

Local Amenities

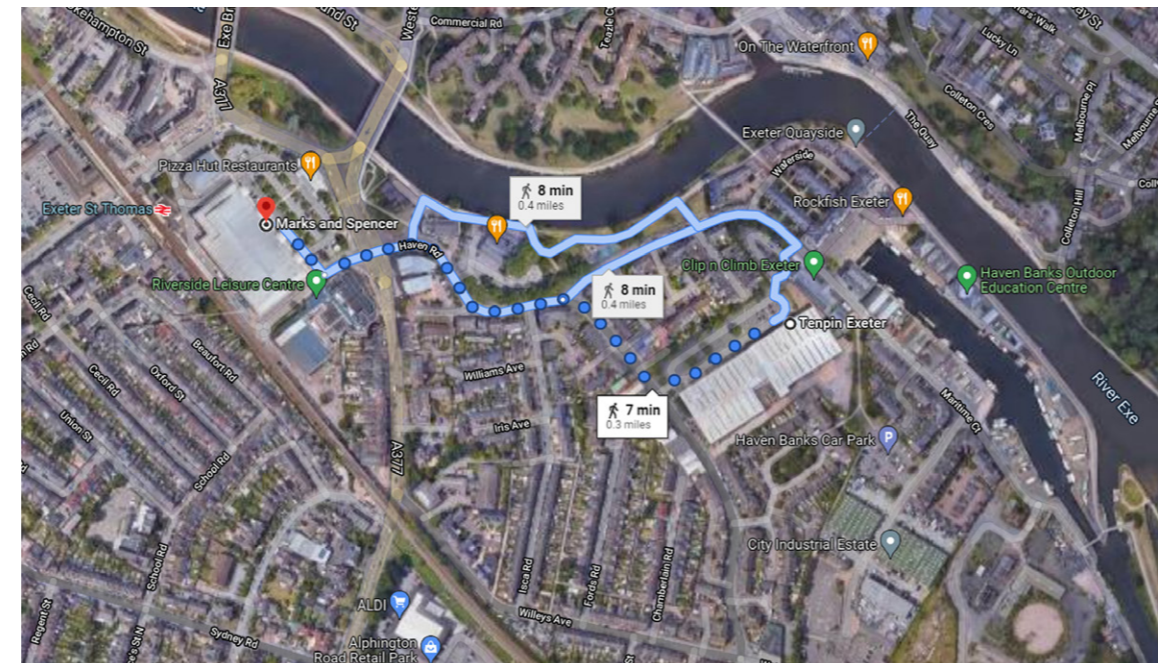
The site's location within approximately 700m of Exeter Cathedral places it within a catchment of many of the City's open parks and key amenity spaces.

The site is a relatively close 10-minute walk - to Exeter St Thomas railway station and Exeter Central Station is a 20-minute walk from the site. The main station for long distance 'express' connections, Exeter St David's, is a 25-minute walk or a 7-minute 1.7-mile cycle ride from the site.

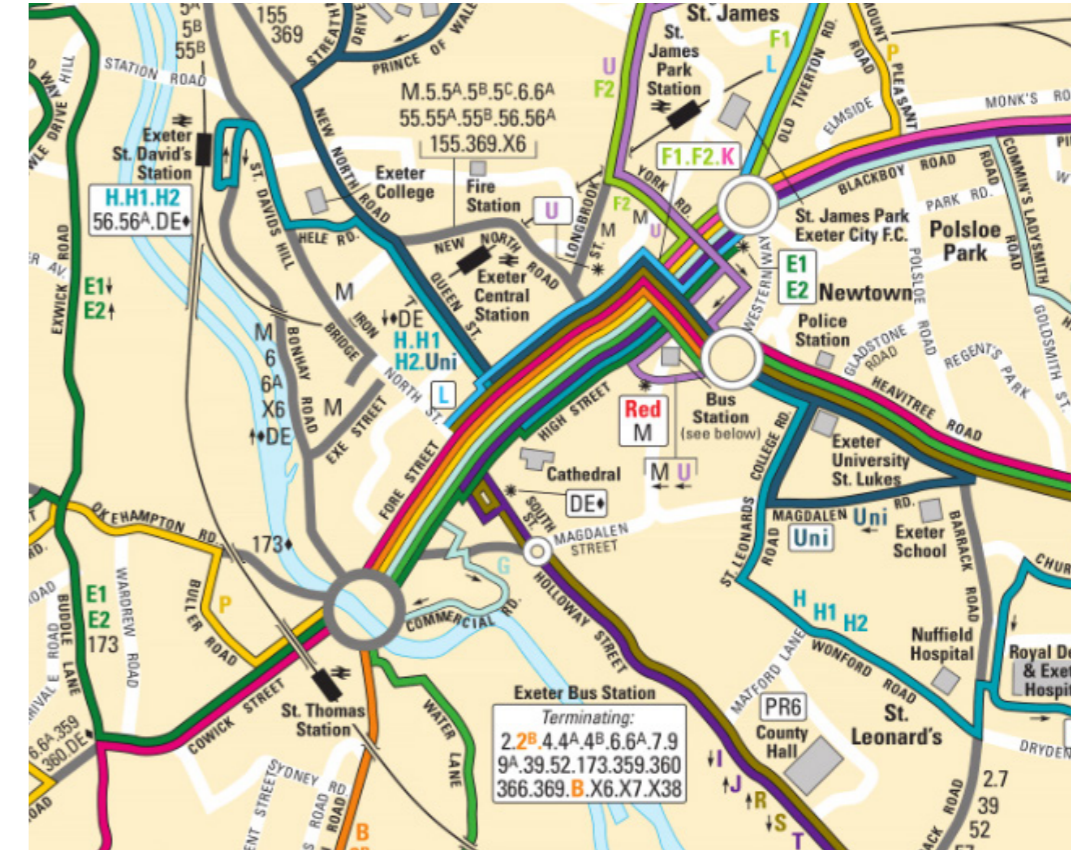
A new railway station is currently under construction at Marsh Barton where the rail line crosses Clapperbrook Lane, the location is some 1.1 miles south of the site and currently a 23-minute walk away. This station serves the same stations as the closer Exeter St Thomas Station as part of the 'Devon Metro' strategy.



