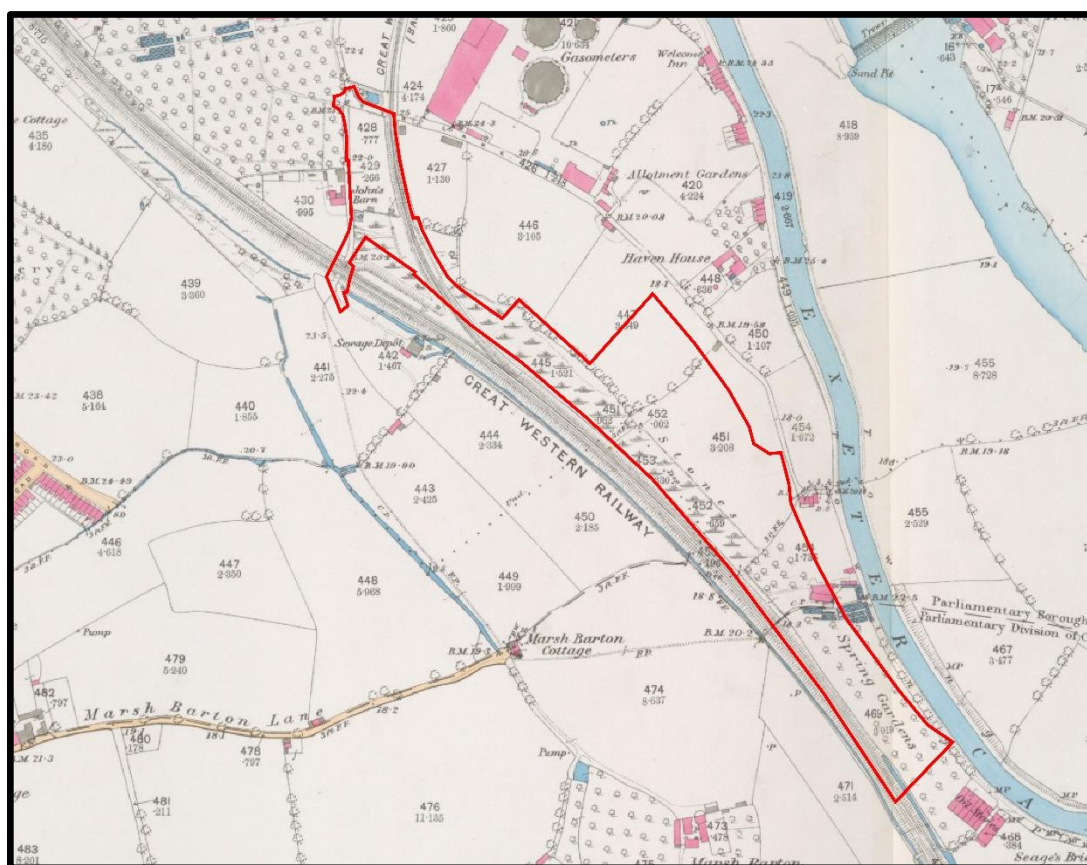




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Archaeological desk-based assessment of land adjacent to Water Lane: Southern Regeneration Zone



on behalf of
The client

Report No. 23-06

Project No. 1997

April 2023



OAKFORD ARCHAEOLOGY

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1. INTRODUCTION

This report has been prepared for Stantec on behalf of Chris Barraclough (Water Lane DMC) and sets out the results of a desk-based assessment (DBA) undertaken by Oakford Archaeology in order to assess the archaeological potential and impact of development at Water Lane Development Area, Water Lane, Exeter, Devon (SX 9216 29135). This is being undertaken as part of suite of supporting documentation prepared for a planning application to be submitted to Exeter City Council (ECC). The work was commissioned on the advice of Rhiannon Rhys, the Inspector of Historic Buildings and Areas Historic England (HE) and Owen Cambridge, the ECC Principal Project Manager Heritage (PPMH), in line with the approach set out in para 189 of the government's national planning policy framework (NPPF).

This report has been prepared in accordance with the Chartered Institute for Archaeologists (CIfA) Standards and Guidance for Historic Environment Desk-based Assessments (2019, revised 2022) and Planning Policy Guidance (2021) - Historic Environment, published by the Ministry of Housing, Communities and Local Government. The aim of the heritage statement is to collate known historical and archaeological information (baseline information) regarding the history and development of the site and immediate surroundings. The resulting information will be used to make an assessment of the impact on the archaeological resource and the wider impact on the historic environment and to disseminate the results of the investigation by appropriate reporting.

1.1 The site

The site (Fig. 1) lies on the west bank of the river Exe and to the southwest of the historic canal basin. It covers a long irregular area of approximately 7.3 hectares and lies at a height of c.6-8m AOD on flat, low-lying land. The underlying solid geology belongs to the Alphington Breccia Formation of reddish-brown, fine-grained Breccia stone, a sedimentary bedrock formed between 298.9 and 252.2 million years ago during the Permian period and gives rise to alluvial deposits of clay, silt, sand and gravel, sedimentary deposit formed between 11.8 thousand years ago and the present during the Quaternary period.¹

1.2 Current land use

At the time of the site visits in February and March 2023 the proposed site formed a long irregular shape made up of a series of enclosed, working and derelict 20th century industrial units with associated parcels of land. The site is located between the London-Penzance railway line to the southwest and Water Lane to the northeast, while Tan Lane marks the sites northwestern border and the southeastern edge of the proposal area is formed by the Water Lane Solar Farm, with clear views of the Exeter Energy Recovery Centre behind (Pl. 1). The views to the north (Pls. 2-3) are dominated by the low-lying area around the canal. The mixed townscape of Exeter rises on the hill behind, spreading from the historic core of the city to the north across the historic and modern suburbs to the southeast. Due to the size and scale of the site, access is gained at various points along Water Lane through a number of entrances set back from the street frontage.

The walk-over survey was started at the southeastern end, within the original Saria Group complex. This area forms the narrowest part of the development area and is bounded by modern metal railings on its northeast, southeast and southwestern sides. The railway embankment to the southwest rises significantly above current ground level at the far end of the site, where the

¹ www.bgs.ac.uk.

ground slopes down towards the southeast. A rough broken concrete and gravel surface extends across the width of the site at this point, with **Building 1** (Pls. 4-5) situated on the northeast edge of this area. The building is a rectangular, single storey industrial storage unit with stone footings and a mix of concrete and brick walls. It has a corrugated metal roof and corrugated upper gable on the southwest facing elevation, with a double sliding door.

From the southwest side of Building 1, a concrete ramp rises to the northwest, opening onto a concreted forecourt that opens onto **Building 2** (Pls. 5-8). This formed the mechanical unit of the SecAnim Saria Group enterprise. It comprises a long rectangular structure that spans almost the full width of the site. The southeastern end of the building is a three storey, corrugated clad block, with a pitched corrugated roof. Two large, steel rolling, garage doors and a further large garage door, and square fenestration are situated on the southeast elevation. The steel rolling doors would have provided access for freight vehicles carrying products for processing within the building. The northwestern end of the building is single storey and constructed of brick and stone, with a flat corrugated iron roof. A series of industrial chimneys, extraction pipes and industrial metal silos are incorporated along the northwestern and southwestern sides of the building.

Building 3 (Pls. 8-9) lies to the northwest of Building 2, within the former SecAnim company boundary. It is a 20th century, L-shaped, prefab, single storey construction, with wooden clad walls and a low flat roof. Forming the company offices, it sits on open concrete ground that extends to the boundary fence to the northwest, southwest and southeast. A number of temporary metal industrial cabins are positioned around this part of the site.

Immediately beyond the northwest concrete post and chain link boundary fence of the SecAnim group, is a narrow footpath that crosses the full width of the site and leads to a low-pitched underpass that offers access underneath the railway line and into the Marsh Barton Industrial Estate beyond the site boundary to the southwest.

Building 4 (Pls. 9-10), is located immediately northwest of this footpath forming the main unit of Coastal Workboats Ltd. It sits within a widening parcel of land, laid to concrete, that extends the full width of the site. It is a three storey, corrugated metal construction, extending across three bays, with low pitched corrugated roofs. Building 4 has three, two storey high, steel rolling doors on its street frontage elevation, with regular square fenestration on its northwestern and northeastern corners. The northwest elevations of the bays that are situated furthest from Water Lane, are predominantly, ground to roof height sliding, corrugated openings, offering easy access for boats to be moved in and out. Behind the building, to its southwest is a concrete car park and workspace that extends as far as the railway line forming the southeastern boundary of the site.

The views from Building 4 to the north are dominated by the canal and the river Exe in the foreground, with the 19th century and modern suburbs, including St Leonard's Church and County Hall, visible on the higher ground behind (Pl. 11).

Located to the northwest of Building 4 and within the centre of the proposed development boundary, is **Building 5** (Pl. 12). This is a 20th century brick built, two storey high industrial warehouse, with a low-pitched corrugated roof. A simple brick built, single story extension with a flat roof, is located on its southwest side. Incorporated within the building's northeast and southeast elevations are several large loading doors and some irregular modern fenestration

at the northern extent. The loading doors open onto a concrete and tarmacked surface that extends to the northeast and around the northwest of the building.

Looking southwest from Buildings 4 and 5, Marsh Barton industrial estate forms the predominant view beyond the railway boundary line, with views of the rural landscape outside the bounds of the city, including the Grade II* listed Haldon Belvedere, visible beyond the post-war industrial estate.

Across the tarmacked area to the northeast of Building 5 and immediately adjacent to Water Lane is **Building 6** (Pls. 12-13). Its main aspect is to the road and consists of a 20th century, rectangular, single storey, brick structure with a low pitched, tiled roof that formerly was part of the SecAnim Saria Group. Its northeastern façade consists of stone and rendered brick and incorporates a door, with adjacent, floor to ceiling windows. Further windows are located to the southeast and northwest. The building is partially set back from the road with paved car parking area immediately in front.

Immediately adjacent and to the northwest is **Building 7** (Pl. 13) which also belonged to the SecAnim Saria Group. The front of the building onto Water Lane is set back from the road, with a grassed area in front. It is a 20th century two storey brick construction, with areas of partial render on its northeast elevation, similar to Building 6. It has a pitched tiled roof, with a long dormer on both its northeastern and southwestern sides, thus creating a roof lantern. Two flat roofed extensions have been incorporated into the southeast and southwest sides of the building.

Behind Buildings 6 and 7 and just northwest of Building 5, lying at a right angle to it, is **Building 8** (Pl. 12). It is orientated northeast-southwest and comprises a large, rectangular, wood framed storage or warehouse unit, with a corrugated iron roof. The southwestern end of its southeast facing elevation, is open, likely to allow access for large freight vehicles. A further ground to roof height opening is located within the northeast elevation.

