

6.0 The Area Today

Latterly new construction around the canal basin has created a significant residential development with new restaurants cafes bars, education and water sports facilities all addressing the head of the canal.

The area has a tremendous atmosphere with significant street life and interaction with the water. Local residents interact with visitors as they go about their daily business and visitors and locals alike pursue leisure activities in an area where pedestrians and cycles dominate a public realm, where vehicular traffic movement area has become a subsidiary component to the area.

The basin itself is very well used by numerous different groups and clubs where the activities create a vibrant scene for people watchers sitting in the Piazza.



Food market in Piazza Terracina



View looking across Piazza Terracina, towards the site



View looking east along the historic Quay



Waterfront activity on the canal

7.0 Planning Policy & Engagement



Planning Policy Position

A full planning statement is submitted with this application that analyses the policies in detail, but in short, the proposed development responds positively to local and national policies.

National Planning Policy Framework (NPPF)

- Achieves the aims of sustainable and sustainably located development
- Delivers a significant number and mix of homes that meet a range of needs
- Makes effective use of previously developed land
- Enhances the built and natural landscape

Exeter City Council Core Strategy

- Geographically located closest to the city centre and on the edge of the regeneration zone to act as a catalyst to the wider Water Lane regeneration programme
- Accords with the Water Lane brief which encourages higher density urban living
- Secures development within the sustainable urban area, in line with the Spatial Strategy (CP1)
- Assists in meeting housing targets and delivers at an optimum density (CP3 and 4)
- -Delivers a mix of housing to suit the needs of the broader community (CP5)
- Provides high quality retail and dining space (CP8)
- Addresses flood risk (CP12)
- Maximises carbon reduction and sustainable construction (CP14 and 15)
- High quality of design and public realm, respecting local heritage and creating permeability (CP17)
- Creates pedestrian and cycle friendly routes, connecting to existing non-car infrastructure and providing new cycle hub/hire facilities (CP18)

Engagement Process

Throughout the design process we have sought to engage with the LPA and stakeholders, evidenced by the following;

Preliminary informal pre-app meeting 19th July 2021:

- Principle of redevelopment and proposed uses strongly welcomed
- Reduction in height sought from 8/10 storeys, subject to impact on views
- Low or no-car scheme encouraged
- Identified a number of key viewpoints to be considered

Formal Pre-App meeting 12th November 2021:

- Evolution of scheme had responded positively to informal Pre-App feedback
- Number of items identified to be addressed as the scheme evolves
- Scheme evolution again strongly welcomed and supported

Members Engagement 14th December 2021:

- Suggested consideration of heritage assets nearby, archaeology and contamination
- Opportunity to enhance the adjacent Piazza and calm traffic
- Quantum and quality of onsite amenity space was considered a key factor to be developed further

Environment Agency Pre App 24th January 2022:

- Prior to new flood modelling, residential floor level should be 1m above existing site level
- New modelling likely to show reduced flood risk
- A safe escape route in the event of a significant flood scenario needs to be identified

Design Review Panel engagement 8th April 2022

- Site visit organised with members of the Southwest Design Review Panel
- Presentation given to members prior to the meeting and then formally presented during the session to review the proposals for the redevelopment.
- Q&A session to examine additional areas of the scheme.
- Formal feedback received and addressed as part of the scheme's evolution.

Stakeholder and Public engagement 12-26th May 2022:

- Leaflet drop to 1,500 local homes and business
- Dedicated consultation website setting out proposals, contact details and response form
- 2 day public consultation live drop-in event (13th & 14th May)
- Meetings with local groups and ward members
- Whilst the proposals were generally positively received, specific concerns of immediate neighbours' potential loss of privacy and sunlight/daylight were raised with further examination requested.
- Furthermore, concerns regarding loss of and displace parking were raised

Final pre-submission pre app with ECC 27th June 2022:

- Meeting with case officer and presentation of scheme amendments since consultations and Design Review Panel
- Explanation of positive improvements undertaken to address comments received
- Updates generally welcomed by case officer and imminent application submission acknowledged and agreed