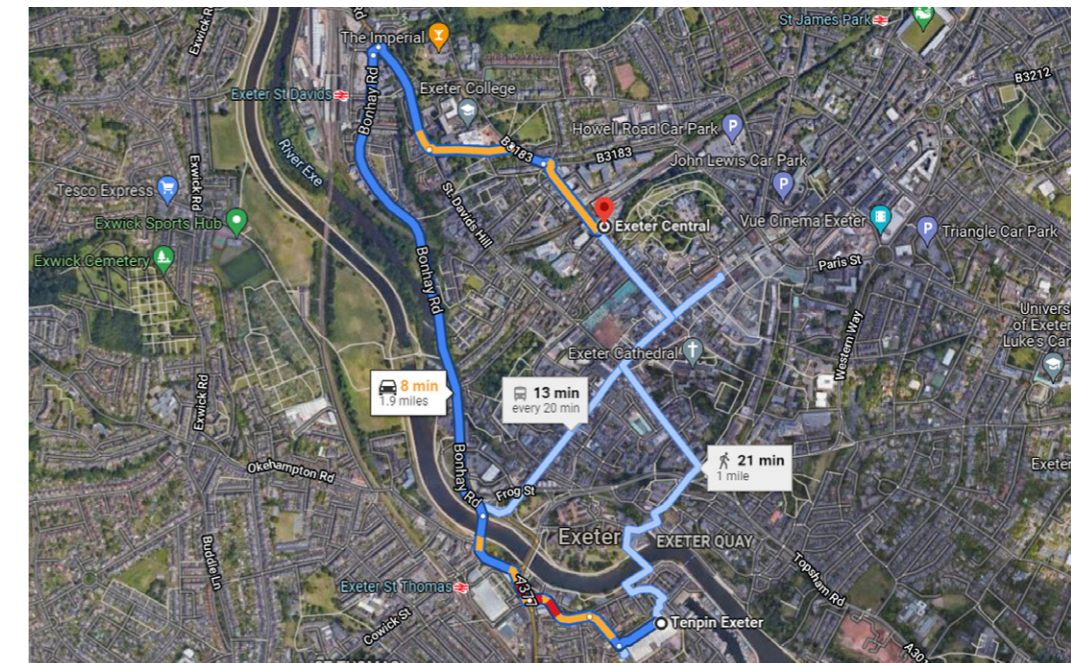
Surrounding amenity within a kilometre of the site



Google Extract - Distance to Nearest Foodstore (& St Thomas Train Station)



Exeter City Bus Map



Google Extract - Distance to Exeter Central Train Station

Surrounding Uses Plan

The site is bound to the northeast and southwest by residential areas. The site is separated from Haven Road for much of its northeast boundary by a former electricity generation building currently used as a commercially run indoor climbing-based leisure facility.

Directly opposite the site on Water Lane are small commercial/industrial units and further residential areas.

Currently the area around the site has a vibrancy and bustle that is driven by a closely integrated heady and diverse mix of uses – from the small commercial/industrial uses along Water Lane opening onto the pavements interspersed with residential uses to the more interactive mix of cafes, shops, restaurants, bars, recreational uses and active boatyards around the canal basin and The Quay where the uses are again cheek by jowl with residential uses.

The waterside activities and extensive use of the canal basin provides a robust theme and backdrop to the area providing plenty of opportunity to access the water for residents, tourists, and sports clubs alike.



Key

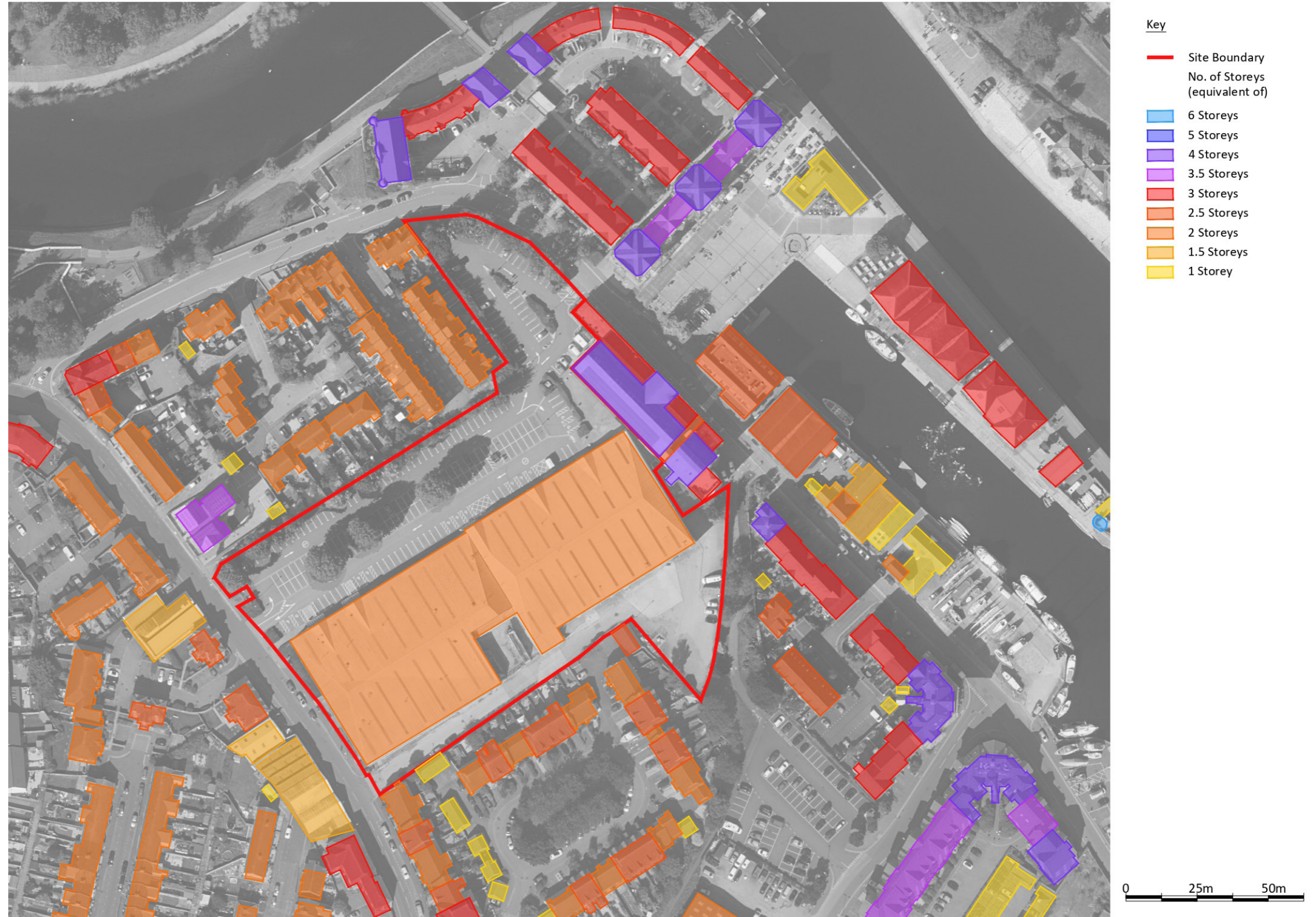
- Site Boundary
- Residential
- Retail / Retail Warehouse
- Leisure
- Cafe / Restaurant
- Light Industrial
- Offices
- Education (Outdoor Sports)