Behind Building 8 to the northwest is a large tarmacked and concrete car park, with access either through an opening between Buildings 7 and 8, or from Water Lane at the northern end of the car park. This is also the junction between the SecAnim Saria Group site to the south, and the site of the Greenslade's Tours company industrial units and offices. The latter is accessed through a large, double metal gate from Water Lane which provides access to an L-shaped concreted area which contains three industrial units. Immediately adjacent to the gate and set back from the road, is the company office. **Building 9** (Pl. 15) is a 20th century, small, rectangular, brick built, single storey structure, with flat roof, and rendered street frontage elevation. Access is through a single door on the far southeastern side of its northeast elevation, which is framed by a large three-pained window to its right. A small, tarmacked car parking area is located in front of the building.

A large storage or bus shelter unit, **Building 10**, is situated to the southwest of Building 8. It is orientated northeast-southwest and is of a simple two-storey height construction, built of corrugated sheet metal, with a pitched, corrugated roof. A large ground to gable height opening is positioned on its southeast elevation. The rear side of Building 9 demarcates the edge of the Greenslade premises.

Looking out from this part of the site the views are significantly dominated by the late 20th century developments of Gabriel's Wharf and River Meadows (Pls. 14 and 16). A break within

the River Meadows development allows some view of the largely late 20th and early 21st century residential developments on the south side of Topsham Road, although no heritage assets are visible from this location due to the low lying nature of the site.

At the southwestern end of the concrete forecourt lies **Building 11**, a large rectangular, brick build two-storey high warehouse, with a pitched roof. Incorporated in its northwest elevation are three, steel rolling doors, and one smaller opening. From here the concrete ground extends to the northwest, up to an overgrown fence-line, thus creating the L-shape, which provides space for bus parking bays. Behind Building 9, to the northwest, a further concrete court that extends to the street frontage houses several, temporary, open sided shed-like structures, with corrugated roofs. These are currently occupied by RC Scaffolding, with access through a simple gate on the south side of Water Lane.

To the northwest, a large double gate entranceway provides access into a long strip of tarmacked and concreted land. On its northwestern side sits **Building 12** (Pls. 17-18), a large warehouse, up to 80m in length and approximately five storeys' high. Its base is constructed of brick, while its upper walls are made of corrugated metal sheeting. It has a pitched roof of eroded corrugated metal sheets, with sky lights running the length of both sides of the roof. Access into the building is gained by two large openings in its southeast elevation. Behind the southwest gable end of Building 12 is a small area of further tarmacked and concrete ground that extends to an overgrown hedge.

Looking to the northeast views from the proposed development views are interrupted by the rows of late 19th century terrace houses on Cotfield Street (Pl. 19). Views of the 19th and 20th century eastern suburbs are filtered by the mature trees at the end of Cotfield Street, while views of the rural hinterland to the southwest are filtered by the two- to three-storey industrial units in Marsh Barton.

From Building 12 the site boundary runs towards the railway line to the southwest, around the electric substation and the Vulcan industrial estate to the northwest. At the northwestern end of the Vulcan site, an unmetalled track, the line of the former basin branch railway line, extends from Water Lane and gradually rises to the southeast, leading to a raised parcel of land that extends as far as the railway line (Pls. 20-23). Running alongside this, the thin, raised parcel stretches for approximately 400m to the southeast, extending behind the Vulcan Estate and the land that incorporates the substation and Buildings 5-12. The land is currently used by Vospers as a car rental storage plot. Its raised position offers relatively uninterrupted views across the proposed development site, Marsh Barton Industrial estate to the south and southeast, as well as views across to the historic core of Exeter to the north, including clear sightlines to the cathedral, Colleton crescent, Colleton Hill and St Leonard's Church (Pl. 21).

A double metal gateway, immediately to the northwest of the old railway track, provides access into a sub-rectangular parcel of land, bounded by Water Lane to the northeast, Tan Lane to the northwest and the main railway line to the southeast. The ground is tarmacked and houses three buildings that form part of the Colas group. **Building 13** (Pl. 24), is positioned at the northwestern corner of the site boundary at the junction between Water Lane and Tan Lane, with its northeast and northwest elevations positioned on the street frontages. It is a mid-20th century brick, two storey, building, with a three storey wing on its southeastern side and a flat roof. Regular fenestration is incorporated in all elevations, with access gained through two single doors on its northeastern elevation. A further single ground floor doorway is located on the northwest elevation; adjacent to this is a rolling garage door.

Directly behind Building 13, to the south, is **Building 14** (Pl. 24-25) a single storey corrugated metal warehouse, with pitched corrugated metal roof. To the south, its northwest elevation positioned along Tan Lane, is **Building 15** (Pls. 24-25). It is a rectangular, two storey height, structure, built of the same materials as building 15. From here the site extends to the line of the railway underpass along Tan Lane, as a tarmacked, open parking plot. The view along Tan Lane towards the historic core of the city shows that no specific heritage assets are discernable, although the view encompasses parts of the Central Conservation Area (Pl. 25).

Although views from the proposed development at ground level towards the historic core of the city are interrupted by the late 20th century Waterside, Haven Bank, Gabriel's Wharf and River Meadows developments, the prevailing topography of the historic core of the city and its 18th-19th century suburbs means that certain key heritage assets are clearly visible. The lower reaches around Shilhay, Quayside and the canal basin are due to the low-lying and level nature of the area and the intervening late 20th century 3 to 4-storey Waterside, Haven Bank, Gabriel's Wharf and River Meadows developments not visible from the proposal area.

Immediately to the northeast of the proposal area views from the historic canal basin with its nationally and locally listed buildings, including Nos. 60-63 Haven Bank Road and the former Power Station are largely obscured by the late 20th century 3 to 4-storey Haven Bank development along Haven Road and Michael Browning Way (Pl. 26). Views from the Grade II listed 19th century warehouses on the northern side of the canal basin towards the proposal area are partly obstructed by the Haven Bank development (Pl. 27). To the east the undeveloped site of the former gas storage tanks means that views of the proposed development are open, while the late 20th century Gabriel's Wharf and River Meadows developments to the southeast filter views of the proposal area.

To the northwest views from the Grade II Listed Malthouse on Haven Road are obstructed by the Haven Road, Isca Road and Water Lane post-war housing developments, while views across the Grade II Listed Nos. 6 and 8 Alphington Road, Nos. 40-46 Alphington Road and Nos. 54-58 Alphington Road are (Pl. 28), due to the low-lying level nature of the topography obscured by existing historic and modern developments, as well as the modern retail park on Water Lane.

On the north bank of the river, Exe bridge, St Edmund's chapel and the remains of the former medieval tenements form a Scheduled Monument. Views from these heritage assets are interrupted by the post-war Commercial Road developments and the construction of the current Exe (Pls. 29-30), while views from the nearby Grade II Listed 18th century bridge across the scheduled monument are similarly obscured by the Commercial Road and Waterside developments (Pls. 30-31). To the north of these views from West Street are obscured by the existing historic townscape (Pl. 32), while views from the upper reaches of Stepcote Hill (Pl. 33) open across the former floodplain now occupied by Marsh Barton industrial estate and the northern end of the proposal area. However, views of the central and southern parts of the site are filtered due to the angle of the street and existing townscape.

At the base of the hill Stepcote Hill it is joined by West Street, which contains a number of listed properties, including the Grade I listed Church of St Mary's Steps, Grade II listed No. 24 West Street and Grade II* listed Nos. 5-7 West Street. This is an important area and the site of the former West Gate of the City, although due to the gently rising topography the listed buildings sit within a shallow bowl and therefore views towards the proposed development are filtered by the existing townscape and a number of mature trees on the southern side of Western

Way. On the southern side of Western Way views from the scheduled City wall towards the proposed development are open, although views from the walkway at the base of the wall and above the Grade II listed Cricklepit Mill, are filtered by the post-war Commercial Road and late 20th century Waterside developments (Pl. 34).

To the east views from Quay Hill are interrupted by the Grade I listed Custom House, while views from the historic Quayside towards the proposed development are interrupted by the late 20th century Waterside development on the southern bank of the river (Pl. 35). The historic quayside contains a large number of listed buildings, with views from those buildings located at the northern end, including Grade I listed Custom House, the Grade 1 listed Quay House and the Grade II* listed Harbourmaster's Office, obscured by the Exeter Antiques Centre and Grade II* listed Fish Market, as well as the late 20th century Waterside development (Pl. 36). Similarly, views from the Grade II listed Rose Cottage, which forms part of the Grade II listed Prospect Public House, are also filtered by these (Pl.37). Views across the river from the Grade II listed Kennaway's Bonded Stores, which once incorporated the Bonded Warehouse next door, are completely obscured by the late 20th century Waterside development on the south side of the river (Pl. 38). At the southeastern end of the quayside, from the Grade II* listed Kings Wharf and the Grade II listed warehouse vaults, the views of the southern end of the proposed development increasingly open-up. However, the northern and central parts of the site are largely obscured by the late 19th century canal warehouses and the late 20th century Waterside development (Pl. 39).

To the southeast views from Colleton Hill and the nearby Larkbeare House provide uninterrupted views across the central and southern part of the proposed development. Some filtering is provided by the late 20th century Haven Bank, Gabriel's Wharf and River Meadows developments, although the position of the former site of the gas storage tanks means that views of the centre of the proposal area are uninterrupted (Pls. 40-41). Due to their waterside position, views from the Port Royal Pub, the Grade II listed buildings known as John Pitts and Sons Limited Paper Factory and the Old Match Factory (Pls. 43-44) are equally open towards the centre and southern end of the proposed development.

From the riverfront the ground rises gradually to the northeast to form a relatively flat plateau. Immediately to the southeast of the historic city this is intersected by the Shutebrook valley with Topsham Road extending parallel with the river along the top of the plateau. Extending southeast are a succession of 18th, 19th and 20th century suburbs containing a large number of locally and nationally listed heritage assets. Views from the post-war housing developments on the south side of the road at its intersection with Salmonpool Lane and Trews Weir Reach variously filtered by existing 20th century housing and well-established vegetation (Pls. 46-47), while views from the Grade II* listed Devon County Hall with its distinctive clock tower, and the adjoining Grade II* listed Bellair building are filtered by existing mature tree line bordering Topsham Road with the proposal area visible above the roofs of the post-war housing developments on the south side of Topsham Road (Pls. 48-49).

To the west views along Weirfield Road and St Leonard's Avenue (Pls. 50-52) are due to the topography open to the lower lying ground on the south bank of the river, while a restricted vantage point at the back of St Leonard's church offers a limited view of the proposal area (Pl. 53). There are no views from nearby Melbourne Street and Melbourne Place, with views blocked by the angle of the streets and the existing townscape. The upper reaches of Colleton Hill provide open views of the northern end of the proposed development, although some filtering is provided by mature trees situated along the northern edge of the street (Pl. 54).

However, Colleton Crescent to the northwest, which consists of a series of early 19th century, Grade II* listed, large terrace properties, is positioned directly above the Quay. With an open grassed area in front and sitting on a flat plateau, the properties have a distinct, clear view of the canal basin, the late 20th century Waterside, Haven Bank, Gabriel's Wharf and River meadows developments, the railway line, Marsh Barton industrial estate and the landscape beyond the city (Pls. 55-57). Although there are a number of sparsely spaced mature trees, there is little to obscure the views. Similarly views from the nearby Grade II* listed Colleton Villa are largely open, with some limited filtering provided by the modern Waterside development on the opposite side of the river and by the and Haven Bank development along Haven Road and Michael Browning Way (Pl. 58).