Extracts from the Exeter City Council's 'Liveable Exeter' document

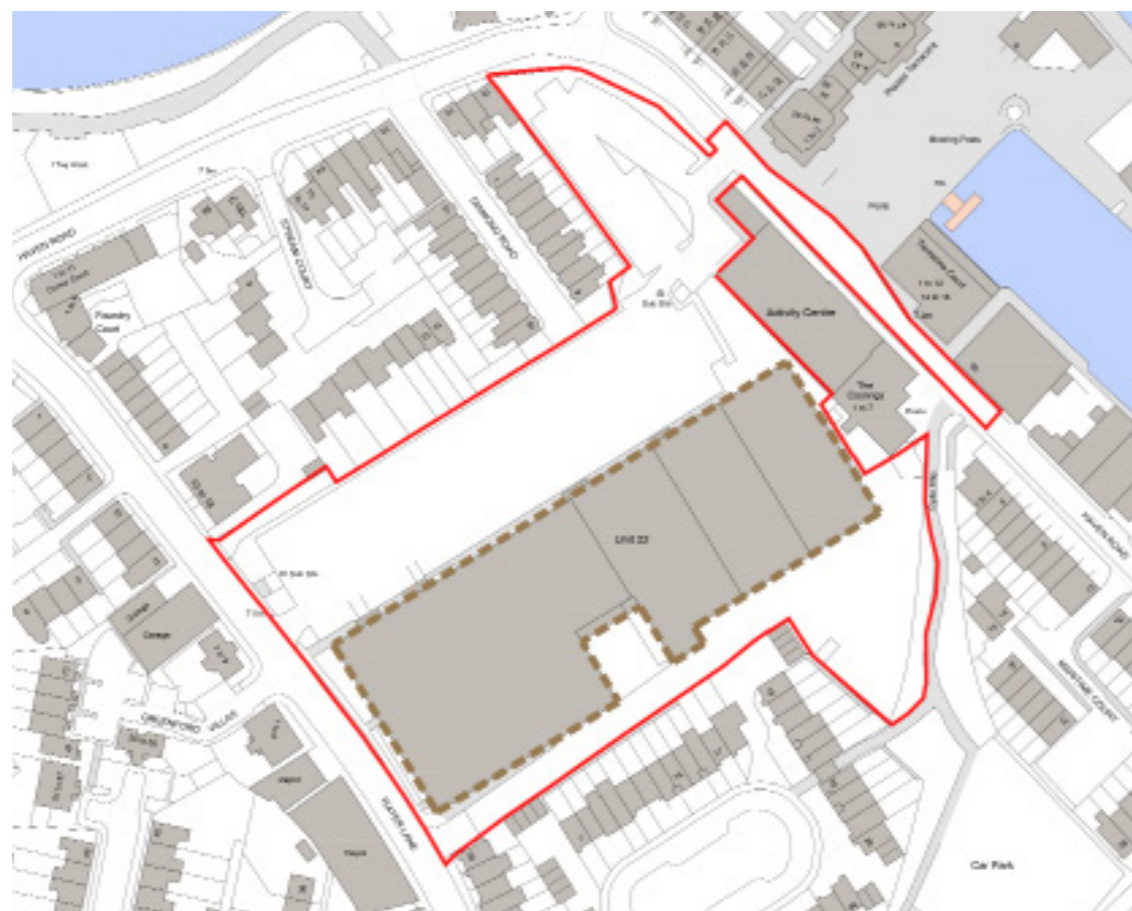
8.0 Preliminary Design Concept

Development Opportunity

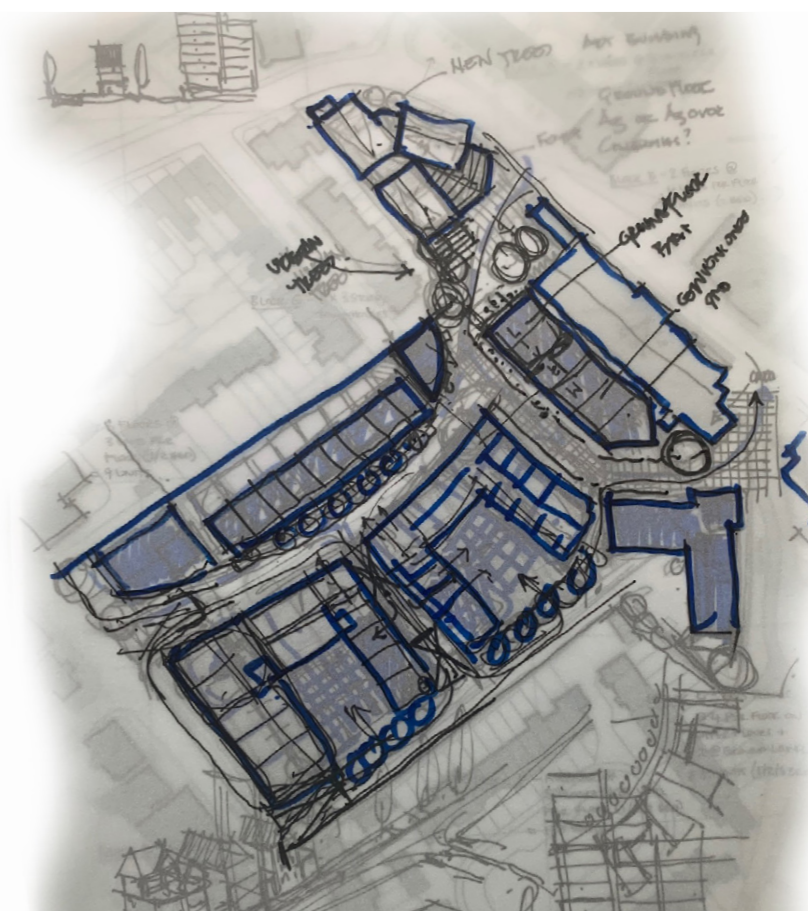
The Haven Banks Retail Park is quite different in character and scale to its local area and as a retail development is no longer a 'prime' site with only three units - one unit is in leisure use for Ten Pin Bowling, another a retail unit for 'The Range' is already closed as they have a more appropriate store at the better located Alphington Road Retail Park. The third user 'Matalan' has relocated to the nearby Exeter Retail Park on Marsh Barton Road. In its current form the site has little future as a result of the changing landscape in the retail sector and an alternative approach is required to secure the site a long term sustainable future in this vibrant waterside part of Exeter.

The site is currently dominated by retail units and the surface car park that serves them. A pedestrian link is provided between Water Lane and Haven Road albeit across private land. The retail park's substantial service yard has access from Water Lane, but it is a dead end with no ongoing links. The existing buildings, service yard and car park in their current condition offer little to benefit the appearance of the area, with the rear of the terrace and service yard in particular creating a harsh backdrop to neighbouring residential blocks, particularly the buildings close proximity to The Coolings.

Given the parlous state of the secondary retail park market Haven Banks Retail Park has been purchased by Welbeck CP with a view to redeveloping the site for a residentially led mixed-use scheme.