0 25m 50m

Surrounding Building Heights

The fact that the two roads serving the area do not provide any significant through routes or 'rat run' opportunities into or out of the city has meant that the traffic levels in the vicinity of the site are low and relatively quiet. Haven Road in particular appears to have a naturally slow pace of vehicular movement that assists in making the area around the basin feel comfortable for those walking, running and cycling through the area, however further improvement could benefit the pedestrian friendly feel still further.

While the area has been considered prone to flooding, it is understood and anticipated that the recently completed Exeter Flood Defence Scheme will mean that the area is now protected against the 1% or 1 in a 100-year flood event albeit at the time of writing this strengthening is not yet reflected in the Environment Agency Flood Maps for Planning.





View from Higher Barley Mount to the west of the site



View from Trews Weir Memorial Park to the east of the site

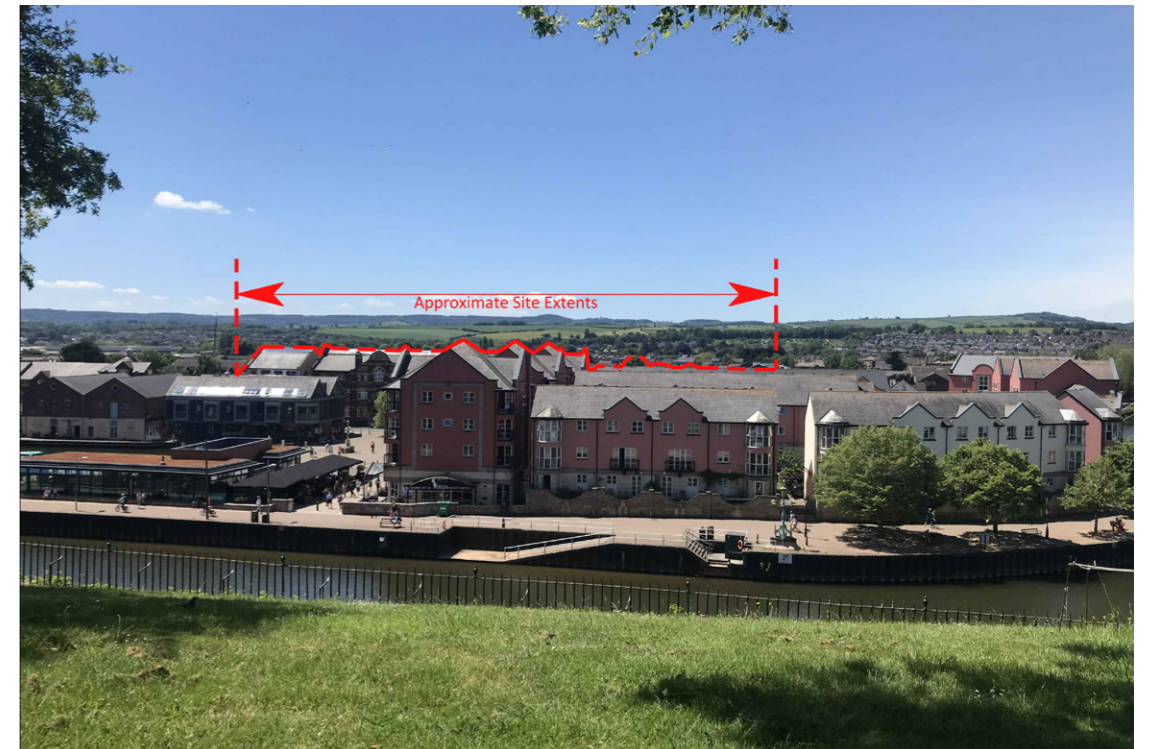
The Site in The Skyline

The surrounding area's topography means that the site sits almost in a basin, close to the River Exe, such that there are a number of long distance views to the site from the surrounding area. As these are generally views down into the area/site the massing of the blocks has been specifically considered to avoid the proposed roofline breaking the far distant horizon line beyond from such views, the most important of which is from Colleton Crescent to the northeast.

The site is nearly always seen in the context of pre-existing buildings and roofs.