Finally, the views from the scheduled City Walls above the quay, next to the Cathedral and Quay Car Park, are interrupted by the post-war developments along South Gate and Water Gate Roads, as well as the late 20th century Waterside development (Pl. 59), while views lower down the footpath are similarly obscured by the post-war development along Water Gate Road, the Buildings on the historic Quay and the late 20th century Waterside development (Pl. 60).

A number of other views across Exeter have also been assessed and are discussed in full within the Townscape Visual Assessment.

2. AIMS

The aim of the desk-based assessment is to collate known historical and archaeological information (baseline information) regarding the history and development of the site and immediate surroundings in order to:

- provide an assessment of the potential for archaeological remains to survive within the site;
- assess the nature, extent and significance of known and predicted archaeological remains;
- assess the impact of the proposed development on surrounding heritage assets;
- assess the impact of the proposed development on the nearby conservation areas and significant views;
- assess the likely impact of any previous development upon the survival of any archaeological remains within the site footprint;
- assess the potential for impact from the proposed development upon the surviving archaeological resource within the site footprint.

More detailed aspects of the proposed scheme will be found elsewhere in the associated documentation.

3. METHODOLOGY

3.1 Desk-based assessment

This desk-based assessment has been carried out in accordance with advice provided by Rhiannon Rhys, Inspector of Historic Buildings for HE, and Owen Cambridge, ECC PPMH, and has included examination of cartographic, printed and documentary sources held at or by:

- The Devon Heritage Centre;

- The National Heritage List for England online website;
- The Heritage Gateway online website.

3.2 Study of cartographic and pictorial evidence

The 1587 John Hooker map of Exeter, the 1587 Hogenburg map of Exeter, the 1736 Buck Brothers engraving of Exeter, the Exeter Chamber Map Book, the 1765 Benjamin Donn map of Exeter and Suburbs, the 1792 Charles Tozer map of Exeter, the 1803 watercolour of the towpath and canal by J.R. Watson, the 1806 Hayman's map of Exeter, the 1812 Coldridge's map of Exeter, the 1819 James Green map of the canal, the 1839 St Thomas parish Tithe map, the 1876 Edition Ordnance Survey Town Map series sheets: LXXX.10.2, LXXX.10.3, LXXX.10.7, LXXX.10.8, LXXX.10.12 and LXXX.10.13, as well as the Ordnance Survey maps of 1890, 1905 and 1932.

3.3 Site visit

A site visit was undertaken on 6-7 February and on 7 March 2023. See above 1.2 for details of current land use. The site consists of a long, narrow, irregular piece of land between the London-Penzance railway line to the southeast and Water Lane to the northeast. It contains 15 20th century industrial units and buildings, with no evidence of earlier extant structures. No geotechnical or geophysical survey information is currently available for the site, and it is only possible at this stage to suggest that archaeological deposits may survive across the site.

4. LEGISLATION AND GUIDANCE

This desk-based assessment (DBA) has been carried out in accordance with The Chartered Institute for Archaeologists (CIfA) guidelines. The CIfA defines archaeological desk-based assessment within its standards and guidance document (revised Nov. 2012) as:

....a programme of study of the historic environment within a specified area or site on land, the inter-tidal zone or underwater that addresses agreed research and/or conservation objectives. It consists of an analysis of existing written, graphic, photographic and electronic information in order to identify the likely heritage assets, their interests and significance and the character of the study area, including appropriate consideration of the settings of heritage assets and, in England, the nature, extent and quality of the known or potential archaeological, historic, architectural and artistic interest. Significance is to be judged in a local, regional, national or international context as appropriate.

4.1 National Planning Policy

Section 16 of the National Planning Policy Framework (NPPF) as issued in 2021 sets out the Government's planning policies in relation to the conservation and enhancement of the historic environment.

The following policies are of relevance to the proposed development:

Section 16. Conserving and enhancing the historic environment

189. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource and should be

conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

190. Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

- a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;*
- b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
- c) the desirability of new development making a positive contribution to local character and distinctiveness; and*
- d) opportunities to draw on the contribution made by the historic environment to the character of a place.*

192. Local planning authorities should maintain or have access to a historic environment record. This should contain up-to-date evidence about the historic environment in their area and be used to:

- a) assess the significance of heritage assets and the contribution they make to their environment; and*
- b) predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future.*

*193. Local planning authorities should make information about the historic environment, gathered as part of policy-making or development management, publicly accessible.
Proposals affecting heritage assets*

Paragraphs 194 and 195 state:

194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraphs 193 and 194 state:

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the

more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional (non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets).*

Paragraphs 201 and 202 state:

201. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.*

202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 203 states:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 205 states:

Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

In addition, the Planning Practice Guidance (PPG) gives further information on non-designated heritage assets:

Paragraph 39 states:

Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets. A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets.

Paragraph 40 states:

There are a number of processes through which non-designated heritage assets may be identified, including the local and neighbourhood plan-making processes and conservation area appraisals and reviews. Irrespective of how they are identified, it is important that the decisions to identify them as non-designated heritage assets are based on sound evidence. Plan-making bodies should make clear and up to date information on non-designated heritage assets accessible to the public to provide greater clarity and certainty for developers and decision-makers. This includes information on the criteria used to select non-designated heritage assets and information about the location of existing assets.

It is important that all non-designated heritage assets are clearly identified as such. In this context, it can be helpful if local planning authorities keep a local list of non-designated heritage assets, incorporating any such assets which are identified by neighbourhood planning bodies. They should also ensure that up to date information about non-designated heritage assets is included in the local historic environment record.

In some cases, local planning authorities may also identify non-designated heritage assets as part of the decision-making process on planning applications, for example, following archaeological investigations. It is helpful if plans note areas with potential for the discovery of non-designated heritage assets with archaeological interest. The historic environment record will be a useful indicator of archaeological potential in the area.

4.2 Historic England guidelines

In *The Setting of Heritage Assets; Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)* it states:

*9. Setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated (see below *Designed settings*). Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance.*

- *Buried assets and setting Heritage assets that comprise only buried remains may not be readily appreciated by a casual observer. They nonetheless retain a presence in the landscape and, like other heritage assets, may have a setting.*

10. The contribution of setting to the significance of a heritage asset is often expressed by reference to views, a purely visual impression of an asset or place which can be static or dynamic, long, short or of lateral spread, and include a variety of views of, from, across, or including that asset.

13. Views may be identified and protected by local planning policies and guidance for the part they play in shaping our appreciation and understanding of England's historic environment, whether in rural or urban areas and whether designed to be seen as a unity or as the cumulative result of a long process of development. This does not mean that additional views or other elements or attributes of setting do not merit consideration.

17. All heritage assets have significance, some of which have particular significance and are designated. The contribution made by their setting to their significance also varies. Although many settings may be enhanced by development, not all settings have the same capacity to accommodate change without harm to the significance of the heritage asset or the ability to appreciate it. This capacity may vary between designated assets of the same grade or of the same type or according to the nature of the change. It can also depend on the location of the asset: an elevated or overlooked location; a riverbank, coastal or island location; or a location within an extensive tract of flat land may increase the sensitivity of the setting (i.e. the capacity of the setting to accommodate change without harm to the heritage asset's significance) or of views of the asset. This requires the implications of development affecting the setting of heritage assets to be considered on a case-by-case basis.

In Historic England Advice Note 3; The Historic Environment and Site Allocations in Local Plans, it states:

2.2 It is important to understand the significance of any heritage assets that would be affected by a potential site allocation. This involves more than identifying known heritage assets within a given distance, but rather a more holistic process which seeks to understand their significance and value. Whilst a useful starting point, a focus on distance or visibility alone as a gauge of impact is not appropriate. Site allocations which include a heritage asset (for example a site within a Conservation Area or World Heritage Site) may offer opportunities for enhancement and tackling heritage at risk, while conversely, an allocation at a considerable distance away from a heritage asset may cause harm to its significance, reducing the suitability of the site allocation in sustainable development terms. The steps in the table on page 5 set out the methodology which can assist regarding site selection.

The Historic England Advice Note 4 Tall Buildings states:

1.3 When planning for tall buildings it is important to avoid or minimise impacts upon the significance of heritage assets. There are some principles to consider that will help do this:

- *A plan-led approach to tall buildings to determine their location;*
- *An evidence base which explores alternative options for the location and heights of tall buildings;*
- *Decision making informed by understanding of place, character and historic significance;*
- *Tall buildings proposals which take account of local context and historic character; and*
- *Early and effective engagement at plan-making and decision-taking stages including the use of design review panels.*

Paragraphs 2.3 to 2.6 state:

2.3 Tall building development by its nature can have transformational impacts upon a place. This can be achieved without harm to heritage primarily by focusing on sustainable locations and avoiding or effectively mitigating impact on the significance of heritage assets.

2.4 The development of tall buildings can have positive impacts upon an area, particularly if they are part of a wider regeneration scheme. Equally, there will be sites where the impacts upon the historic environment cannot be overcome or minimised. Such sites may be inherently unsuitable for tall buildings due to the harm they would cause to the significance of heritage assets.

2.5 Setting clear development parameters can mitigate risk of harm to the historic environment as follows:

- *Location: The NMDC states design codes should make provision for taller buildings by either indicating zones where tall buildings can be considered, or circumstances where exceptions to the height coding may be considered. 'Guidance Notes for Design Codes' advises that development plan policies on tall buildings take account of 'Tall Building Principles' including heritage assets, local historic character and conservation areas. In addition, detailed assessment is needed when allocating sites in plans and deciding individual planning applications.*
- *Heights: 'Guidance Notes for Design Codes' sets out guidance to assist in the definition of tall buildings. It refers to characterisation studies and design strategies dealing with urban form, historic character, and local context to inform height parameters. It is important to clarify that these are parameters that development should be designed within, and not a starting point for buildings heights to exceed. Where variations in height are needed within those parameters, for townscape and topography purposes and to add variety to skylines, policies should specify this.*

2.6 Planning applications need to be supported by enough information so that the impacts of the development upon the historic environment can be properly understood (NPPF paragraphs 43 and 194) and dealt with speedily. Relevant supporting information describes the significance of heritage assets, the impact of proposals on significance, and intended sustainable development outcomes. Applicants can seek pre-application advice to help them understand and agree the sorts of supporting information that might be needed in advance of submitting their application.

Paragraphs 3.2, 3.3 and 3.5 state:

3.2 If a tall building is not in the right place, by virtue of its size and widespread visibility, it can seriously harm the qualities that people value about a place. There will be locations where the existing qualities of place are so distinctive and the level of significance of heritage assets so great that tall buildings will be too harmful, regardless of the perceived quality of the proposal's design and architecture.

3.3 The following factors need to be considered to determine the impacts a tall building could have upon the historic environment:

- *Visual: the impact on the streetscape, town or cityscape and wider urban and rural landscapes, and views. This includes the setting of heritage assets;*

3.5 Definitions of tall buildings can vary, but in general they should be informed by local character. Other methods of definition may be appropriate depending on local circumstances.

