

Exeter Canal Basin Masterplan

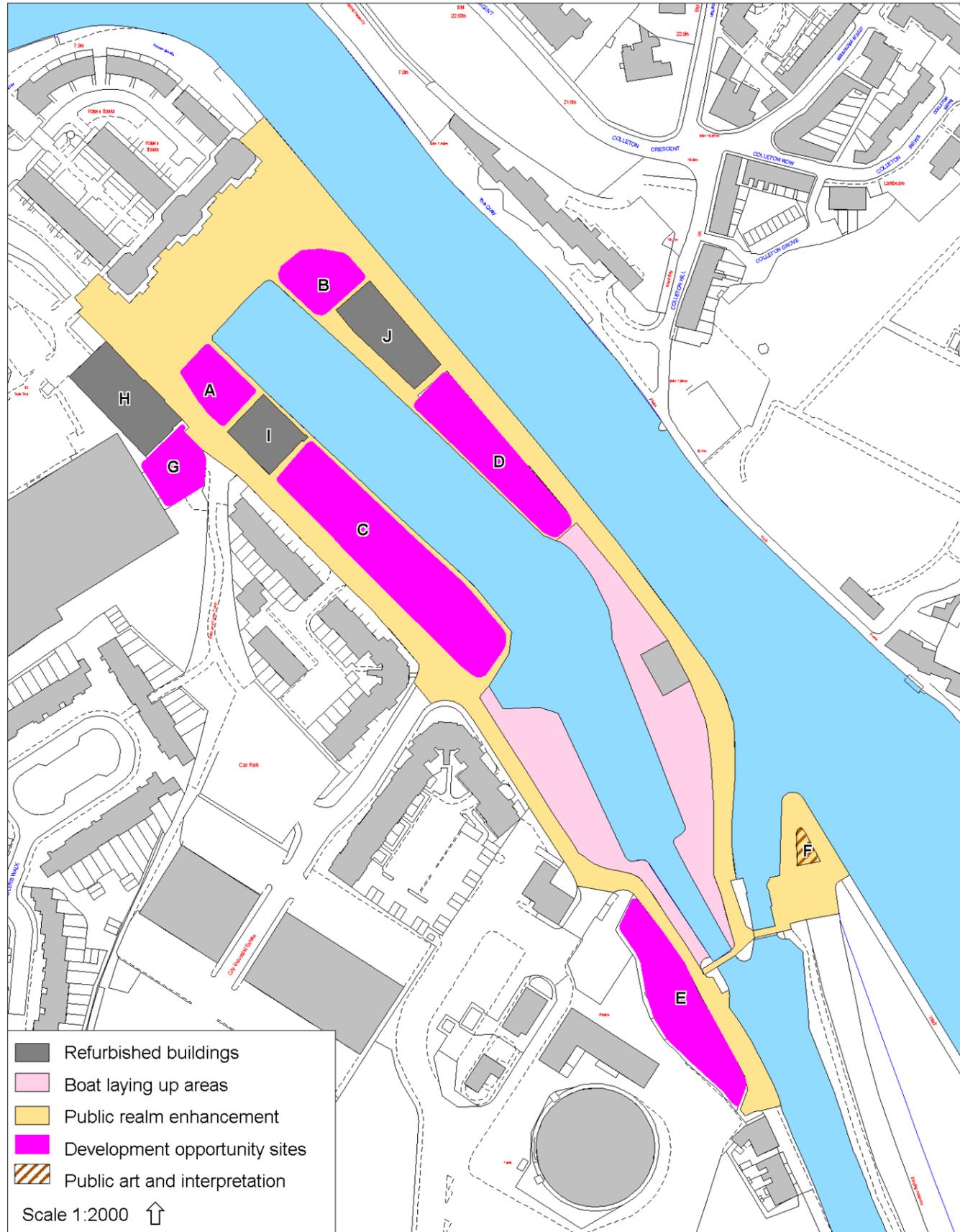


Exeter City Council

Adopted July 2004

This document forms Section 7 of the Exeter Canal Basin Masterplan.

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The Masterplan builds upon the analysis outlined in the background documents. It describes and illustrates how design principles should be implemented in the Canal Basin area.

The Piazza Terracina is a focal point and there is potential to create a high quality space. It is proposed to retain boat laying up on the southern parts of the basin. The northern part of the basin provides a number of development opportunities that are capable of enhancing the special character of the area; ensuring that new development integrates with the existing layout of buildings and spaces and facilitates the regeneration of the area.