View from Cathedral and Quay car park to the north of the site



View from Colleton Crescent to the north of the site

5.0 Site History

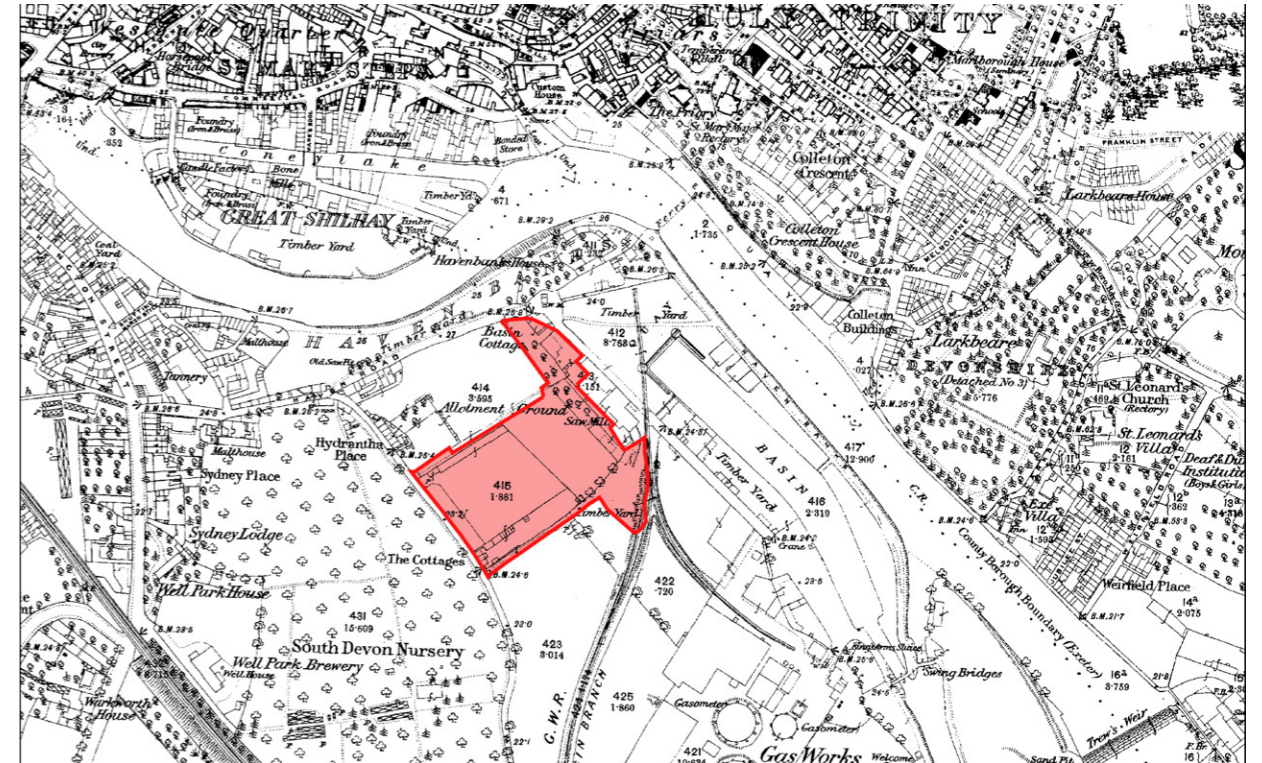
By reference to early edition Ordnance Survey maps of the area the significant development of this part of Exeter as a mixed-use visitor destination can be seen as relatively recent. The area's development originated out of the maritime uses when the River Exe was navigable up to the Quay and subsequently when it was no longer navigable around the development the Exeter Ship Canal which was introduced to by-pass the new weirs that had blocked navigation of the river for trading vessels.

The 1890 OS County series map indicates the proposed site as 'Allotment Ground' with a section on its eastern extreme marked as a 'sawmill'. The map also clearly shows the 'Basin Branch' of the railway that served the Canal Basin area and the Gas Works (to the south of the site), the two small 'goods truck' turntables at the end of the basin are evident (one of these is still visible on site today). The land northeast of the basin head is described as 'Timber Yard'.

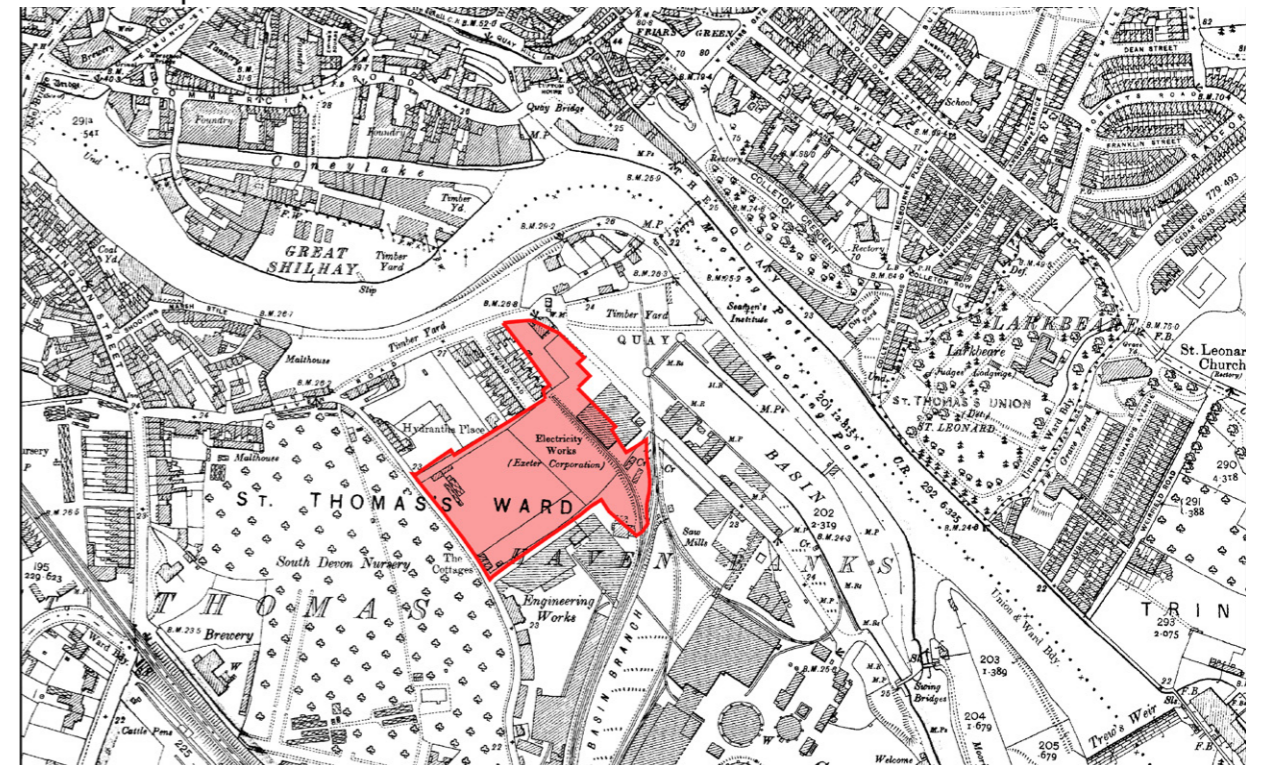
By the publication of the 1905 edition of the OS County Series map a number of significant developments in the area had taken place notably;

- Development of terraced housing along the new 'Diamond Road' (this new road had a connection at its southern extreme running southwest to connect with Water Lane a route still referred to in title documents for the Retail Park).
- The replacement of the Sawmill facing Haven Road by an 'Electricity Works' which is attributed to the Exeter Corporation. This benefited from a dedicated siding from the basin branch line.
- To the south of the site a large engineering works is shown alongside the basin branch line, which was a new foundry for HA Willey.
- The subject site appears still to be Allotment Gardens.