For instance, the ‘Guidance Notes for Design Codes’ defines a tall building as a structure that exceeds the general height guidance for a particular area type (paragraph 117).

Paragraphs 4.4 and 4.5 state:

4.4 Tall building policies can be informed by a design framework (including policies, Supplementary Planning Documents, and codes) which responds to evidence gathered for the development plan. Design frameworks should consider:

- Those elements that create local character;*
- Important features such as views, skylines, streetscape, building scale and materials, landmark buildings, and heritage assets;*

4.5 Using an understanding of the historic environment to inform the approach to tall building design can be achieved by:

1. The response to local context: understanding local context (including its evolution) is critical to achieving good design. This includes considering how the tall building relates to neighbouring buildings. It is important that the massing and scale of the building is appropriate in relation to its surroundings and responds to context to avoid or minimise harm to the significance of heritage assets. It is helpful to consider the relationship between the top, middle, and bottom sections of a tall building with their surroundings and the potential impact on streetscape, town/cityscape and skyline. Where tall buildings are proposed in regeneration areas, there may be opportunities to improve local character through design.

Paragraph 4.8 states:

4.8 There is a distinction between setting and views:

- Setting is more comprehensive and can include contextual elements which deal with the relationship of an asset to its surroundings both in the present and in the past. This includes the way a heritage asset or place is experienced and perceived today.*
- Views are a more defined element of setting, and not every heritage asset will have significant views associated with it. Nonetheless, views can make a vital contribution to the setting of heritage assets and constitute part of an asset’s significance, for example Liverpool’s Cathedrals, Oxford’s ‘dreaming spires’ or London’s protected views of St Paul’s Cathedral, the Palace of Westminster and the Tower of London.*

Paragraphs 4.11 and 4.12 state:

4.11 Policies that propose tall building development in specific locations should demonstrate that potential impacts on the historic environment have been considered. This should be justified through an appropriate strategy, taking into account reasonable alternatives (NPPF, paragraph 35). The London Plan (2021) includes a good example of a tall building policy that provides a clear direction for locating tall buildings (see Case Study 2 of this advice note).

4.12 It is also important for tall building policies to emphasise the importance of avoiding and mitigating heritage impacts and to include specific criteria to do this.

4.3 The Exeter Plan

The Core Strategy Plan (adopted February 2012) contains detailed policies which sought to guide the future development of the city. The policy most relevant to this assessment is Policy 10.53: Design and local distinctiveness which states:

Exeter is a city of great character and historic interest with a rich and varied heritage of buildings, townscape and buried remains. The quality and character of the built environment is of prime importance, not only to residents but also in attracting new commercial and industrial investment to the city and in the development of Exeter as a centre for tourism. It is therefore important to the city's economy that this character and interest is preserved and enhanced. Equally important is the need to encourage confident innovation so that high quality places of contemporary character are created and will stand the test of time. It needs to be recognised that cutting edge, well designed buildings that are sustainable and resilient to climate change may not always look familiar. Pastiche solutions designed to 'fit in' have their place, but can lead to missed opportunities for excellence, perpetuating the ordinary and making little contribution to the development of Exeter as a vital and viable centre. New development should therefore be informed by a clear understanding of Exeter's sense of place, its historic and archaeological importance, and the evolution of its townscape and architecture.

Since the 2012 Core Strategy Plan a further Draft Plan has been drawn up (September 2022). It contains detailed policies which will guide the future development of the city. The policies most relevant to this assessment are laid out in Chapter 10: History and Heritage which states:

Vision – A liveable and connected city

Addressing the importance of heritage links to the aim in the 2040 vision of creating a liveable and connected city. Protecting and enhancing the quality and accessibility of Exeter's iconic heritage assets will play a key role in providing high quality development, enhancing the local environment and attracting investment.

Vision – City of culture

Addressing the importance of heritage links to the aim in the 2040 vision of being a city of culture. Exeter's rich heritage is fundamental to its identity and culture and contributes towards making the city a desirable place to live, work and visit.

Objective: *Protect and enhance the city's unique historic character by promoting development that complements and celebrates the city's heritage, identity and culture. Helping to deliver the strategic priority of building great neighbourhoods.*

Paragraphs 10.2 and 10.3 state:

10.2 Exeter's history is rich and long and the wealth, quality and character of the city's heritage assets help make it a desirable place to live, work and visit. The maintenance and careful management of its heritage is crucial to continuing Exeter's role as a tourist destination and cultural centre as well as ensuring the conservation and future enjoyment of the historic and built environment.

10.3 One of England's oldest settlements with the Cathedral, Roman and medieval remains at its heart, Exeter's iconic heritage depicts its character and its landscape. It is a key part of Exeter's identity and makes an essential contribution to the economy and liveability of the city.

The overarching need and desire to respect, protect, enhance and celebrate Exeter's past is crucial to its future.

Paragraphs 10.4, 10.5, 10.6, 10.9, 10.10 and 10.11 state:

10.4 All heritage assets are finite resources that cannot be replaced. Scheduled Monuments, Listed Buildings, Conservation Areas, Areas of Archaeological Importance, and Registered Historic Parks and Gardens are designated heritage assets. There are also non-designated heritage assets that include buried remains, buildings, parks and gardens of local importance. It is important that the potential impacts on all these assets, whether designated or undesignated, are considered through the planning process. Policy HH1 sets out the key heritage considerations for development in Exeter.

10.5 Conservation Areas have architectural and/or historic interest to be conserved and enhanced. Development must seek to manage change in a way that ensures the distinct character and appearance of the Conservation Area, as identified in the City Council's Appraisals and Management Plans, is retained.

10.6 Listed Buildings contribute to the character, identity, urban fabric and attractiveness of Exeter. Development proposals must seek to conserve, and where possible enhance, Listed Buildings with reference to what is significant about them, including their special architectural or historic interest, their settings and any special features they possess, both internally and/or externally.

10.9 There are numerous other non-designated heritage assets that are not statutorily protected but do comprise an integral part of the city's environment and distinctive character. The significance of these assets is a planning consideration when determining applications.

10.10 When considering the impact of development on our heritage, the priority is to retain, re-use and enhance the assets. Where it is not possible to retain the assets, or where there are substantial public benefits that outweigh the loss, provision needs to be made for appropriate recording prior to any alteration or removal.

10.11 In addition to protecting and enhancing heritage assets, consideration will need to be given to whether development can improve public access. Development should weave heritage assets into Green Infrastructure and high quality public spaces in order to enhance public enjoyment of the historic environment.

Policy HH1: Conserving and enhancing heritage assets, states:

Development proposals that affect a designated heritage asset will be supported when they conserve the particular significance of the asset in the form of fabric, setting, character or appearance, and any features of special architectural, historic or archaeological interest.

Development proposals that affect non-designated heritage assets, including buried remains and those on the List of Locally Important Heritage Assets, will be required to conserve and enhance the significant elements of these assets, including their physical form and setting.

Chapter 15 *Potential development sites*, makes specific reference to development in and around Water Lane:

What is the site like now?

This large brownfield site lies between the Exeter Ship Canal and Great Western mainline. Existing uses include employment (with some buildings in a poor state of repair), retail and leisure, car and coach parking, an old gas holder station, a large electricity distribution station, a biogas power station and Grace Road Playing Field. An area between the power station and playing field has planning consent for a solar farm. Most of the site is already allocated for mixed use redevelopment in the Exeter Local Plan First Review and the Exeter Core Strategy. The City Council proposes that the existing allocation should be expanded in the Exeter Plan to cover the whole Water Lane site.

What might the site be like in the future?

Water Lane has the potential to provide a great place to live and work, with development that could include:

- High quality, high density and net zero design that takes a strategic approach to flood risk mitigation*
- A mix of house sizes and types, including affordable housing*
- Low-car (or no-car) residential areas supported by sustainable transport measures including new or improved pedestrian/cycle routes (including a new crossing of the Canal), car-clubs, e-bikes, bus infrastructure improvements, the new Marsh Barton railway station, new interchange facilities at St Thomas station and vehicular access*
- New workspaces, shops/leisure use, community facilities, potential education provision and well-managed public open spaces*
- Ensuring the continued operation of the canal, enhancing its leisure uses and heritage*
- Phased development that takes account of the Marsh Barton energy from waste plant and biogas power station, ensuring their continued operation.*

4.4 Designated sites

There are no designated sites within the immediate vicinity and the application site lies to the south of the Riverside, Central, Southern and the Friars and St Leonard's Conservation Areas. The City of Exeter, together with its outlying urban concentrations, has been given a total of 20 Designated Conservation Areas due to their surviving historic, architectural and locally distinctive features. Riverside was given designated Conservation Area status in 1993 (amended in 2005), Central in 1992 (amended in 2006), The Friars in 1993 (amended in 2006) and St Leonards in 1968 (extended in 1978, 1993 and 2008).

4.5 Sites, monuments and buildings with statutory designation

There are six statutorily protected Scheduled Monuments (protected sites of national importance) within the wider context of the proposal area. No Listed Buildings lie within the site area itself, although a number are located in the vicinity of the application site. These are Listed Grade II unless otherwise stated and are cited in Section 6 below.

5. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**5.1 General background**

Modern excavations in advance of development in Exeter have led to increased knowledge of prehistoric and Roman areas of occupation. Evidence for prehistoric activity in Exeter had until recently been limited to a small number of features uncovered in the centre of the city and its

environs.² Recent excavations at Southernhay, on the site of the Crown Courts,³ revealed further evidence of prehistoric settlement activity dating to the mid- to late Iron Age close to the historic core of Exeter.

The legionary fortress at Exeter was built by Legio II Aug probably some time around c.AD55 and was occupied until around AD75 at which time the legion departed for a new base at Caerleon in South Wales. Excavations, primarily in the 1970s and 1980s established the position of the fortress defences and investigated its timber-built barracks, granaries, workshop (fabrica) and the stone-built legionary bathhouse.⁴ No elements of a possible dependant civil settlement or *canabae* have been identified to date, although a number of extra-mural military compounds have been excavated to the southeast of the fortress along the road to Topsham.⁵ A further compound has been identified in 2008 at Mount Dinham, while more recently excavation at the former St Loyes College revealed the remains of a Roman settlement of the mid-1st century.⁶

It is probable that by the time the Roman army left Exeter the decision to turn the fortress into a civitas had already been taken.⁷ Evidence from the excavations at Paul Street in 1982-5 has shown that the rampart and ditch of the fortress defences were retained,⁸ while the 1971-7 bath-house excavations has clearly shown that parts of the legionary bath-house complex were incorporated into the basilica and forum.⁹ The public baths, containing an external natatio and supplied by an aqueduct, were built in an area south-east of the forum.¹⁰ No other public buildings have so far been identified and little is known of the early development of the town. Following the growth of *Isca Dumnoniorum* the defences of the early Roman town were finally levelled towards the end of the second century.¹¹ The line of a new rampart was laid out incorporating built-up areas and natural defensive features outside the old defences.¹² The results from excavations carried out in the 1970s and 1980s show that the later Roman town was densely built up, with masonry buildings starting to replace earlier timber structures by the beginning of the third century. Burials associated with the long period of Roman civil administration at Exeter have not been found in any great numbers although six late Roman inhumations were excavated at the top of Holloway Street just beyond the South Gate.¹³

The town continued to serve as the commercial and administrative capital of the south-west peninsula until the early 5th century, when there was a permanent breakdown in the economic and administrative system of Roman Britain. A small population may still have been active by the late 5th century, with a small cemetery established on the site of the former Roman basilica and forum.¹⁴ Following the conquest of Devon by the Saxons in the early 660s the Anglo-Saxon abbey of SS Peter and Mary was founded within the area of the sub-Roman cemetery in the late 7th century. Exeter was re-founded as an urban centre by King Alfred in the 880s, at

² Earwood 1993; Bedford 1994.