The plan opposite identifies those buildings that will be retained and the areas of boat laying up that are proposed to remain.

The following sites have development potential:

- A. Key site providing an opportunity to develop a distinctive focal point building.
- B. A key site, similar to site A, providing an opportunity to develop a distinctive focal point building.
- C. An arrangement of buildings that will allow views and glimpses into and out of the basin.
- D. An arrangement of dual aspect buildings that will take reference from the former Maritime Museum and warehouse buildings and will allow views and glimpses into and out of the basin.
- E. An arrangement of buildings providing an opportunity to create frontage on to the canal and basin.
- F. A prominent site providing an opportunity to provide an area of public open space including public art and Valley Park interpretation.
- G. An unattractive car parking area whose use and / or development may be in association with the refurbishment of the former Electricity Generating Building.

The following buildings will be refurbished:

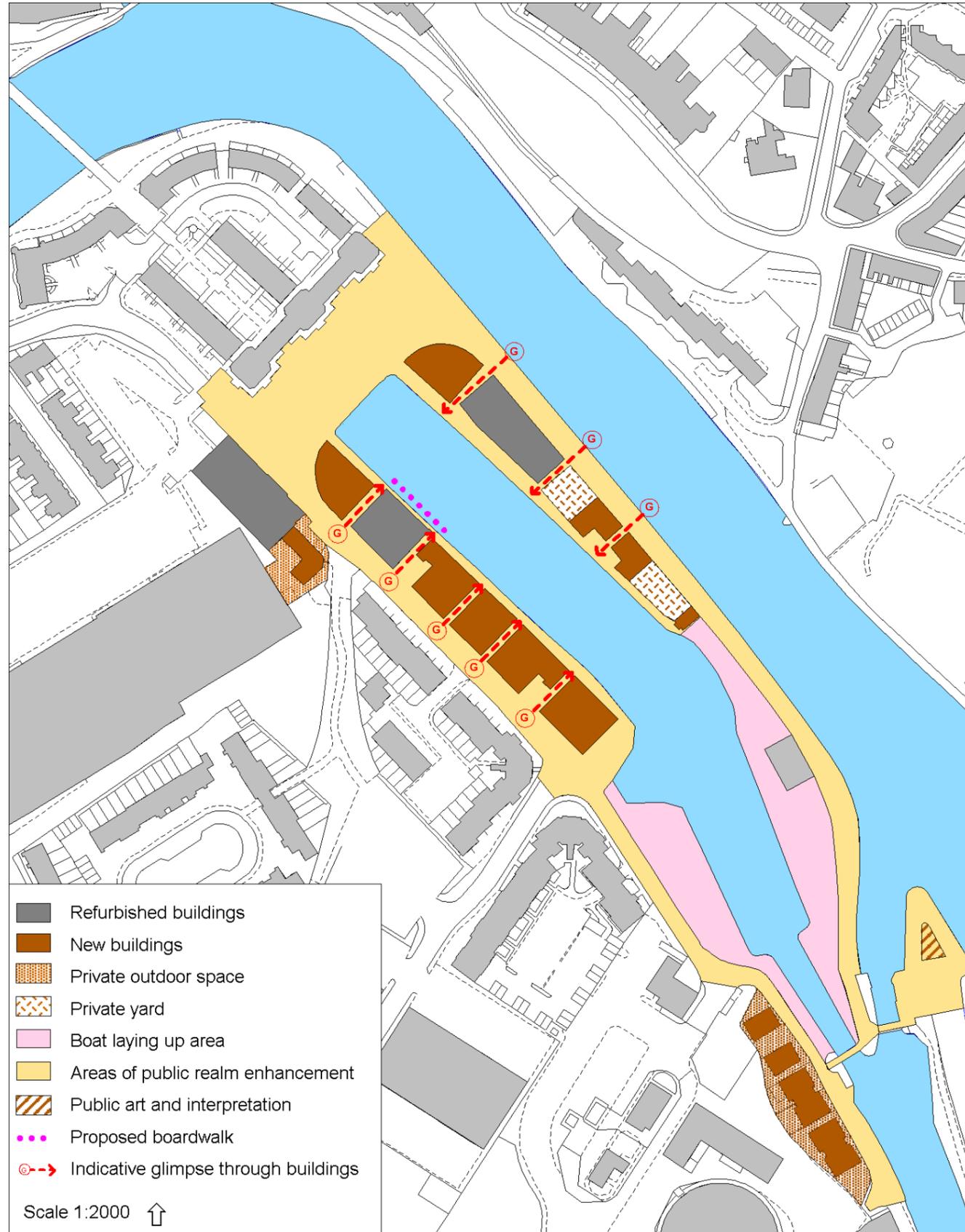
- H. Former Electricity Generating Building. The refurbishment of the building will enliven the space of the Piazza Terracina.
- I. 60 Haven Road. Will contribute to the vibrancy and activity of the canal basin.
- J. Former Maritime Museum and Warehouse buildings. Dual aspects will enliven the spaces around the buildings.