The 1907 edition of the OS map shows no significant changes.



Historic Map 1880-1890



Historic Map 1905

The 1932 OS County Series map again shows little change to the specific site under consideration but there are more buildings between the head of the canal and the River Exe to the north and the description of 'Timber Yard' is dropped in lieu of 'The Quay'.

The 1938 revision of the plan again shows little progression.

The 1949-50 Edition again shows little significant change to the subject site albeit there is some development along the Water Lane frontage.

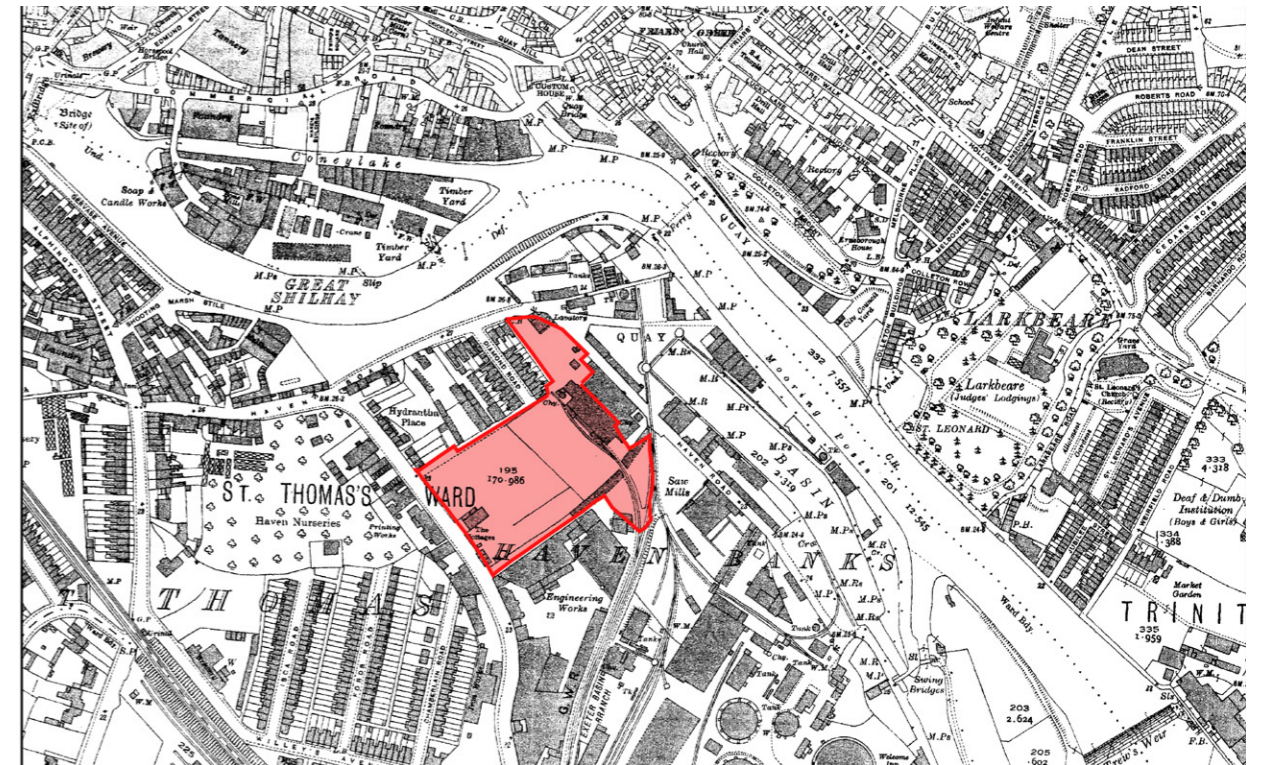
The 1951-1964 Edition shows less development on the Water Lane frontage but the majority of the centre of the subject site still undeveloped. The generator building closed in 1955, with the chimney demolished in 1960 and turbines and much of the existing building demolished in 1961.

The 1959 -1973 edition of the OS plans shows the central part of the site as being developed probably as a yard with a 'Gantry' over it. One of the buildings on Haven Road is described as a 'Club'.

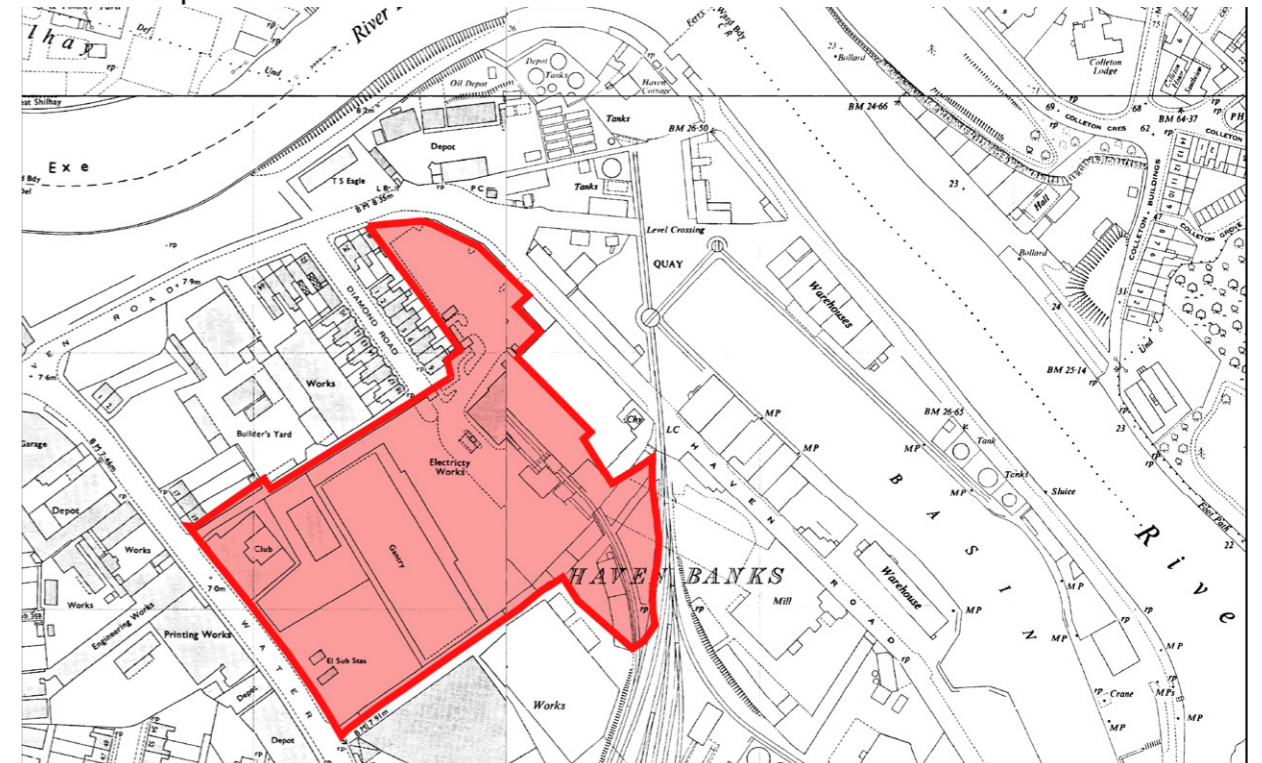
The 1960-1968 Edition of the OS Map shows little change to the site coverage.