³ Stead 2004.

⁴ Bidwell, 1979; Henderson 1988, 91-119.

⁵ Bedford 1994; Salvatore 2001 and 2022.

⁶ Salvatore *forthcoming*.

⁷ Henderson 1988; Bidwell 1991.

⁸ Bedford 1993.

⁹ Bidwell 1979.

¹⁰ Fox 1952; Bidwell 1979.

¹¹ Henderson 1988; Bidwell 1991.

¹² Bidwell 1980.

¹³ Salvatore 2001.

¹⁴ Bidwell 1979.

which time he refurbished the defences to create a fortified town or *burh*. It is likely that Exeter's medieval street system, much of which survives today, was laid out about this time.¹⁵

Increasingly the economic focus of Exeter throughout this period was on the cloth industry, with most of this activity taking place on the floodplain of the river Exe below the Higher Leat. The latter was probably originally constructed in the 11th century in order to reclaim the marshlands between the river and the city walls, while the Lower Leat was probably built in the 14th or early 15th century.¹⁶ By the end of the 12th century a stone bridge had been built across the river Exe allowing easier trade out of the city on its western side and leading to the subsequent development of the western suburb of St Thomas, and Shooting Marsh Stile along Alphington Road.¹⁷ It is thought that a port situated near the head of the estuary handled most of Roman Exeter's trade and that likewise in the later medieval period all goods destined for the city passed through the port of Topsham, owned at this time by the Counts of Devon. The construction of a weir (Countess Wear) in 1284 by Isabella De Fortibus, Countess of Devon, prevented boats from reaching Exeter.^{18 19}

The struggles between the city and the Courtenays intensified in the early 14th century when Hugh Courtenay, Earl of Devon, built two further weirs at Lampreyford and St James,²⁰ in order to feed a number of mills along the eastern bank.²¹ The blocking of the river resulted in a monopoly on the river tolls for the Earls through their port at Topsham and ensured that it became a flourishing port for Exeter's expanding cloth trade.²² For the following 250 years the City's economy suffered, but the opportunity presented by the execution of Henry Courtenay in 1538 was seized, and the following year an Act of Parliament was obtained to enable navigation to be restored.²³ Although numerous attempts at improving the Exe were made in the 1540's and 1550's, it wasn't until 1563 that the engineer John Trew was appointed to construct a canal to bypass the various obstacles.²⁴ The waterway was cut three feet deep and sixteen feet wide.²⁵ Completed in 1566 it ran to the west of the river for some three kilometres, commencing at what became King's Arms Sluice, and rejoined the river below Countess Wear. The improvements included a new quay and dockside facilities below the city walls, as well as three-pound locks to overcome the fall of six feet and a single pair of lock gates to the seaward end. The water supply for this was provided by the construction of a new weir across the river located just below its junction with the canal and named Trews Weir after the engineer.²⁶

Towards the end of the 17th century Exeter had become one of the five largest provincial towns, owing to its renewed prosperity derived from its wool trade.²⁷ This required further improvements to the canal, which was extended in 1676 for half a mile towards Topsham,²⁸

¹⁵ Steinmetzer *forthcoming*.

¹⁶ Hoskins 1960, 28.

¹⁷ Allan 2021, 290.

¹⁸ Steinmetzer 2019, 2.

¹⁹ Ibid.

²⁰ Clew 1984.

²¹ MacCaffrey 1978.

²² Hoskins 1974, Henderson 1991.

²³ Stevens 1957.

²⁴ Clew, 1984, 4; Hoskins 1960, 54.

²⁵ Clew, 1984. Pg. 5.

²⁶ Clew 1984. Pg 4.

²⁷ Exeter Archaeology, 2000 *Archaeological, Historical and Conservation Study of The Exeter Canal Basin*.

Report no. 00.18 Pg. 6.

²⁸ Clew 1984. Pg. 7.

and involved the enlargement of the quay at Exeter.²⁹ While the latter was extended, a relief channel known as the ‘New Cut’ was built in order to divert the water during this process. Land for this was bought from the Floyer Hayes estate, which lay within the parish of St Thomas.

By the beginning of the 19th century there was a general appreciation that the City was falling behind again economically and the engineer James Green was appointed in 1819 to appraise the ship canal and its prospects for improvement. Works followed to widen and deepen the canal, while at the same time, the canal was extended further south to Turf Reach, the extension being formally completed in September 1827.³⁰ The Canal Basin opened in September 1830 and was surrounded by coalyards and warehouses.³¹ However, due to riverbed issues the city chamber decided to build a New Basin³² on additional land acquired from the Floyer-Hayes estate. In 1837 a Chamber warehouse was built on the new basin. This is likely to be the northernmost structure of the extant buildings located on the north eastern side today.³³

The basin was initially linked to the railway main line by a broad gauge connection, though this was subsequently converted to standard gauge.³⁴ Railway turntables were located at each of the northern corners of the basin, one of which was excavated in 2008,³⁵ while the construction of the Exeter Electric Power Station in the late 19th century, having taken over the Basin Saw Mills, contributed to the prosperity of the city. However, the arrival of the railway ultimately contributed to the decline of the canal as a means of transport, while the latter half of the 20th century saw almost all of the industrial activity disappear from this part of the city.³⁶

Finally, after the catastrophic flooding of 1960 new flood defences were built to the west of Trews weir. A new flood relief channel was excavated between the river and the canal, and a concrete ‘side weir’ constructed on the west side of the river with a sluice gate just upstream from Trews Weir creating the present Trews Weir Island. This enabled the water level at the weir to be controlled and lowered in order to alleviate flooding upstream and for maintenance to be carried out on the weir itself. The sluice gate and machinery are housed on the island.³⁷

5.2 The history of the site

The site was marginal unoccupied land throughout most of its early history, although it was located in close proximity to a number of Roman and medieval roads heading west and southwest from the city.^{38 39} There is limited evidence of settlement activity in the vicinity of the site from the 11th century onwards, with the manor of *Sotrebroc* mentioned in Domesday.⁴⁰ Following the construction of Exe bridge in the late 12th century the main focus of settlement on the western bank of the river became the suburb of St Thomas.⁴¹ Immediately to the southeast of the proposal area a small priory of Augustinian canons was established by 1142

²⁹ Ibid. Pg. 9.

³⁰ Clew, 1984. Pg. 38.

³¹ Clew 1984, 37-8, 41.

³² Hoskins, 1960. Pg. 118. & Exeter Archaeology 2000. Pg 7.

³³ Exeter Archaeology 2000. Pg 7

³⁴ Steinmetzer, 2019. Pg. 4.

³⁵ Steinmetzer 2010.

³⁶ Collings 2000.

³⁷ Steinmetzer 2019, 4.

³⁸ Steinmetzer M 2007, 1.

³⁹ Stead 1994.

⁴⁰ Stead 2003, 2.

⁴¹ Steinmetzer 2007, 1.

as a dependant cell of Plympton Priory, while the site of Bromhams Farm was leased in 1358 by the prior of St James Priory to Adam Garonn of Bromham.⁴² Little is known of the development of the site in the later Middle Ages.

The site is shown for the first time on John Hooker's 1587 map of Exeter (Fig. 3) when it is shown as simple marginal land on the southeastern edge of the city, with limited occupation along Alphington Road to the west. It is possible that it was part of the Floyer-Hayes estate at this period, the land probably laid to pasture and susceptible to flooding.

No further detail is shown on the 1736 engravings by Samuel and Nathaniel Buck (Fig. 4-5) and it is thought the land continued to be part of the manor of Floyer-Hayes. The estate had been gradually sold by Anthony Floyer from the 1620s onwards, although some land east of Alphington Road remained by the early 18th century.⁴³ The engraving clearly shows the full sweep of the river and the canal, with the land on the south bank of the latter laid to pasture and divided by hedgerows. A single building is shown on the west bank of the canal, while the farmhouse to the west may be the site of the former Augustinian priory of St Mary. Following the Dissolution was sold to James Coffin and Thomas Godwin. Coffin converted the buildings to a mansion and farm in 1562, demolishing part of the former chapel of the priory. The former great hall was converted to a barn in 1689-90 and Marsh Barton farm was finally demolished in the 20th century during the construction of the Marsh Barton industrial estate.

The land is shown as uncultivated marginal land on John Rocque's 1744 engraving of Trew's Weir (Fig. 6) and few additional details are visible on the 1750s Exeter Chamber Map (Fig. 7). Water or Watery Lane is shown for the first time running from Shooting Marsh to the canal and a possible farmstead, with a small stream to the west and south of the latter. However, it is likely that the road is earlier in date. There is no detail shown on Benjamin Donn's 1765 Plan of the City and Suburbs of Exeter (Fig. 8) beyond the location of Floyers on Alphington Street.

By the early 19th century, the site is shown in more detail on Hayman's 1806 Map of Exeter (Fig. 9). Watery Lane leads to a small farmstead named Spring Gardens, while Marsh Lane to the south leads to Marsh (Barton) farm, with a small lane and irregular fields in between. The 1828 Plan of Exeter Canal by James Green (Fig. 10) and the c.1829 Plan of Exeter Canal and Exe Estuary (Fig. 11) provide little additional detail.

The tithe survey of St Thomas parish took place in 1839 (Fig. 12), showing a number of irregular fields between Watery and Marsh Lane. Plots 315, 318 and 320, described as pasture, were owned by Francis Bickham Short and leased to William Knapman, while plot 316, also pasture, was owned by Reverend William Oxenham and leased to Jane Hawker. Plot 317 was owned by Reverend Richard Stevens and leased to William Honeywell. The southern half of the site falls within the parish of Alphington which was surveyed in 1841. At the time plot 43, which lay at the very southeastern end of the site, was owned and occupied by Lambert Gorwyn, while the plot directly to the south (no. 57) was owned by John Bussell and was tenanted by Esau Griffin and John Bishop, who had a house and garden there.