Existing Site Plan



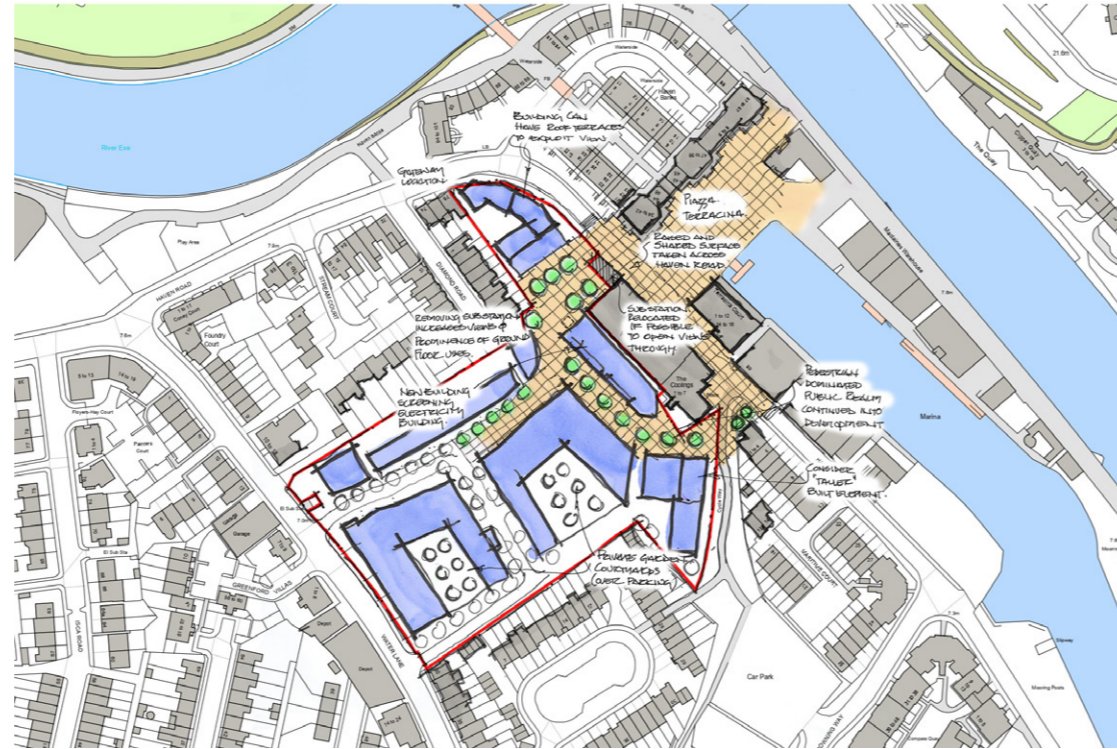
Initial Concept Sketch

Design Intent

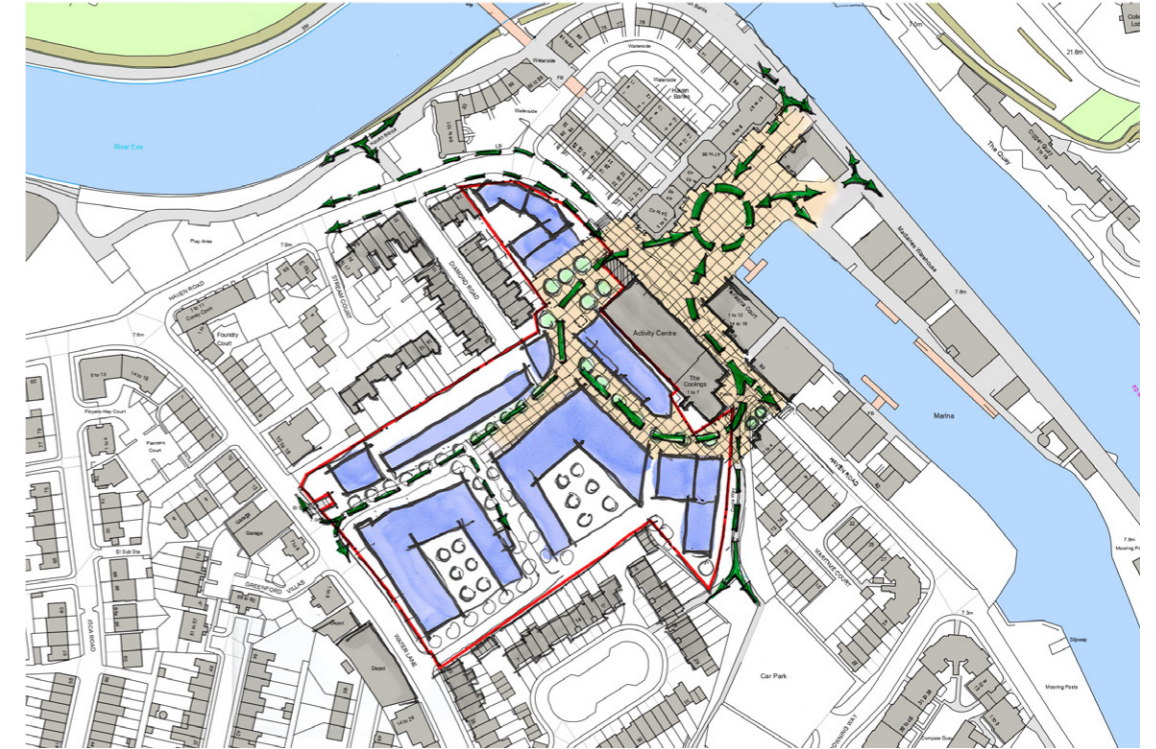
The aim of the redevelopment is to transform the currently underused and outdated retail park into a key part of a vibrant urban village near the river and canal basin, combining walkable and sustainable, high density urban living space with active ground floor uses, new public realm and more private greenspace.

The initial design intent was to create a ground floor and associated public realm that would integrate the site with both the neighbourhood on Water Lane and with the Piazza Terracina at the head of the canal basin.

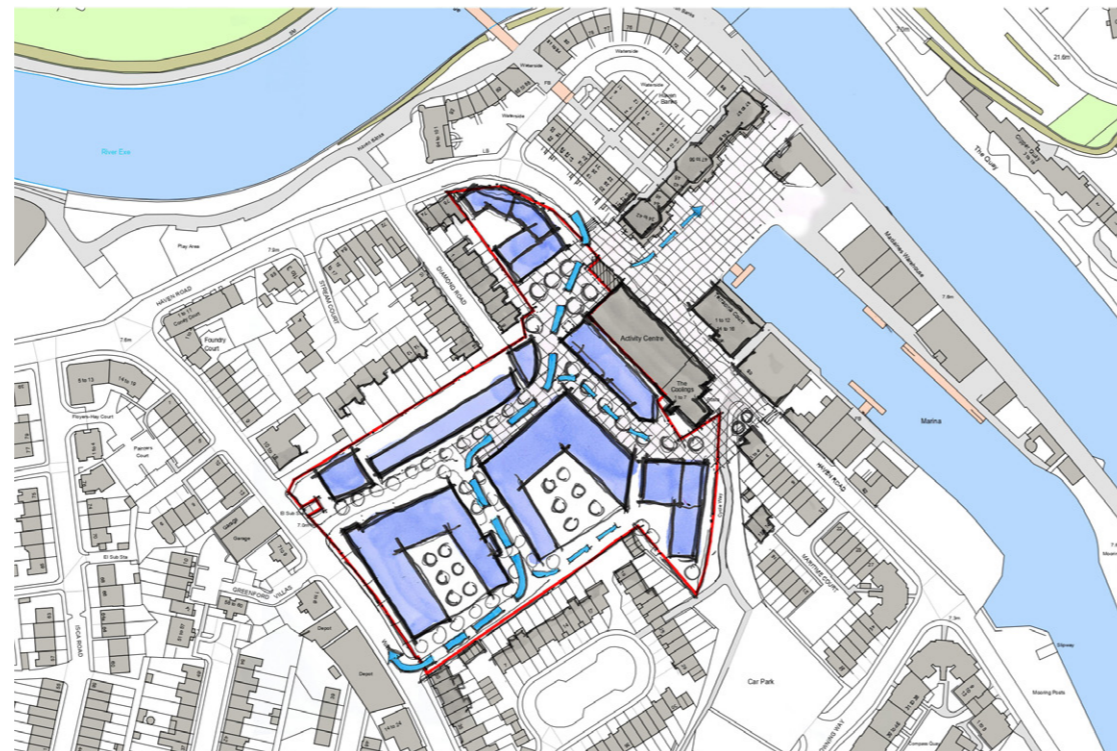
This design concept, which has been maintained through evolving proposals, seeks to extend the vibrancy across Haven Road into the site through a mix and variety of uses potentially including small shops, cafes, restaurants, bars and artisan shops. Within the plan this creates a short pedestrian loop from north of the climbing centre to re-emerge further south onto Haven Road where the Basin Branch rail line ran (currently a footpath linking to Chandlers Walk - a residential area - and to the Haven Banks public car park). The initial plans sought a strong link to Water Lane that has been retained and developed with the concept as part of an active public realm. The proposals seek to accentuate the pedestrian and cycle dominance along this part of Haven Road to further encourage the hustle bustle and life of the canalside.