In the 1980 edition of the OS and on the equivalent 1982 'Russian Map' the bulk of the subject site remains clear of any substantial buildings

The 1981 edition of the OS map shows the site much as it is today with the large east west retail warehousing with car parking set out to the north. The large engineering works to the south of the site remain but have more recently been redeveloped for housing. The footprint of the Electricity Works building is significantly reduced and the Branch Line across the Canal Quay has been removed.



Historic Map 1932



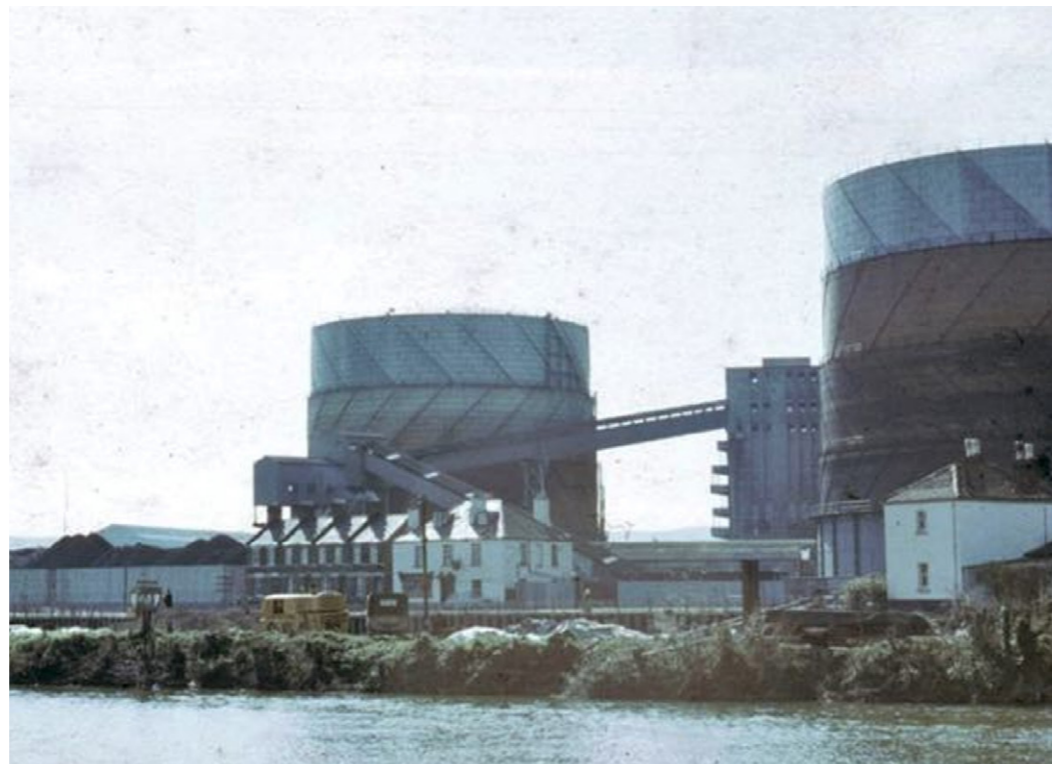
Historic Map 1959-1973

The History of the Port

The History of Exeter as a port from when the river was navigable to the quay and latterly with the advent of the Exeter Ship Canal has significantly shaped the land uses in the vicinity of the site. A more detailed potted history of the canal can be found at <https://www.friendsofexetershipcanal.co.uk/history>

The Gas Works

Also, adjacent to the both the site and the Canal Basin were the city's Gas Works which eventually had a direct rail connection to the canal basin for loading. The Gas works remained on the site into the 21st century and the gasometers would have been a dominant feature of the skyline to the west of the city. More information regarding the gas works can be found at <http://www.exetermemories.co.uk/em/gasworks.php>



The Gasworks at Haven Banks - 1960's



Historic image of the Exeter Ship Canal (Exeter Memories)