By the mid-19th century, the railway extended beyond Exeter. The line of the Great Western Railway is shown for the first time on the 1876 Ordnance Survey Town Map Series (Fig. 13), with the basin branch extending north towards the canal basin. To the north the gas works, first

⁴² Devon HER entry MDV30160

⁴³ Stead 1994, 2.

shown on the 1839 St Thomas tithe map, have been extensively rebuilt and extended as far as the northern side of Water Lane, while the agricultural land to the northwest of the site, formerly part of the Floyer-Hayes estate, had been re-developed as part of the South Devon Nursery. The remainder of the site at the time remained as agricultural fields, although Spring Gardens is located beyond the limit of the survey.

The site remained remarkably unaltered throughout the late 19th century, as is evidenced by the 1890 Ordnance Survey map (Fig. 14), although Spring Gardens with its extensive greenhouses to the south and east of the property are shown in great detail. By the early 20th century (Fig. 15) the area to the northeast and north of the site was increasingly being turned over for industrial use. The southern part of the South Devon Nursery site against the railway line had been sold off to build a Meter Factory and Mission Church, with two new roads starting to extend across the new southern half of the nursery, while an Engineering Works was built immediately to the north of Water Lane. The remainder of the site remained largely unchanged, although Spring Gardens was by this time called Reynold's Farm.

During the inter-war period (Fig. 16) South Devon Nursery, now known as Haven Nursery, had sold off the southern half of the site for housing, while an additional Iron works and Stone works were built immediately to the north of the site. Within the site boundary Allotment Gardens had been set-out in the centre of the site a result of the food shortages experienced during the First World War. No changes are shown on the 1940 Luftwaffe aerial photograph of the city (Fig. 17). During the post-war period the site was gradually re-developed for industrial use.

5.3 Previous archaeological investigations

While there have been no archaeological investigations carried out within the site boundary to date, a number of archaeological investigations have been carried out within the vicinity of the site since the 1980s.

Previous archaeological interventions undertaken, notably to the north and east of the site, have shown that the river was once located in a wide floodplain stretching as far as Alphington Road. The site was therefore for much of its history located in an area of marshland subject to regular periods of flooding and ever changing and evolving river channels.⁴⁴ Despite this ever-changing environment there is clear evidence for exploitation of the land from as early as the Late Bronze Age. Work by Wessex Archaeology in 2010 at the Alphington Road Sainsbury's (7.3 and 7.4) revealed a palaeochannel which was dated through radiocarbon dating to this period.⁴⁵ In addition, a ring ditch cropmark had been located through aerial photography in 1989 to the south of the site (7.1), suggesting prehistoric activity within this area of marginal land. While there is little evidence for Roman activity in the immediate vicinity of the site, a small number of Roman finds has been recovered along Cowick Street,⁴⁶ the northern end of Alphington Street (7.6 and 7.11) and at the former Gas Works (7.7) to the north of the site.

Excavations by Exeter Archaeology in 1984 to the north of the site at Shooting Marsh (7.11), as well as work carried out in 2006 along Exton Road (7.10) immediately east of the site, provided evidence for Saxon and early medieval exploitation of the land. The late Saxon leat, mill and metalled trackway uncovered at Shooting Marsh likely represent Sheepshead Mill,⁴⁷

⁴⁴ Wessex Archaeology 2010, 12-13.

⁴⁵ Ibid.

⁴⁶ Steinmetzer 2007, 1.

⁴⁷ Exeter Archaeology 1998, 2.

while Saxon timbers were uncovered in 2006 by Exeter Archaeology immediately to the southeast of the site. These relate either to a Saxon causeway originally uncovered in the 1960s or an earlier river channel revetment.⁴⁸ Due to the nature of the works the timbers could not be ascribed to a precise structure, although they were predominantly worked and positioned vertically, driven into gravels. The timbers were overlain by alluvial clays that were attributed to a historic period and some of the timbers were radiocarbon dated to between 650-890AD.⁴⁹ While the timber posts uncovered in 2006 suggest a rough east-west alignment,⁵⁰ the timber causeway exposed in the 1960s was not properly located and orientated and it is unclear whether the two are related. For the remainder of the medieval period the site seems to have remained marginal land on the fringes of occupation, although the site of the medieval priory of St Mary is located to the east of the site (6.2).

Works in 1998 and 2002 by Exeter Archaeology at Shooting Marsh Stile (7.11) revealed three probable 18th century tanners' lime pits and a feature containing 18th century brick-burning debris, and both of these heavily truncated the earlier Saxon and medieval features and deposits previously located in the area. Further work in 1998 by Exeter Archaeology at the former Tannery on Alphington Street (7.13) uncovered materials associated with the building of the Tannery and other features.⁵¹

In 1994 an archaeological evaluation was carried out by Exeter Archaeology in advance of the construction of a new retail park on Alphington Road (7.17). The works revealed that the excavations and levelling associated with the construction of the railway had all but truncated all earlier deposits within 25m of the embankment.⁵² In addition, excavations carried out in 1997 and 2008 immediately to the north (7.17) and west (7.2) of the Canal Basin, exposed deposits associated with the development of the earlier canal basin, called the 'New Cut', as well as the remains of a railway turntable dated and a section of broad-gauge railway tracks.⁵³

6. SITES OF HISTORICAL INTEREST

The sites listed below are located and numbered on Fig. 23.

NGR = National Grid Reference.

NHL = National Heritage Listing number

SAM = Scheduled Ancient Monument

*prefix indicates within or adjacent to the site

6.1 Roman, Anglo Saxon and medieval defences called collectively Exeter City Walls SX 9163 9254, SX 9183 9278, SX 9187 9220, SX 9195 9290, SX 9202 9220, SX 9220 9241, SX 9221 9291, SX 9226 9256, SX 9229 9270

Scheduled Monument (1003858) of the historic city walls dating from the Roman, Anglo Saxon and medieval periods, defining the original extent of the City of Exeter. A roughly

⁴⁸ Passmore 2008, 5-6.

⁴⁹ Ibid.

⁵⁰ Ibid, 4.

⁵¹ Stead 2003, 11.

⁵² Watts 1994, 6

⁵³ Exeter Archaeology, 2000. *Archaeological, Historical and Conservation Study of The Exeter Canal Basin*. Report no. 00.18, 5; Steinmetzer 2010, 3-4.

rectangular circuit with 72% still extant. Originally dating to c.200AD, with four gateways. The walls were repaired and rebuilt throughout the Anglo Saxon, Medieval and Civil War periods. A number of wall turrets and bastions may date to the Roman, Anglo Saxon and Medieval periods. The original gateways were dismantled in the 18th to 20th centuries. Located 634m to the north of the proposed site.

6.2 MDV17271 *Site of St Mary's Priory* SX 9225 9089

Priory cell of Augustinian canons, dedicated to St. Mary de Marisco. Dates 1142-1539, dependant on Plympton. There are no remains. Early Medieval to Post Medieval date. Located 185m to the southwest of the proposed site.

6.3 MDV87902 *Cathedral Church of St Peter* SX 9211 9255

Grade I listed (1333352) Cathedral. The building was commenced in 1275 in grey Beer limestone and completed mid-14th century. It houses Norman towers over its transepts. The east end was completed c.1310, within which sits the three bay Lady Chapel. A Triforium, was added in 1316-18, with the Minstrels gallery incorporated by the mid-14th century. Subsequently a seven bay palm vaulted ceiling was added from 1353 onwards. The mid-14th century West front displays many detailed figure carvings, which were restored and cleaned in 1972. The Cathedral was restored by Scott between 1870-7. Its Bishop's Throne of 1313-1317, is one of the finest pieces of woodwork of its date. Located 997m to the north of the proposed site.

6.4 MDV17804 *Old Exe Bridge* SX 91654 92160

Grade II listed (1103988) medieval bridge, with seven arches, two of which are in the crypt of St Edmund's Church, dating to the 13th century. It spanned the River Exe for almost 600 years and remains one of the best preserved examples of a major medieval stone bridge of its date built in England. As a consequence, the entirety of its remains, above and below ground are also scheduled (1020671). Located 660m northwest of the proposed site.

6.5 MDV72357 *Former Church of St Edmund, Edmund Street* SX 91679 92184

Grade II listed (1306262) Heavitree stone built church, originally constructed in the 13th century. It was formed of a small five bay structure with a castellated tower. Two arches of the 13th century Exe Bridge and foundations of piers on which the church stood exist in the Undercroft. The church was rebuilt extended in the 15th century and rebuilt in 1834. Finally, it was partly demolished in 1973. Located 664m northwest of the proposed site.

6.6 MDV30160 *Bromhams Farm* SX 92707 90981.

Site of Bromhams farm. The existence of this farm in the medieval period is attested by a grant of land on lease by the prior of St James to Adam Garonn of Bromham in 1358-9. The land was in the marsh immediately east of the farm. Located 160m to the east of the proposed site.

6.7 MDV88368 *Street Surface* SX 91776 92286

Grade II listed (1223955) cobbled street surface on Stepcone Hill, with a central gutter and steps on either side. Located 744m northwest of the proposed site.

6.8 MDV88370 *Church of St Mary Steps* SX 9176 9226

Grade I listed (1224263) Heavitree stone, compact church, with limestone dressings and a slate roof. It was restored between 1868-1872 by Edward Ashworth and its chancel was reordered in 1966 by Lawrence King. It comprises a Nave, chancel, southwest tower, south aisle, chapel and northwest vestry. Its unbuttressed tower is tall and two-storeys, with its base forming the

entrance porch to the church. The tower and aisle are both embattled. Above the tower arched tower doorway and two-light window is a square framed clock dating to 1619. Above the clock is a niche that houses three quarter jack figures dating from 1620-21, who are known as Matthew the Miller and his sons, after a notably punctual miller of Cricklepit. A stair turret in the southwest corner of the tower is indicated by three small windows. The vestry is a cheap crick, utilitarian structure possibly added in the late 19th or early 20th century. The church is mentioned in 1199, but the present building appears to date from the 15th century. Located 739m to the northwest of the proposed site.

6.9 MDV87955 *Nos. 5 and 7 West Street* SX 9177 9225

Grade II* listed (1266893) timber framed corner block of probably 15th century. They have a stone lower floor with deep overhangs and brackets above. The timbers are exposed and, in some cases, renewed. Facing Stepcote Hill are two 2-light oak windows. They have a modern slate roof with bargeboarded gables and some internal features remain. Located 718m to the northwest of the proposed site.

6.10 MDV87956 *No. 24 West Street* SX 9175 9225

Grade II listed (1266908) building that was moved to its present position and restored in 1961. It has been heavily modernised but is comprised of exposed timber framing with plaster infill. The back wall is rendered, the side wall is corbelled forward at each floor level. Deep overhang to 1st floor supported on moulded oak brackets. New windows on West Street, modern period shop front, oriel on east end. Modern slate roof. Located 712m to the northwest of the proposed site.

6.11 MDV88330 *Cricklepit Mill* SX9184 9218

Grade II listed (1357477) brick built, two-storey mill building with further attics under a corrugated iron roof that has its roots in the 12th century. The undershot fed waterwheel with gearing is disconnected but in situ, with a secondary wheel attached within a pit to the east. The site was formerly a corn and grist mill that was remodelled in the 15th century, with some of the present structure dating to this time. Located 643m north of the proposed development.