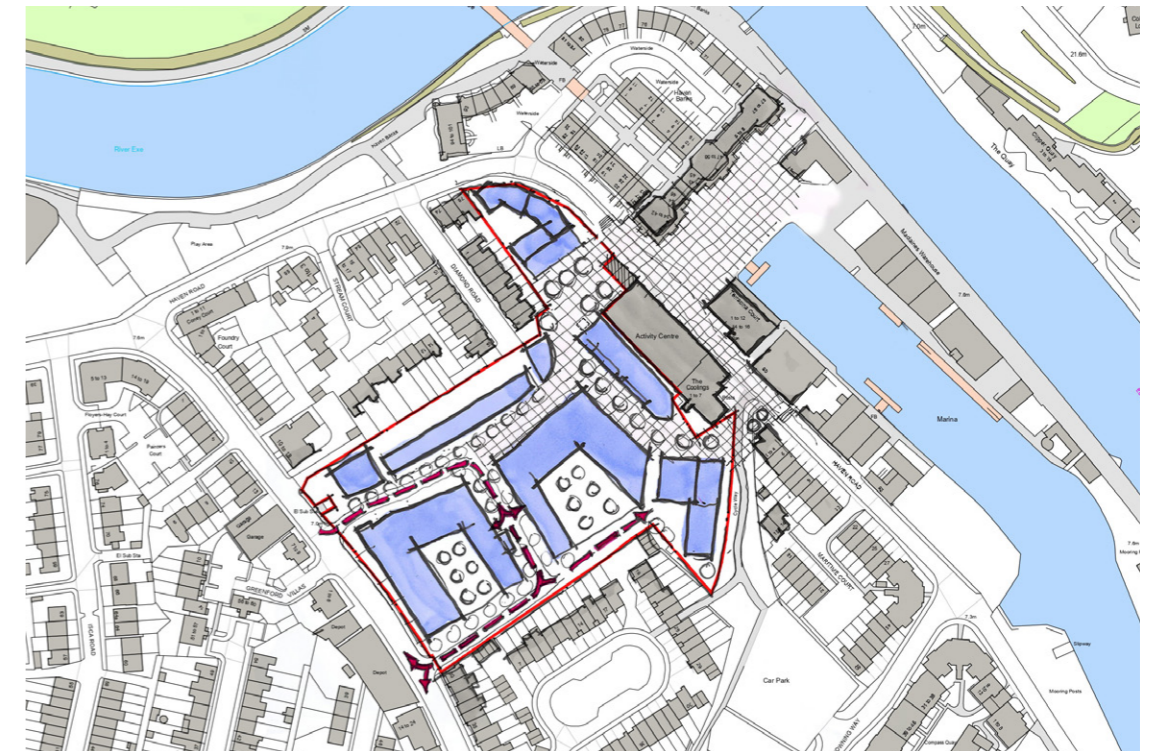
Public Realm Integration



Pedestrian Routes



Service Vehicle Routes



Residents Vehicle Movements

9.0 Initial Pre-App Discussions

This drawing shows an indication of the building heights that were originally envisaged at the 'Initial Pre-App discussion' prior to a massing model being generated for this concept in the surrounding context. The opportunity for increased height was identified to take advantage of the potential views from the site to the city centre, the surrounding hills and countryside and down the river Exe valley towards the sea.

At the north on Haven Road, we suggested a building of four storeys forming a gateway to the area opposite the similarly tall western block of 'The Waterside' development. This block could then step down towards the former electricity generation building providing opportunities for roof terraces and gardens with views towards the canal basin.

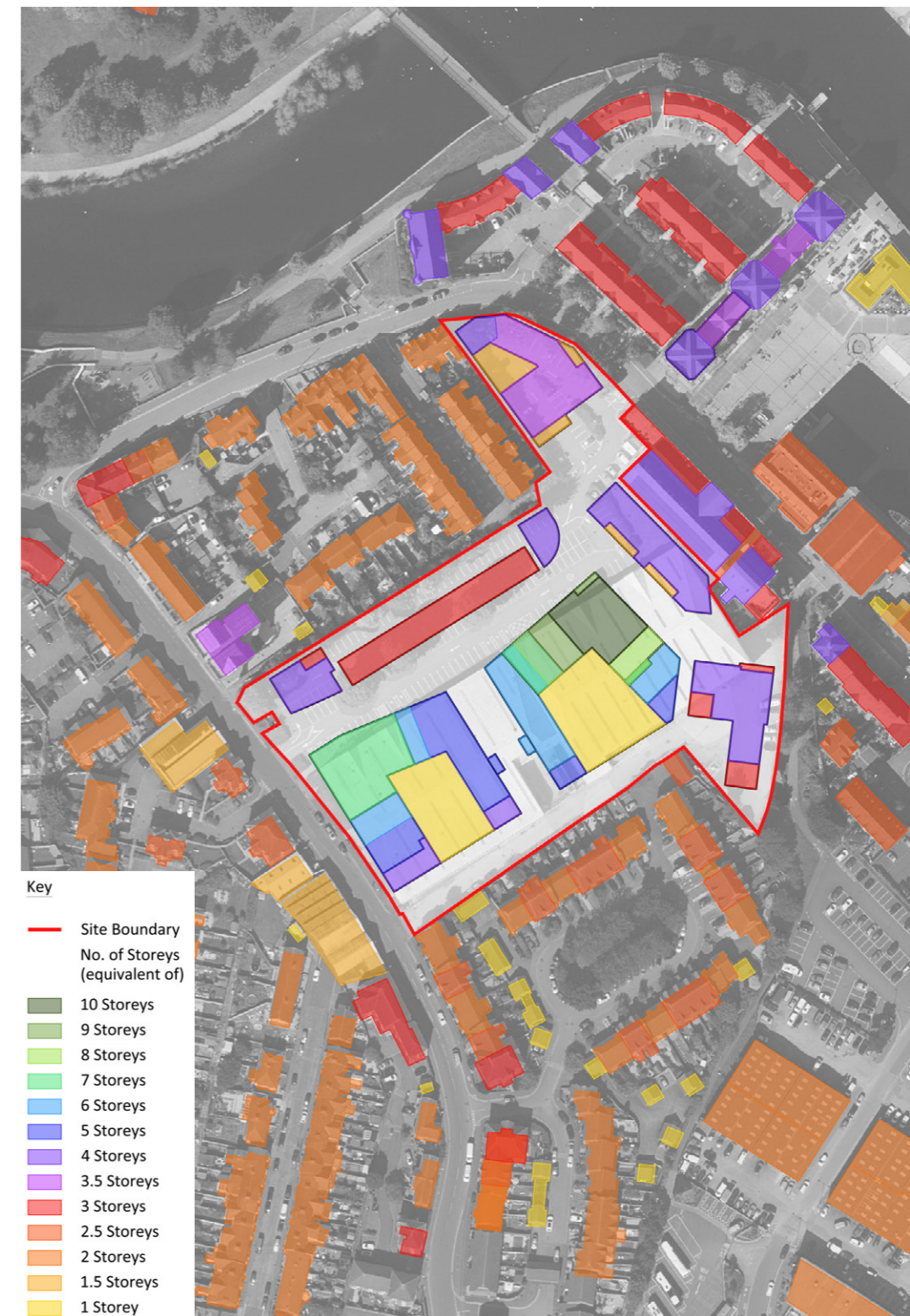
To the north of the site there are two storey terraced houses with rear gardens and in order to respect these we initially considered three storey town houses inside the site's Northern boundary.

For the southern site boundary, we proposed that building blocks would step down towards the boundary which is opposed again by two storey terraced housing and gardens (currently these existing properties are adjacent service yards facing the backs of the retail sheds). The internal private courtyards of these blocks create above ground level car parking which would be set away from the boundary such that privacy of adjacent gardens is not impacted.

We initially proposed that buildings within the centre of the site should rise to a maximum of nine floors (ten storeys) in limited locations where they could maximise views without unnecessarily overbearing the adjacent spaces and neighbouring properties.