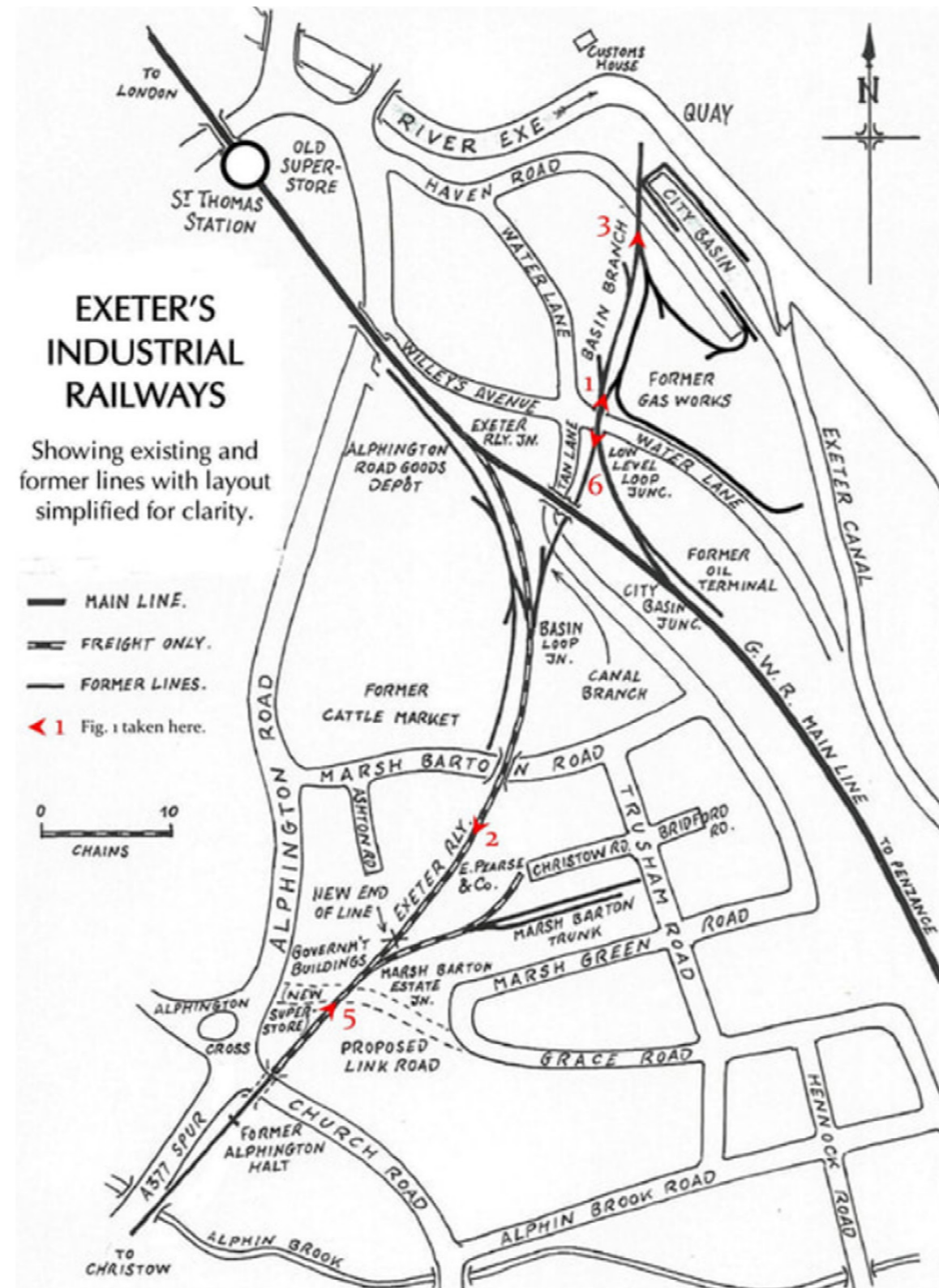
The Gasworks at Haven Banks - 2004

The Basin Branch Railway

Allied to the development of the canal, although much later, the development of railways for moving goods has had an influence on the area and inevitably links from the main line into the basin area. A greater narrative about development and the use of the Basin Branch line can be found at <http://www.cornwallrailwaysociety.org.uk/exeter-city-basin.html>.

Electricity Generation

One development that has probably the greatest impact on the subject site was the advent and widespread adoption of electricity in Exeter and the development by the Exeter Corporation of a significant generating plant on Haven Road. The generating building which remains adjacent to the site today has a footprint approximately a third of the size of the building in its heyday when it also featured a 150 ft tall chimney. The location of the building next to the canal basin and the gas works would have been significant in adopting this undeveloped site for this purpose.



Exeter Canal Basin Railway 1928 (Britain from Above)