6.12 MDV88088 *Custom House, Wharfinger's House and attached Warehouse* SX 919639214

Grade I listed (1223038) red brick, two-storey, building constructed in the late 17th century, with an adjoining one-story brick-built warehouse, additionally Grade II*. Its main front elevation comprises 5 windows with stone dressings and stone arcading to the ground floor, which is now filled in. Late Georgian sash windows are inserted here and to the 1st floor. (Original leaded windows with mullions and transomes remain at back of building.) The front has a pediment in the centre with cartouche and feathers and supporters in tympanum. The roof is hipped and slated with deep eaves with brackets. At the west end at the front, is a modern brick projecting addition, also 2 window front set back. Located 576m north of the proposed site.

6.13 MDV88095 *Quay House* SX 9201 9212

Grade I listed (1223072) transit shed located on the former dockside that dates to 1678-80. It is a two-storey building built of stone rubble up to first floor level on its end and rear walls, above which is locally made red brick in random bonding. The front has an open timber arcade with cantilevered canopy, which was underbuilt in the late 19th or early 20th with red brick, thus enclosing the original open front. It has a Welsh slate roof with hipped left-hand end. The right end is incorporated into the adjoining building, the Prospect Inn. The transit shed originally served as a covered quay and the upper floor was probably used for temporary storage of goods

delayed in transit. A C17 transit shed-warehouse like this built on a public quay may be unique in Britain. Located 558m north of the proposed site.

6.14 MDV17811 *Bellair House* SX 9295 9170

Grade II* listed (1224137) two-storey house of the Wren period, dating from c.1700. Red brick with stucco quoins, sash windows and a steep hipped slate roof. The two-storey red-brick addition on the south of the house may have been an orangery that was converted c.1800. Located 773m northeast of the proposed site.

6.15 MDV 18199 *Old Match Factory* NGR SX 9254 9153

Grade II listed (1266937), two storey, rendered brick building with hipped slate roof. Dated 1774, it has metal windows, some of which are round-headed with small panes. Located 325m northeast of proposed site.

6.16 MDV88120 *Exe Bridge Balustrades and Arch* SX 9159 9218

Grade II listed (1222693) two length remnant of the original late 18th century (1770- 1776, Architects Dixon and, later Godwin) New Bridge balustrade that formed the New Bridge Street embankment. Additionally, a segmental arch connecting Frog Street with Exe Island and carrying the roadway remains. These are of interest because they are of similar design to the bridge itself, which was demolished when the present bridge was built in 1904. Located 712m northwest of the proposed site.

6.17 MDV 87858 *John Pitts and Sons Ltd Paper Factory* NGR SX 9251 9162

Grade II listed (1224194) paper factory. The stone and brick building forming part of this factory is dated to 1780. This was probably a Cotton Mill which was discontinued in 1822. Located 360m northeast of proposed site.

6.18 MDV88092 *Harbourmaster's Office* SX 9200 9214

Grade II* listed (1223041) 2-storey, 2 window red brick front building with curved parapet to the gable. Dated to the 18th century. Located 577m north of the proposed development.

6.19 MDV 88237 *Nos. 54-58 Alphington Road* NGR SX 91530 91357

Grade II listed (1224940) terrace on the west side of Alphington Road. The two storey houses are 18th or early 19th century construction of stucco and roughcast. They feature shops to the ground floor and sash windows beneath slate roofs. Located 475m west of proposed site.

6.20 MDV87876 *Colleton Crescent* SX 9217 9206

Grade II* listed (1104007) brick built terrace on a slight curve. Built c.1805 and probably designed by Nosworthy, the properties vary between three and four-storey with 3 windows. The central five are slightly higher and break forward, with the end properties being of 3 storey construction so are likely later in date or have had later alterations. Doorways and ground floor windows are round-headed, with individual iron balconies to the 1st floor windows. Located 522m to the northeast of the proposed site.

6.21 MDV88052 *Nos. 1-4 Warehouse Vaults* SX9205 9210

Grade II* listed (1223045) five-storey, four window block structure, built of white limestone with red stone dressings. Tablet records suggest it was constructed in 1825. No 1 is a three-storey annexe with good splayed Georgian bays to upper floors. It has a slate roof. Located 567m north of the proposed site.

6.22 MDV88052 Nos. 6-11 Warehouse Vaults SX 9207 9209

Grade II* listed (1223046) red stone, five-storey, five window block warehouse, of similar date and character to the previous entry. It has brick window openings and slightly projecting window pilasters between windows, with vermiculated quoins to ground floor openings and a hipped slate roof. Located 556m to the north of the proposed site.

6.23 MDV 18087 Malthouse SX 91755 91933

Grade II listed (1267139) early 19th century building with the base of parts of walls in Heavitree stone coursed rubble. Other parts of the walls are patched with brickwork of various dates. Slate roofs. Located 450m northwest of proposed site.

6.24 MDV 84298 Nos. 1-6 Colleton Row NGR SX 9228 9197

Grade II listed (1380867) staggered terrace of six houses. Built in the early 19th century with mass wall construction, Nos. 1, 3 and 4 are painted, stuccoed and blocked out (probably the original finish), the remainder are in painted render. Nos. 1 - 6 Colleton Row form part of a good group of modest houses in the area, which has a good mixture of quality and lesser buildings dating from the first half of the nineteenth century. Located 500 metres northeast of the proposed site.

6.25 MDV 88327 Nos. 1-3 Sydney Place NGR SX 9167 9183

Grade II listed (1104068) early 19th century block of three storey, red brick terrace houses of the "Nosworthy" type. Round-headed doorways with vermiculated quoins and keystones similar to those found in Southernhay etc. Glazing bars have been removed from the ground floor, but the properties still feature iron balconies to tall, first floor sash windows. Located 420m northwest of the proposed site.

6.26 MDV87640 Nos. 2-8 Colleton Hill SX 9225 9193

Grade II listed (1246845) Dating from the early 19th century, they are of mass wall construction, painted and stuccoed, with slate roofs, red brick chimney shafts and cast-iron rainwater goods. Each house has an asymmetrical but regular two-window front with front doors to the left except No 8 which is entered from Colleton Grove on the left return. Located 459m northeast of the proposed site.

6.27 MDV 84300 Nos. 9-14 Colleton Hill NGR SX 9226 9197

Grade II listed (1380889) staggered terrace of six houses. Dating from the early 19th century, they are of mass wall construction, painted and stuccoed, with slate roofs, red brick chimney shafts and cast-iron rainwater goods. Each house has an asymmetrical but regular two-window front. This row of modest early nineteenth-century houses has group value with Nos 2-8 (6.34), divided from it by Colleton Grove. The two terraces are in a prominent position close to the Quay. Located 485m northeast of the proposed site.

6.28 MDV 88326 Nos. 6 and 8 Alphington Road NGR SX 9161 9169

Grade II listed (1104065) two storey buildings, featuring french windows with cast iron verandah. They were built in the early 19th century and altered in the mid-19th century. They have stuccoed walls and slate roofs. Located 410m northwest of the proposed site.

6.29 MDV88093 Rose Cottage SX 9202 9211

Grade II listed (1223043) 2-storey stucco cottage of probably early 19th century date with casement windows and one gable. Of no special merit but adds to the picturesque group at the foot of Friar's Hill steps. Located 554m north of the proposed site.

6.30 MDV 87980 *Nos. 3-7 Hampden Place* NGR SX 9167 9185

Grade II listed (1333334) stucco terrace of five, three-storey houses circa 1820-30. Rusticated masonry on the ground floor and iron balconies to the first floor. All feature sash windows with glazing bars and slate roofs. Located 460m northwest of proposed site.

6.31 MDV 87610 *Exe House* NGR SX 9237 9181

Grade II listed (1239297) two storey stucco house set in a garden, circa. 1820-30. It has wide eaves with brackets and a three-window front of sash windows overlooking the River Exe. Also features a hipped slate roof. Located 410m northeast of proposed site.

6.32 MDV 87979 *Nos. 40-46 Alphington Road* NGR SX 9153 9141

Grade II listed (1333333) II semi-detached pairs forming two, two-storey stucco blocks. Built circa 1830, they have central niches, pilasters at angles and plain classical doorways at the sides. Sash windows with glazing bars are topped with hipped, slate roofs. Located 470m west of proposed site.

6.33 MDV87882 *Colleton Villa* SX 9208 9213

Grade II* listed (1333380) two-storey building with a three window classical stucco front. Built around 1830, it has sash windows with quoin pilasters, moulded architraves and an Ionic porch. Located 594m to the north of the proposed site.

6.34 MDV88048 *Colleton Lodge* SX 9223 9202

Grade II listed (1169905) detached, two-storey roughcast house, built around 1830. With three front windows of sash style and glazing bars. Located 520m northeast from the proposed site.

6.35 MDV87881 *Gates and piers at Colleton Lodge* NGR SX 9220 9201

Grade II listed (1333346) cast-iron gates and rendered piers. Contemporary with the house. Located 495m north of proposed site.

6.36 MDV88094 *Fish Market* SX 9201 9209

Grade II* listed (1223047) open sided structure on cast-iron columns, with an open braced timber roof, with Queen post and slate roof. The King's Beam is made of cast-iron, with the inscription A and W C Bodley, Iron Founders Exeter 1838. Located 532m to the north of proposed site.

6.37 MDV 84295 *The Hour Glass Public House* NGR SX 9228 9199

Grade II listed (1380690) public House and restaurant. Built in the early/mid-19th century with late 19th century alterations. The most recent internal alteration occurred in 1995/6. It features mass wall construction, stuccoed, painted and blocked out; a slate roof with lead rolls and stacks with brick shafts. This is a good and externally complete example of an early or mid-19th century public house, which occupies an important position in relationship to listed buildings in Colleton Hill and to a group in Colleton Row and Crescent recommended as part of this spot-listing survey. Located 420m northeast of proposed site.

6.38 MDV88096 *The Prospect Public House* SX 9203 9212

Grade II listed (1223097) early-mid 19th century building that has been much altered and modernised but retains its picturesque appearance. With a rendered modern bar frontage below and sash windows above and a slate roof. Included for its very important position and group value. Located 554m north of the proposed site.

6.39 MDV87633 *Colleton House* SX 9226 9200

Grade II listed (1239727) three-storeyed, stuccoed villa, with five windows of mostly sash type with glazing bars. Built 1830-40. Located 516m to the northeast of the proposed site.

6.40 MDV18143 *Exeter Canal Basin* SX 9213 9185

Was opened in September 1830 to relieve pressure on the pre-existing ships canal. All of the timber and wood revetements of the Canal Basin are locally listed. Located 320m to the northeast of the proposed site.

6.41 MDV87859 *No. 60 Haven Road* SX 9208 9187

Grade II listed (1333328) mid-19th century, two-storey plain double warehouse, with a limestone ground floor, red brick first floor and tiled roof. Located 311m to the northeast of the proposed site.

6.42 MDV73020 *Coalyards, Haven Banks* SX 9210 9184

The buildings of Nos. 61-63 Haven Road retain structural elements of early to mid-19th century coalyards. Located 304m to the northeast of the proposed site.