A building of similar height to the former electricity generating building was anticipated to screen the perfunctory and utilitarian rear elevation left when much of the original building was demolished.

Along Water Lane we proposed that the elevations immediately adjacent to the neighbouring sites should be no more than two storeys higher than but would step up towards the sites main vehicular and pedestrian access point.



Proposed Building Heights Plan

The intention was to develop these proposals to test the impact of the massing using computer generated 3D block models to understand shadow and sunlight paths as part of the ongoing contextual analysis. This would allow us to examine the effects on the surrounding buildings and neighbours and to analyse and observe the impact on long distance views in the context of historic industrial structures as the designs developed. Allowing us to examine whether this and future iterations would have a significant or adverse impact on the city's skyline when viewed to and from key viewpoints.

KEY

- Retail Unit
- A3 Unit
- Live/Work units
- 1 Bedroom 2 Person Apartment
c. 535sqft GIA
- 2 Bedroom 3 Person Apartment
c. 750sqft GIA
- 3 Bedroom 5 Person Apartment
c. 990sqft
- 3 Bedroom 6 Person 3 storey
Townhouse - c. 600sqft per floor



Ground Floor Plan



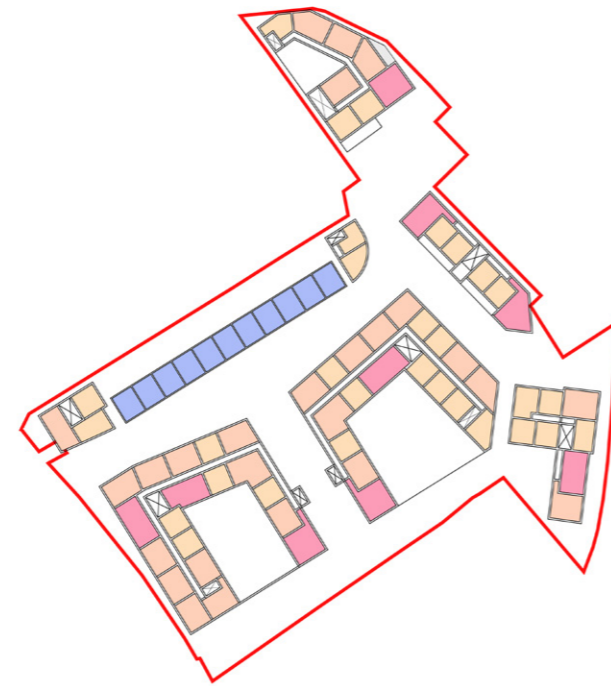
First Floor Plan

With additional 3D massing model for design development comparison

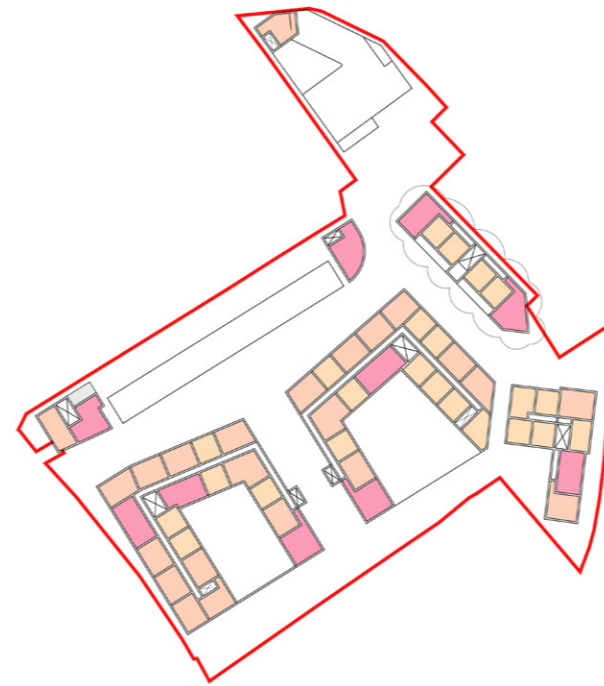
After the initial discussions and as part of the design process we began work on generating the massing model of the Initial Pre-App scheme to examine the potential impacts more clearly.

Whilst further studies confirmed that there was potential for increased height in certain locations across the site, there were other areas where this could have had a visual and amenity impact and where a reduced maximum height would be more appropriate.

As such any future design development would be set against this initial starting point and examined in a similar way to ensure its successful integration to the surrounding context.



