



**Purpose**

This appendix presents a timeline of key visual moments on the train journey between Marsh Barton and Exeter St Thomas stations. It should be read in conjunction with the baseline video footage in Greenhalgh Landscape Architecture file 196-G501, recorded on 13th September 2024. This Appendix also includes a selection of screenshots from the video footage to further assist in the reader’s interpretation of the view.

The following timeline refers to the northbound journey and is intended to contextualise the ‘dynamic’ or ‘kinetic’ view that is perceived by passengers of the railway network.

Video file 196-G501 and this accompanying Appendix have been prepared as supplementary information as part of current Outline Planning Application ref: 23/1007/OUT. Both relate to the consultation response from Historic England and liaison with the Exeter City Council (ECC) Case Officer.

Following the methodology agreed with ECC (Technical Note 196-TN-002 prepared by Greenhalgh Landscape Architecture, dated 23.08.2024), the baseline video footage captures the journey between Marsh Barton and Exeter St Thomas Stations which lasts approximately 2 minutes, 1 second. The train passes the Site for an approximate duration of 42 seconds.

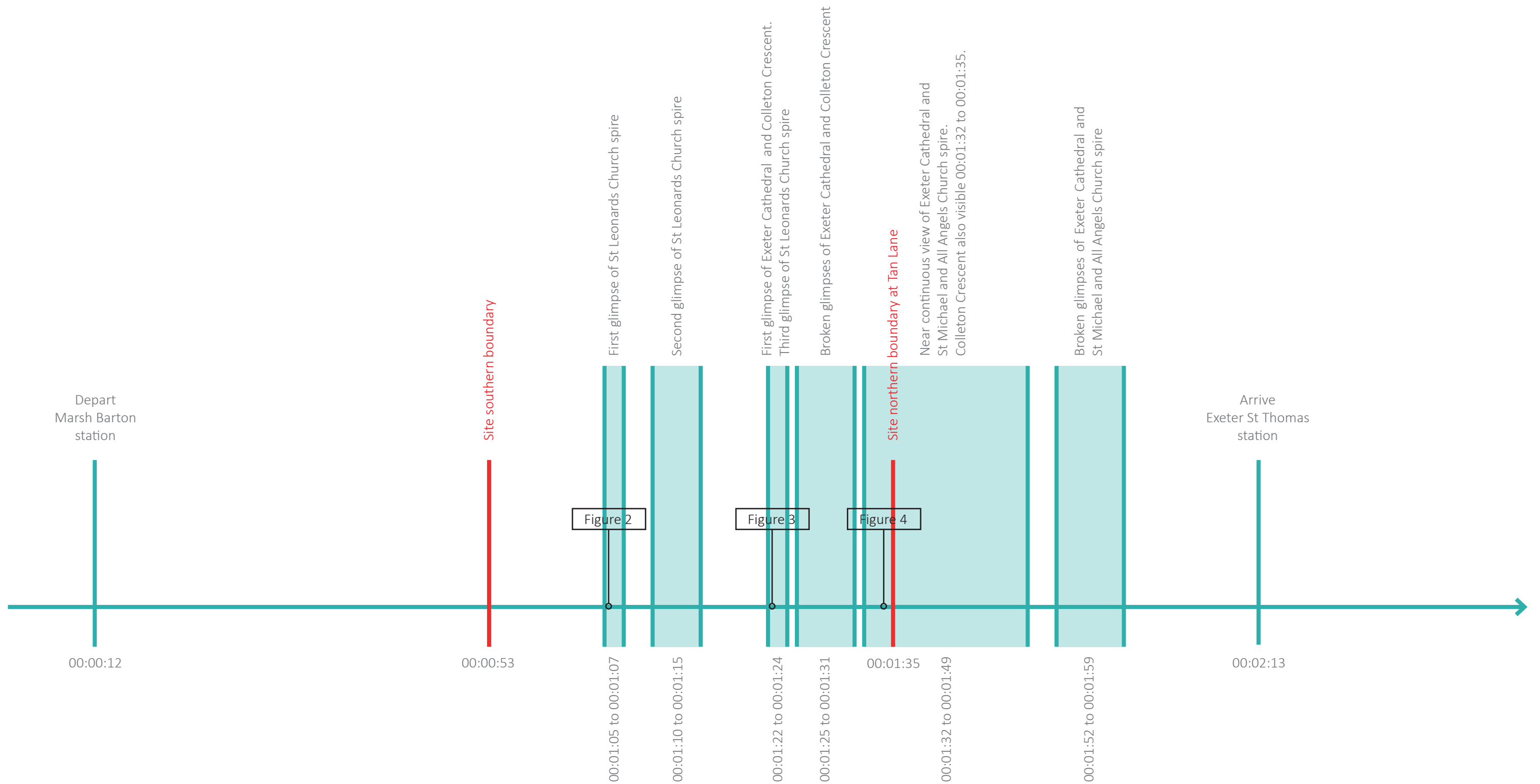


Figure 1. Timeline of passenger train journey between Marsh Barton and Exeter St Thomas railway stations





Figure 2. Video screenshot at 00:01:05 showing glimpse towards St Leonards Church spire viewed adjacent to the northern end of the former SecAnim meat rendering plant.

#### Description of existing view

The view is dominated by the foreground of industrial land and buildings and is somewhat degraded by it. Mature hybrid black poplar trees on the canalside are also prominent. The spire of St Leonards Church is clearly evident as a feature of the distant city skyline.





*Figure 3. Video screenshot at 00:01:22 showing glimpse towards Exeter Cathedral and Colleton Crescent looking across the electricity substation site.*

#### **Description of existing view**

The view is dominated by the foreground of industrial land and the pylons and other structures of the electricity substation. The towers and roofline of Exeter Cathedral are clearly evident as a feature of the distant city centre skyline. The south west facade of Colleton Crescent is visible but is not especially distinctive as part of the mix of townscape built form sat beneath the skyline horizon.





Figure 4. Video screenshot at 00:01:34 showing the spire of St Michael and All Angels Church, Exeter Cathedral and Colleton Crescent viewed across the foreground Colas site and Tan Lane at the northern end of the Site.