6.43 MDV88047 *North Warehouse* NGR SX 9212 9191

Grade II listed (1169607) two-storey building of limestone and red brick is a typical mid-19th century warehouse. Located 380m north of the proposed site.

6.44 MDV87857 *Wall of Larkbeare House fronting the river* NGR SX 9227 9184

Grade II listed (1266936) 19th century limestone rubble wall fronting the river and of scenic value. Located 370m northeast of proposed site.

6.45 MDV22635 *South Devon Railway, Exeter Section* SX 9163 9171

The south Devon railway, whose bill was passed in 1844 and was designed by Brunel as an atmospheric railway. Various distances to the north and west of the proposed site.

6.46 MDV87607 *Church of St Leonard* NGR SX 9243 9191

Grade II (1224193) listed church, the Chancel of which was built in 1873 by S. Robinson. The majority of the remainder was built in 1883 by R M Fulford, although the southeast vestry was designed in 1902 by C Cole. It is constructed of grey Devon limestone with Bath stone dressings and roofed in slate. The church has an imposing setting on raised ground above and set back from Topsham Road. The east end, with its three-sided apse and southeast vestry, faces the road. The Geometrical Gothic Revival style of the building derives from architecture of c.1300. The most prominent feature, and a landmark in southern Exeter, is the steeple, sited at the west end of the south aisle. It has three stages, large diagonal buttresses which are capped by pinnacles which rise above the level of the tower. Located 515m northeast of the proposed site.

6.47 MDV8969 *Teign Valley Branch Railway* SX 9185 9106

Teign valley branch of the London Great Western Railway, ran northwest from Bovey Tracey, to the junction with the Great Western Railway at Exeter City Basin. Opened in 1882 with link to Exeter City Basin opened in 1903. Line closed in 1958. Located 116m west of the proposed site.

6.48 MDV84314 *Kennaway's Bonded Stores* SX 9193 9209

Grade II listed (1380871) two-storey, flemish bond brick building, dated to 1892 by datestone. With stone and rubbed brick dressings to the entrance elevation and a corrugated asbestos roof, with hipped ends to the rear. Ground floor windows are round headed; first floor windows are a plainer version of those below. This bonded store is included because it has an unusually lavish show front with good architectural detail. Located 523m north of the proposed site.

6.49 MDV27876 *Exeter Power Station* SX 9201 9188

The Edwardian Power Station situated on Haven Road. A red stone-dressed brick building, dated to 1904. Rescued from demolition October 1985. Located 334m to the north of the proposed site.

6.50 MDV87837 *Devon County Hall* SX 9295 9164

Grade II* listed (1323701) three- to four-storey buff brick-built building, with tower and council chamber. Carrying a low-pitched masonry slated roof, it is connected to the Grade II* listed Bellair House. County Hall was designed by Donald McMorran in 1955 and built between 1958-1964. McMorran remained one of a few prominent architects to continue working in a neo-classical style during the mid to late 20th century. The building is of a very high quality throughout in terms of its materials, finishes, furnishings and craftsmanship, including the use of many local materials. Located 723m northeast of the proposed site.

7. SITES OF ARCHAEOLOGICAL INTEREST**7.1 MDV52110 *Ring Ditch* SX 9273 9056**

Small prehistoric annular dark mark diam c.15m. Recorded from the air as a cropmark in 1989 by F Griffith. Located 410m to the southeast of the proposed site.

7.2 MDV69268 *Palaeochannel* SX 9208 9179

A possible prehistoric palaeochannel was revealed during observations in 1998 by Exeter Archaeology during the construction of a dwellings. Located 258m to the northeast of the proposed site.

7.3 MDV62979 *Palaeochannels at Alphington Road* SX 9161 9080

During construction work in 1999 several early river channels were identified in the northern half of the new Sainsbury's site, Alphington Road. Late Bronze Age to early Iron Age date. Located 729m to the southwest of the proposed site.

7.4 MDV107014 *Palaeochannel to east of Alphington Road* SX 9166 9070

Palaeochannel recorded during an archaeological evaluation in 2010 on land to the east of Alphington Road. The channel was identified as an eastern extension of one of the palaeochannels recorded during earlier excavations to the north of the site. Timber from one of deposits provided a Late Bronze Age to early Iron Age date. Located 757m to the southwest of the proposed site.

7.5 MDV109148 *Palaeochannels, Land at the Junction of Alphington Road and Marsh Barton* SX 9158 9094

Two wide, shallow palaeochannels identified during an evaluation undertaken in 2013 and 2014 on land at the junction of Alphington Road and Marsh Barton. Filled with organic rich alluvial clays, but no finds. Located 626m to the southwest of the proposed site.

7.6 MDV60451 *Findspot* SX 9163 9187

Coin of Nero (54-68AD) found 'under a stone about 2 feet down' at the Plymouth Inn, Alphington Street in 1909. Located 454m northwest of the proposed site.

7.7 MDV60452 *Findspot* SX 9220 9159

Coin of Vespasian found at St Thomas gasworks in August 1882. Located 135m north of the proposed site.

7.8 MDV63683 *Palaeochannel* SX 9184 9189

Broad river channel recorded during an archaeological evaluation by Exeter Archaeology. Separated from current channel by shingle bank and probably represents earlier river course. Located 344m to the north of the proposed site.

7.9 MDV59639 *Palaeochannel* SX 9189 9187

A broad river channel was recorded during an archaeological evaluation in 1994 by Exeter Archaeology. Possibly represents the main course of the river at some period prior to the 16th century, but post-Roman. Located 315m north of the proposed site.

7.10 *Saxon Timbers* SX 9204 9124

A series of Saxon timbers, dated to 650-820AD, were uncovered during an evaluation and watching brief carried by Exeter Archaeology in 2006 and 2007. Located 146m to the west of the proposed site.

7.11 MDV41563 *Alphington Mill* SX 9167 9187

A Saxon or early Medieval mill and leat were revealed in an archaeological excavation in advance of road construction at Shooting Marsh Stile. Located 476m northwest of the proposed site.

7.12 MDV60443 *Enclosure* SX 9272 9056

Crop marks from an RAF aerial photograph, suggest a rectangular enclosure with two d-shaped features and an associated trackway. The nature of this enclosure suggests its use for stock control and its close proximity to the possible settlement (MDV60442) to the west implies a postmedieval or even medieval date. Located 390m southeast of the proposed site.

7.13 *18th century activity* NGR SX 917 919

During works carried out by Exeter Archaeology in 2002-3, 18th century industrial activity was recovered at the former Tannery site, just below Shooting Marsh. These related to the construction of the buildings at this time and some further deeply dug features. Located 451m to the northwest of the proposed site.

7.14 MDV63684 *Ditch* SX 9244 9081

Field drainage channels that were re-coursed and or replaced by the construction of the railway in the 1840s. No evidence of date. Located 70m southwest of the proposed site.

7.15 MDV52316 *Alluvial deposit* SX 9173 9151

Alluvial deposits excavated by Exeter Archaeology in 1993, which were subsequently overlain by 19th century levelling dumps and make-up for present tarmac surface. Located 215m west of the proposed site.

7.16 MDV52317 Alluvial deposit SX 9174 9154

Alluvial deposits excavated by Exeter Archaeology in 1993, which were subsequently overlain by 19th century levelling dumps and make-up for present tarmac surface. Located 212m west of the proposed site.

7.17 Railway Cutting and Embankment SX 9167 9159

Archaeological evaluation carried out in 1994 by Exeter Archaeology found the Railway cut embankment deposits, which had removed all earlier deposits within 25m of the embankment. Beyond these alluvial deposits showing varying levels of humic material were discovered, suggesting the area was subject to intermittent flooding and dredging, associated to activities such as weir construction and land reclamation. Located 320m to the northwest of the proposed site.

7.18 Railway Features SX 9211 9193

Excavation in 2008 carried out by Exeter Archaeology exposed a railway turntable dated to 1867 and a section of broad-gauge railway track associated to the Canal Basin railway line developed in the early 19th century. Located 348m to the northeast of the proposed site.

7.19 Alluvial Deposits and World War II Air Raid Shelters SX9198 9170

A 1998 report by Exeter Archaeology stated that alluvial deposits associated with the floodplain had been recorded and were possibly laid down in the Roman to post medieval periods. Additionally, a WWII air raid shelter was uncovered complete with original concrete and brick benches. Located 152m to the northeast of the proposed site.

8. CONCLUSIONS AND STATEMENT OF IMPACT

Although detailed plans of the development proposal will be provided elsewhere in the associated documentation, plans showing the evolution of the proposals are incorporated within the appendices of this document. The application recommends the regeneration of the Water Lane industrial site, providing privately owned and rented accommodation alongside social housing, in the form of 10 five- to 7-storey apartment blocks and a single tall building up to 12-storeys in height, with the emphasis on low car/carbon usage and living. Extensive green areas will be located in the centre with smaller additional areas scattered throughout the development, alongside two large collegiate unit purpose built and used as a new Construction Faculty and Renewable Energy Skills Centre by Exeter College. The introduction of a new railway station at the southeastern end of the proposed development and the provision of cycle routes will provide low emission transport in and out of the development. Evidence for prehistoric, Romano-British and medieval activity in the immediate environs of the site is somewhat limited, although this is perhaps a reflection of the lack of archaeological fieldwork. However, the wider site is likely to contain important archaeological deposits dating from the prehistoric and early medieval periods.

The proposed development site lies within the former floodplain of the river Exe, in an area where limited prehistoric activity has previously been identified. In addition, the remains of an early Saxon timber causeway or river channel revetment has been identified to the southeast of the proposal area. Prehistoric and early medieval features or deposits might therefore survive within the site area, and these could provide important information to help elucidate the nature of the activities taking place within this part of the former floodplain since the prehistoric period. There is therefore considered to be high potential for the presence of archaeological finds or features dating to the prehistoric and medieval periods, as well as a low potential for

the presence of remains of Roman and post-medieval date. The survival of any such deposits within the site will depend on the amount of disturbance that took place during the construction of the post-war industrial buildings and the laying of the existing surfaces. The nature of the proposals suggest that any groundworks associated with the new buildings will have an impact on possible earlier structures, features or deposits associated with the medieval post-medieval occupation of the site, while those groundworks associated with the creation of new car parking and landscaping will have a relatively low impact on any underlying archaeological structures, features or deposits.

It is clear therefore that the proposed development has the potential to result in impact on buried archaeological deposits which may survive within the site's boundaries, resulting in damage to them or potentially their total removal. Given the previous impacts at the site, the ECC PPMH has recommended a staged programme of archaeological investigations. It is understood therefore that an archaeological trench evaluation, in order to assess and evaluate the nature and state of preservation of any below ground archaeological deposits, by a single archaeological contractor in one unbroken operation and any subsequent mitigation will be secured via a pre-commencement condition.

8.1 Statement on setting

A full discussion of the Statement on Setting has been provided in the Townscape Heritage Assessment.

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Photo by Luftwaffe in the 1940s

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Appendix 1: Development proposals