Second Floor Plan



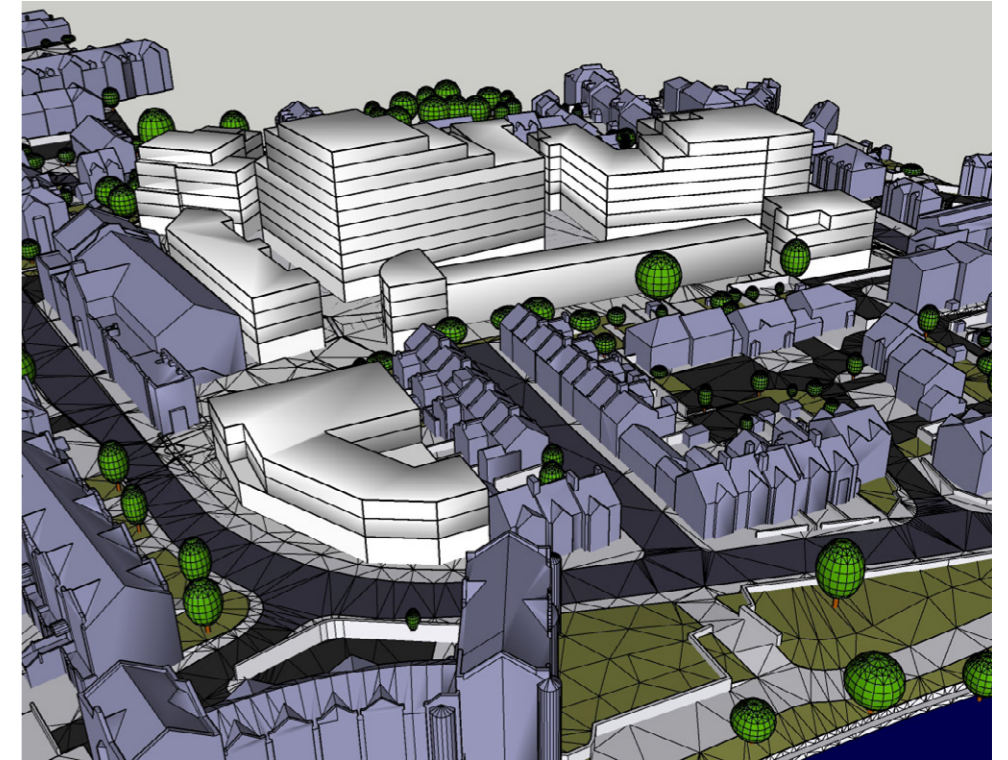
Third Floor Plan



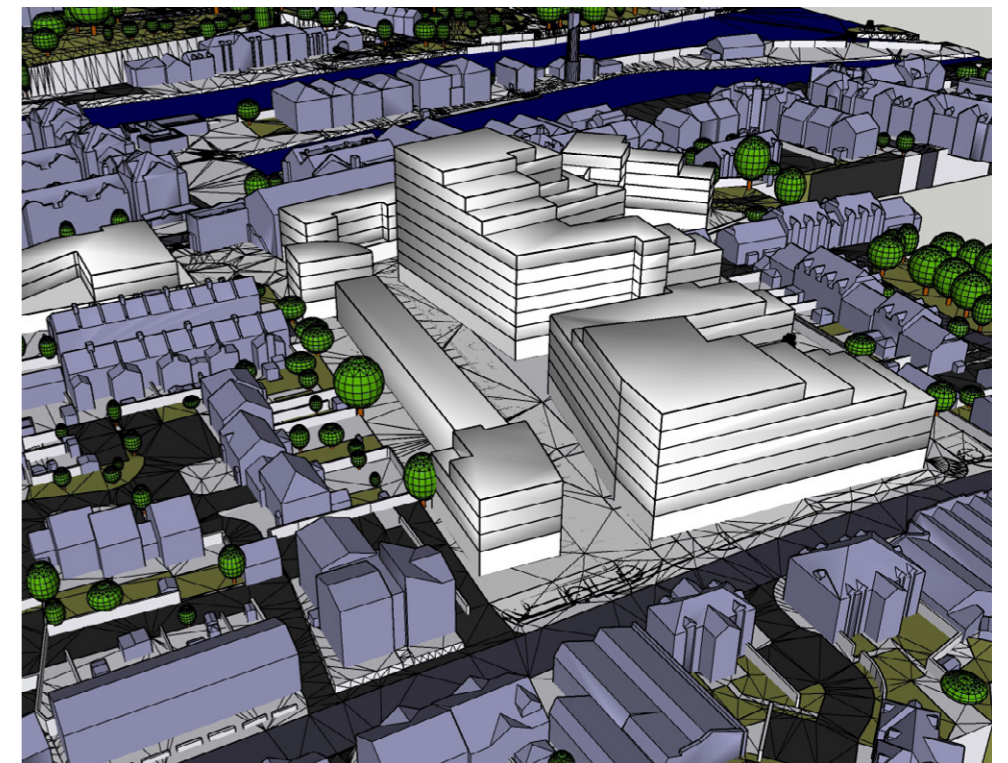
Fourth Floor Plan



Fifth Floor Plan



Massing View from the North



Massing View from the West



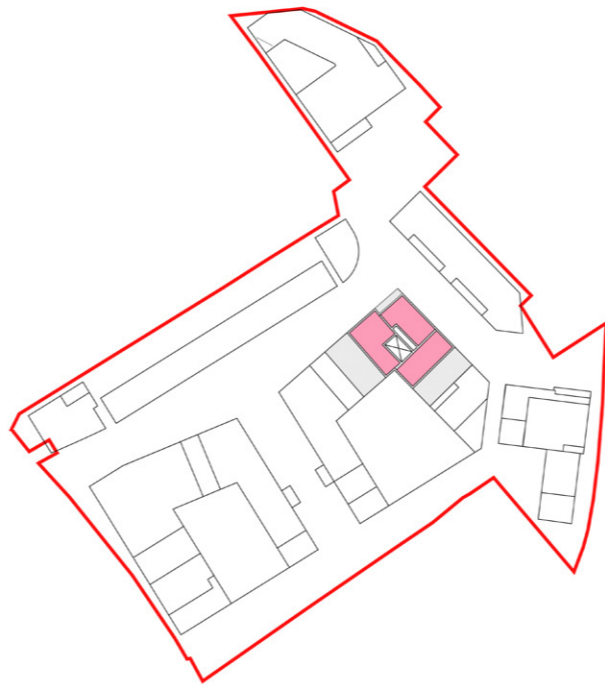
Sixth Floor Plan



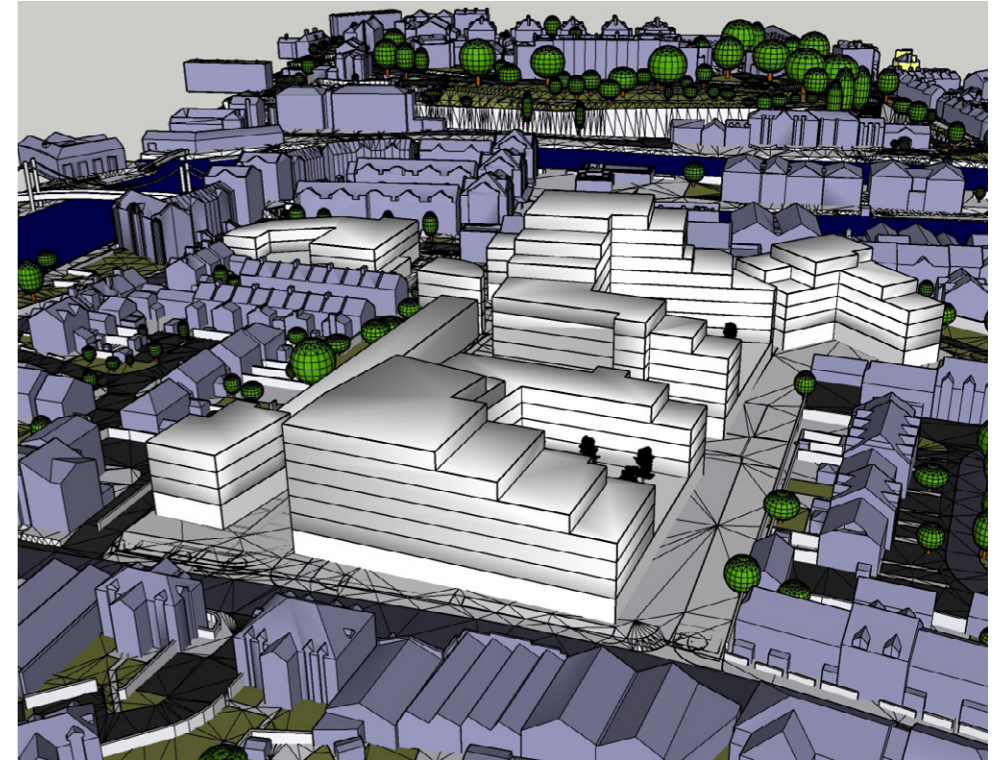
Seventh Floor Plan