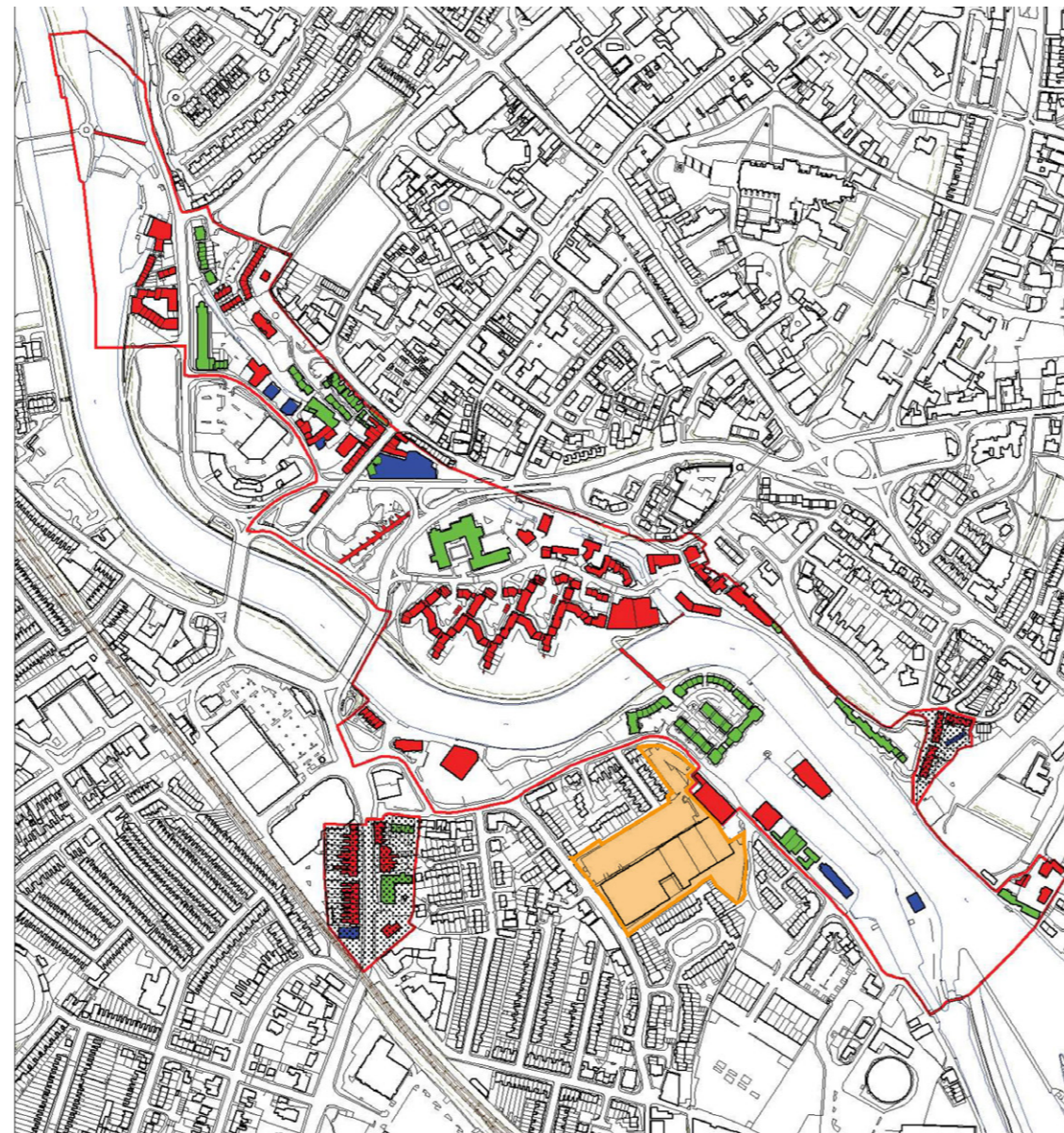
The Electricity Generating Station

20th & 21st Century Development

In the late 20th Century, the canal basin and its environs appear to have fallen into some disrepair as its services to the local industry became obsolete. However, in 1993 a significant part of the area was included within the Exeter Riverside Conservation Area— albeit the subject site is outside of the Conservation Area although the former electricity generation building facing Haven Road on the site's boundary is within it.

To encourage regeneration around the canal basin a Masterplan was adopted by Exeter City Council in 2004 and this remains a current supplementary planning document as part of the council's planning policies for the area. The current Conservation Area Appraisal and Management Plan were published by Exeter City Council Planning Services in September 2005.

The area around the site developed and declined as a portside industrial area between the late C.19th and the last quarter of the C.20th. At its peak the skyline of the area particularly looking northeast across the River Exe and Canal would have been dominated by the 150 ft chimney of the electricity generating building and the rise and fall of two huge gasometers associated with the gas works.

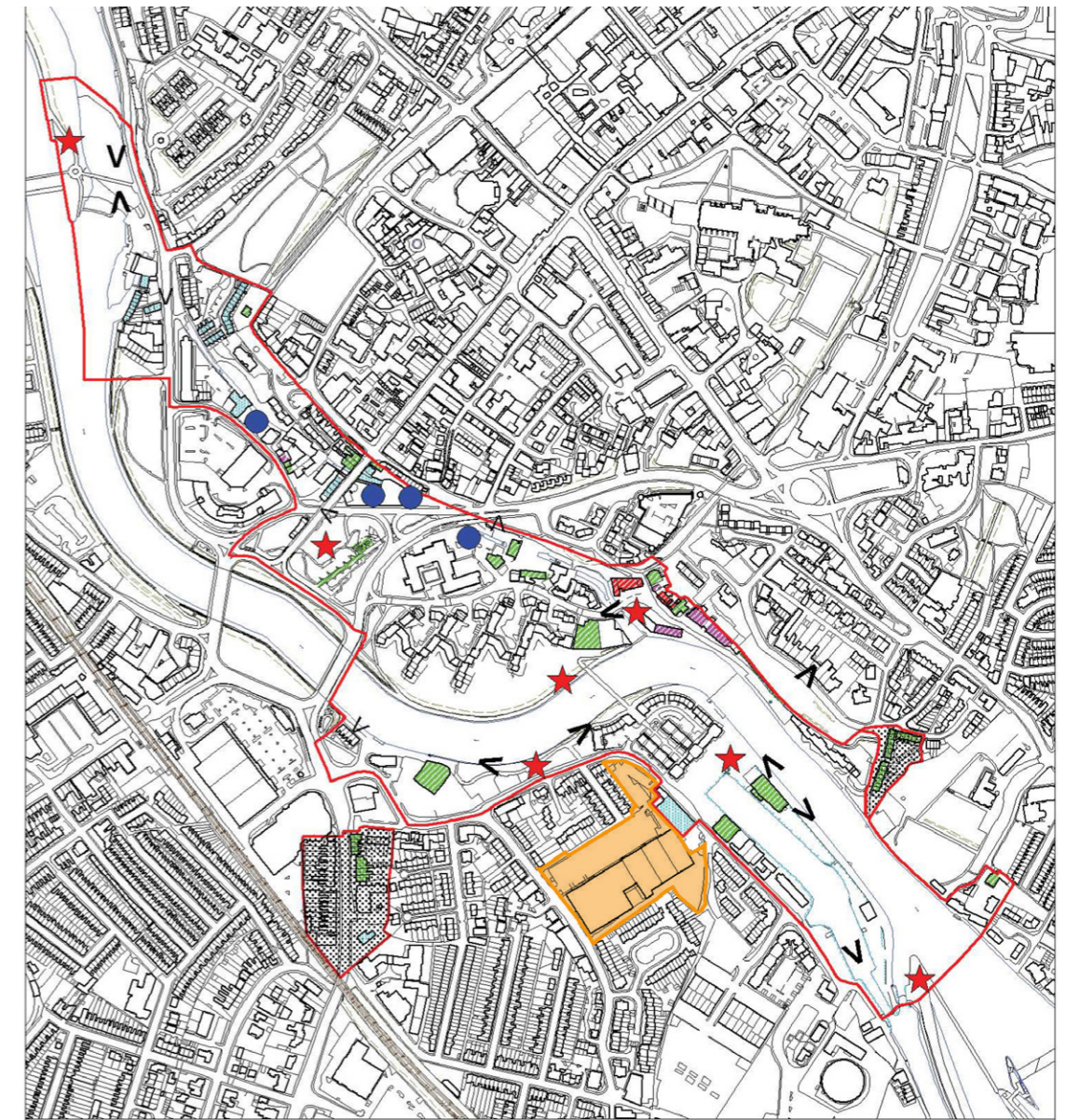


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Riverside Conservation Area Appraisal Building Impact Plan 4

- Buildings that make a positive contribution to the character of the area
- Neutral
- Buildings that do not make a positive contribution to the character of the area
- Areas to be moved to adjoining conservation areas

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Riverside Conservation Area Appraisal Key Features Plan 3

- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Local List
- Areas to be moved to adjoining conservation areas
- ★ Positive Spaces
- Poor townscape quality
- ↖ Important views
- ↘ Significant views

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