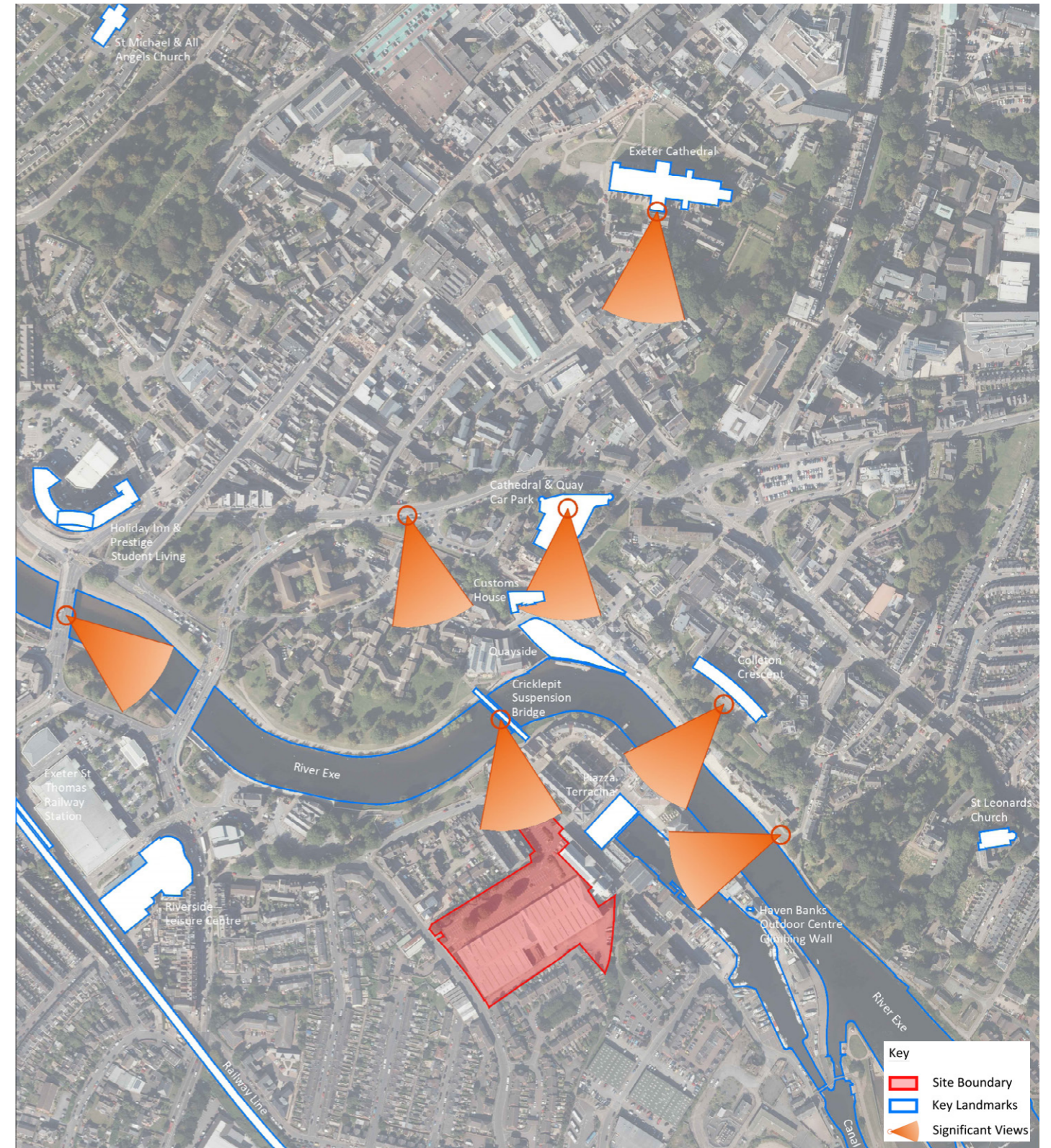
View from Colleton Crescent



View from Cathedral and Quay Car Park



View from Exe Bridge North



## Key

- Primary Routes
- Secondary Routes
- Tertiary Routes
- Public Car Parks



Vehicular Access from Haven Road



Vehicular Access onto Water Lane

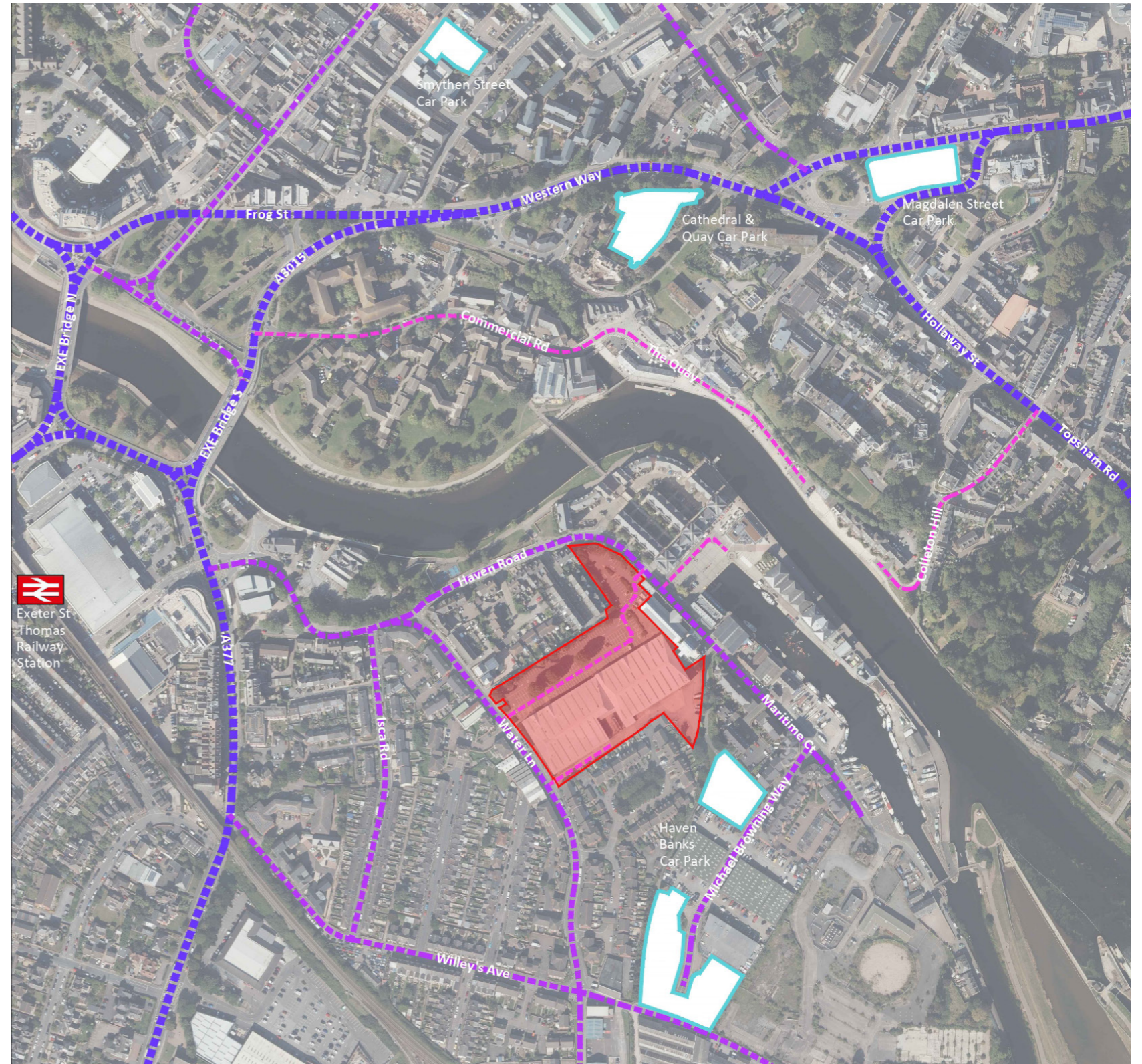


Existing Service Access to the Site

## Vehicular Routes

The site is approached by road A337, with traffic passing along Alphington Road to access Water Lane and then into Haven Road – these are in effect both no through roads. Access and egress to the retail park is available on Water Lane with egress only out to Haven Road.

Bus stops are available in both directions adjacent to the site on Water Lane – the route served runs between the Matford Park & Ride to the Central Bus Station.





## Key

- Primary Pedestrian Routes
- Secondary Pedestrian Routes
- Tertiary Pedestrian Routes
- Traffic Free Cycle Routes
- Advisory Cycle Routes



Foodmarket in Piazza Terracina



Hustle and bustle of the nearby Quay



Cycling along the River Exe



## Pedestrian & Cycle Routes

The site is well provided for in terms of pedestrian and cycle connections to and from the city centre and other local amenities including shared pedestrian/cycle routes along and across the River Exe and the canal, as part of a wider cycle network across the City.