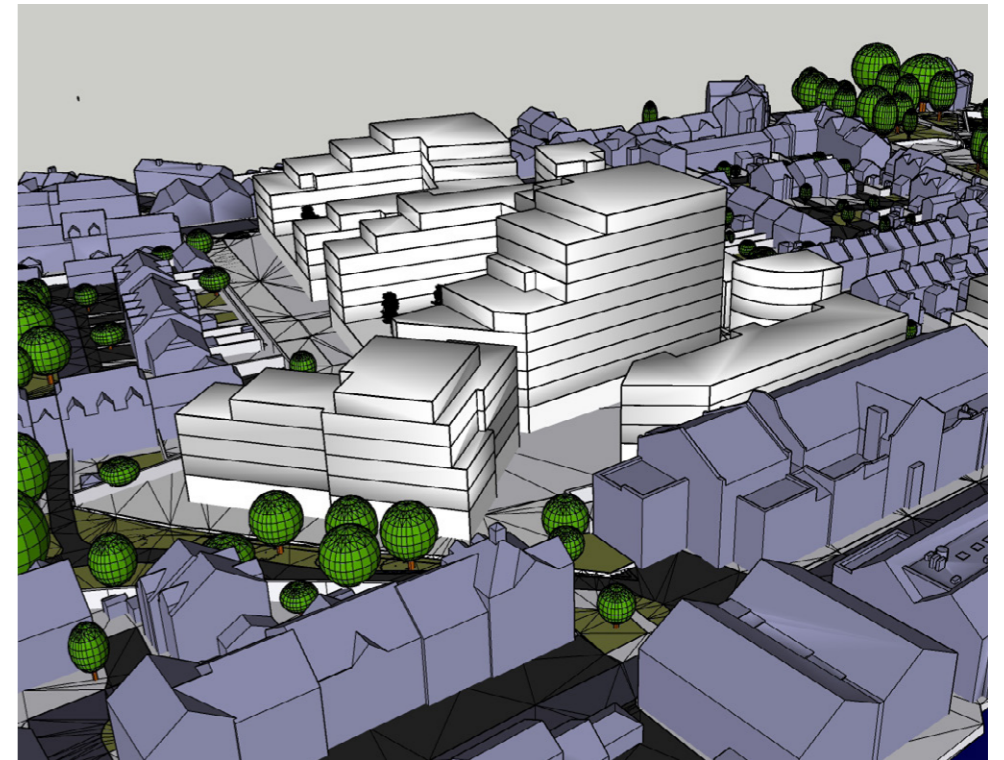
Eighth Floor Plan



Ninth Floor Plan

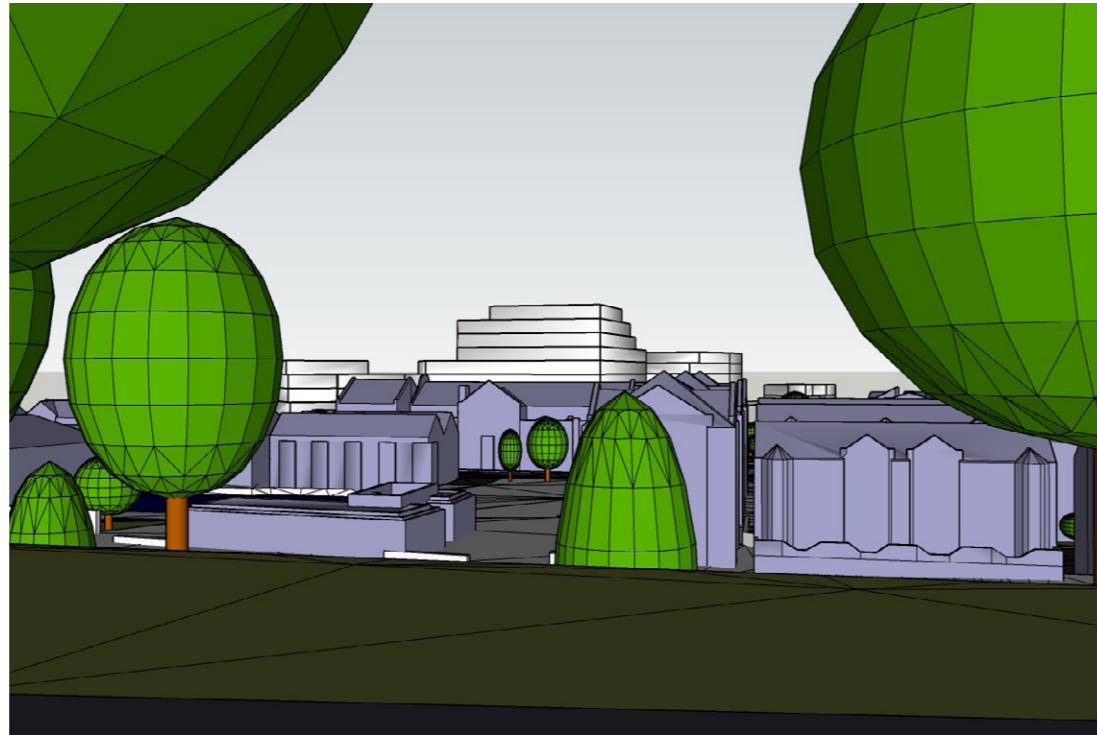


Massing View from the South

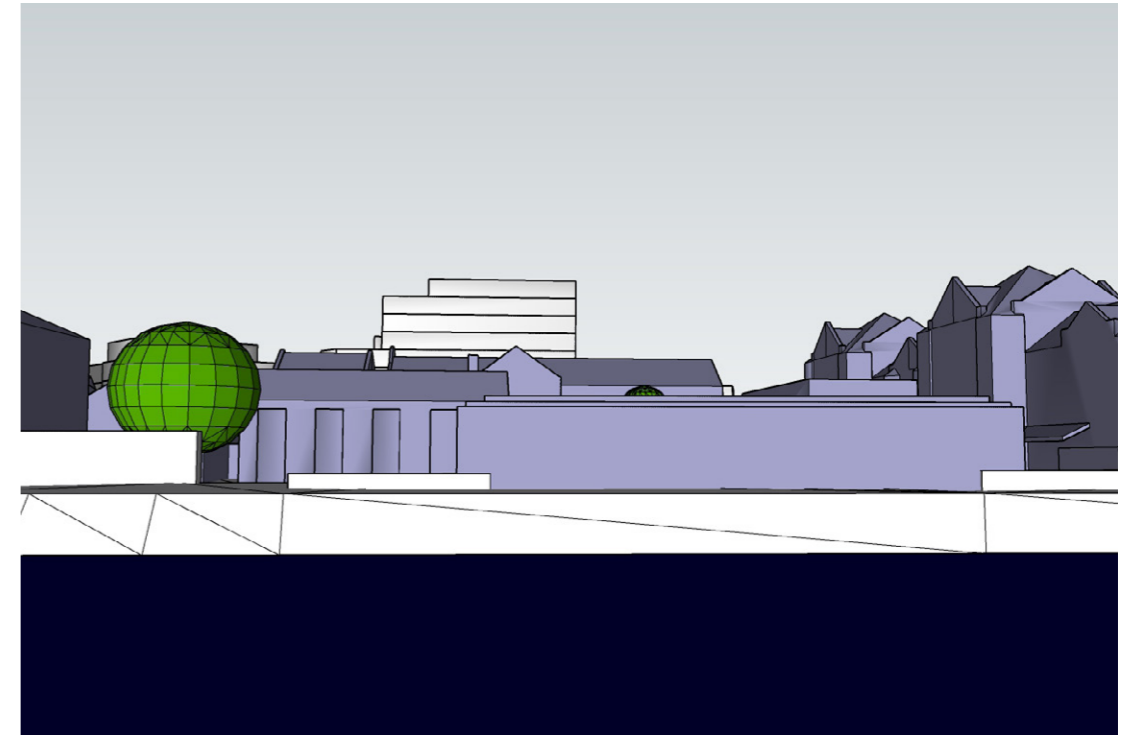


Massing View from the East

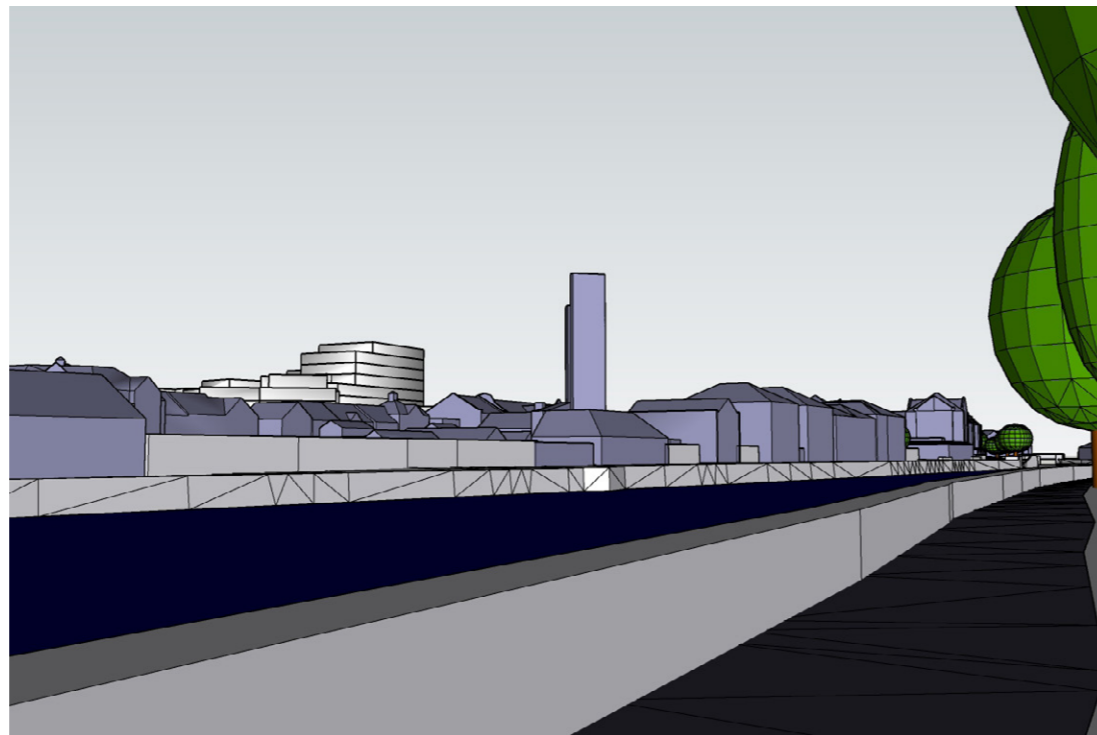
With additional 3D
massing model for design
development comparison