A road link connecting Haven Road to Water Lane via Haven Road car park is proposed through the Exeter Local Plan First Review, Policy T14. Subject to satisfactory traffic management works it will serve the development and its activities.

Below: a photo montage of the Piazza Terracina and sites A and B that provide a development opportunity.



Canal Basin Masterplan



2. Block diagram

The block diagram opposite outlines the proposed form of development within the Canal Basin area.

The key layout requirements are:

1. Enhance the character of the Piazza Terracina by improving enclosure and providing opportunities for active frontages facing the space.
2. Enclose the sides of the basin whilst allowing views and glimpses and pedestrian movement into and out of the Canal Basin.
3. Provide space for boat repair and laying up so that the existing character of the basin is retained.
4. Improve functional and visual links to the riverside, improving amenity and character of the riverside walkway.
5. Create an accessible and permeable layout where provision is made for safe and convenient access for people with disabilities and pedestrians are given priority.

The key architectural requirements are:

1. Contemporary architecture which is clearly respectful of its context.
2. Whilst providing contemporary character roof designs should involve a pitch or pitches which allow buildings to sit comfortably in their setting. This approach will allow the roofscape to make a positive contribution to the townscape.

Below: pitch roofs add to the distinctiveness of the area. The photograph below illustrates their value.





Above left: view of the head of the Canal Basin from Haven Road
Above right: view of the head of the Canal Basin from Piazza Terracina



Above left: view of the Piazza Terracina from the former Electricity Generating Building
Above right: view of the Piazza Terracina and Haven Banks from 60 Haven Road



Above left: view along the riverside walk and cycleway towards the Quay
Above right: view down Haven Road towards the former Electricity Building

The design of space between buildings is critical to the character and quality of the townscape. The important principle is that the public realm in the basin area is designed as a co-ordinated whole, lending unity to the area and strengthening the sense of place. The four main areas are Piazza Terracina, the riverside walk, Haven Road and the spaces either side of the basin itself.

Implementation of public realm enhancements will be phased. Smaller areas of enhancement will be carried out as an integral part of development whilst improvements to larger areas will be carried out as funds become available. Paving surfaces are unlikely to be replaced until they reach the end of their life. Scope for legal agreements to contribute to public realm enhancements will be investigated.

General design principles

- Co-ordinated landscape design which strengthens the unity and local distinctiveness of the whole area and which helps create attractive public spaces.
- Retention - where possible - and integration of the historic features, fabric and paving that lends character to the area, with new features is preferred.
- Design that integrates all the elements of the public realm including surface and boundary treatments, street furniture and lighting. Avoidance of clutter.
- The use of natural stone and simple dressed surfaces to create understated surface textures that enhance the setting of the historic buildings as well as contributing to the character of the space in its own right.
- Pedestrian priority design where vehicle access is required.
- Integration of public art and interpretation for the area.

The Basin

- Retention, repair and integration of historic walling, steps, features such as mooring rings and serviceable historic paving, whether currently visible or hidden.
- Robust, simple designs in natural stone paving slabs and setts reflecting the character of the basin.
- Furniture reflecting the maritime and trading character of the basin
- Integrated public art / interpretation