**Description of existing view**

The view is dominated by the foreground of industrial land and properties around Tan Lane. The towers and roofline of Exeter Cathedral are clearly evident on the distant skyline but are somewhat recessive in comparison to the large blank building facade of the foreground. In the moments before this specific view, slightly southwards on the train track, the view is more open towards the Cathedral and it is more apparent. St Michael and All Angels Church spire is prominent on the skyline.

Summary

The northbound train journey between Marsh Barton and Exeter St Thomas Stations lasts approximately 2 minutes. The train passes the Site for an approximate duration of 42 seconds. The northbound service stopping at Marsh Barton does not stop at Exeter St Thomas and so the journey between these two stations would invariably be part of a longer journey at least up to Exeter St Davids, but potentially much longer as is often the case with travel on the rail network.

Between Marsh Barton Station and the southern end of the Site, the view is limited to foreground vegetation lining the railway.

Foreground vegetation then becomes more intermittent as the train passes the Site which gives some fragmented glimpses across the Site towards the city including of skyline landmarks of St Leonards Church and Exeter Cathedral; their visibility assisted by their protrusion above the horizon and contrast against the sky. Colleton Crescent is also occasionally glimpsed but unlike the skyline landmarks, it is much more visually recessive as it sits below the city horizon and it is less distinguishable because its form tends to coalesce with other like-form in its vicinity such as properties fronting The Quay. Architecturally, Colleton Crescent is not especially distinctive at this viewing distance and short duration of exposure. The longest glimpse towards the Cathedral and Colleton Crescent, passing the Site in transit, exists between the electricity substation and Tan Lane albeit frequently fragmented by foreground vegetation. *N.B. the OPA illustrative layout shows this section to be free from built form at the narrowing of the Site along ‘Foundry Lane’ and this ‘gap’ is also established in the OPA proposed parameters.*

Beyond the Site, the view becomes dominated by the foreground of residences and commercial buildings around St Thomas. North of Tan Lane, Exeter Cathedral and the spire of St Michael and All Angels Church are near continuously visible (with brief and intermittent screening from foreground vegetation) against the sky until Riverside Leisure Centre on Haven Road intervenes.

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