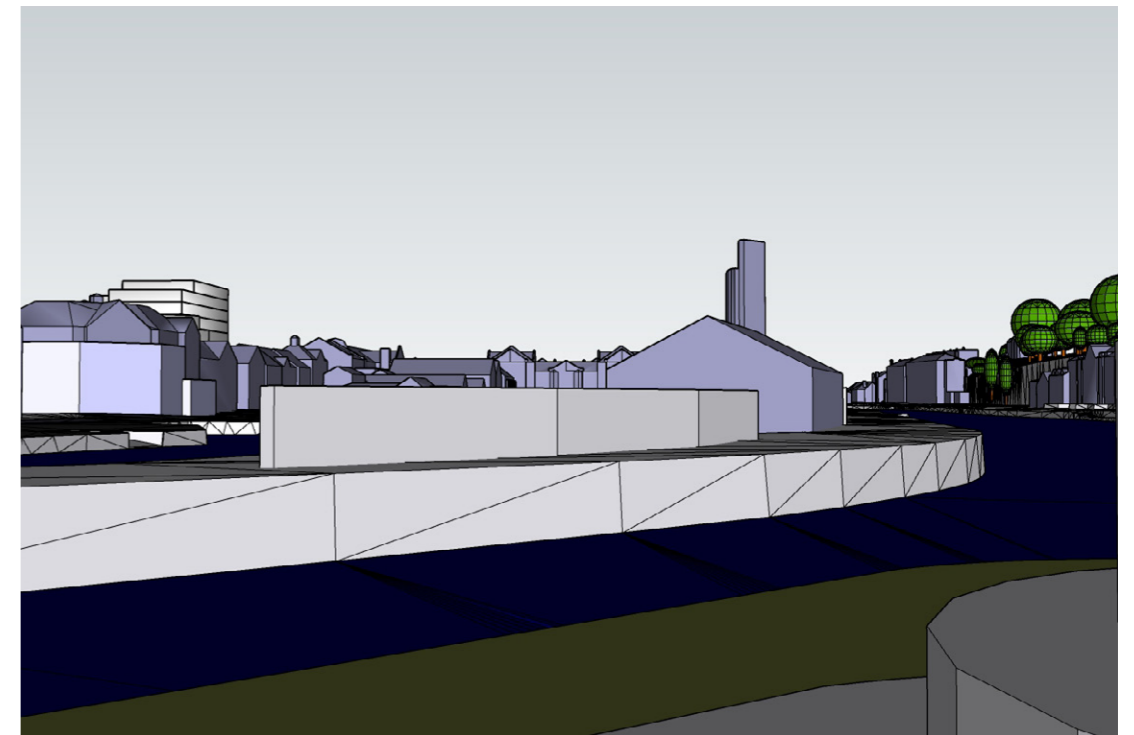
1 - View from Colleton Crescent



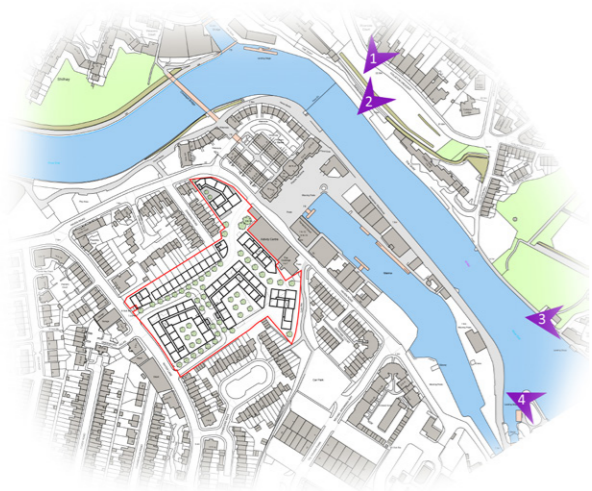
2 - View from The Quayside



3 - View from the Quayside at the bottom of Larkbeare Road



4 - View from junction between the River Exe and the Ship Canal



With additional 3D massing
model views for design
development comparison