Piazza Terracina

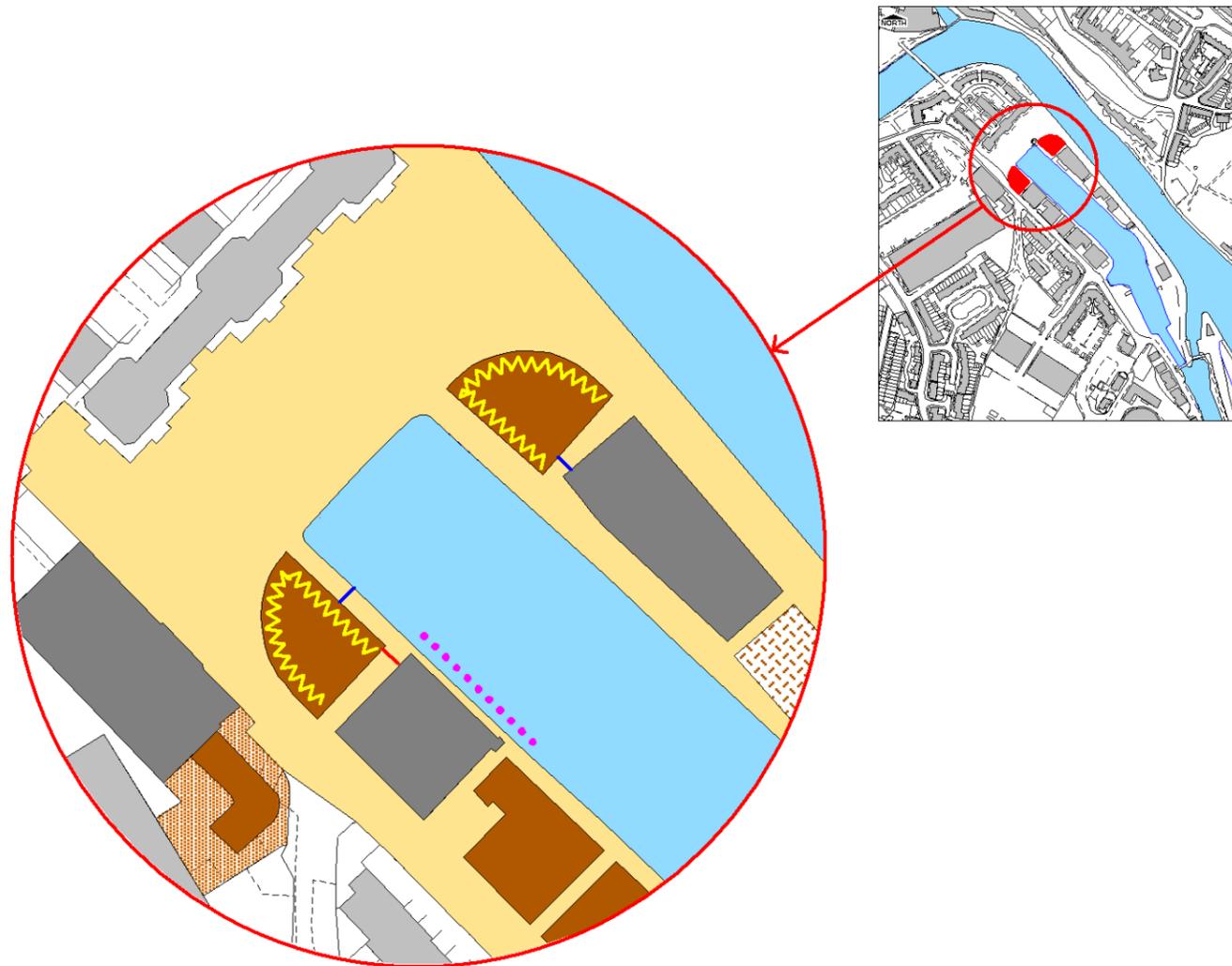
- An imaginative design integrating public art which reflects the trading/maritime history.
- Uncluttered, flexible design
- A range of facilities and features which encourage people to linger and enjoy the area in its own right.
- Accommodate performance and large gatherings.
- Uses within new buildings to spill out onto public areas.
- Activities on the Piazza will be managed to minimise disturbance to residents, with no late evening activities.
- Integrate Haven Road in the design as a pedestrian priority area.
- Natural stone for paving
- Integral lighting scheme creating a safe and secure environment. Contemporary, unobtrusive design. Lighting attached to buildings may be appropriate.

Riverside walk

- Robust natural stone slabs and setts for surfacing
- Furniture reflecting the maritime and trading character of the basin
- Integrated public art.

Haven Road

- Pedestrian priority design
- Natural stone paving slabs and setts reflecting the character of the basin



The key points relating to the implementation of the design principles are outlined. Sites A and B provide an opportunity to develop distinctive focal point buildings that will add to the identity of the area. The sites have common elements:

- Both sites will adopt a contemporary design. They will not necessarily replicate each other but will have similarities in design, scale, massing and materials.
- Curved frontages are suggested as a means of addressing adjoining spaces, turning corners and avoiding underground services. Other solutions may be possible.
- The building on Site A will not obscure the view of the main entrance to the Electricity Building from the Piazza. To provide continuity between both Site A and B the two buildings will adopt a similar building line at the head of the Canal Basin but not extend beyond the head. Existing underground services will have an impact on the building line of Site B.
- Extensive use of glazing onto main areas of public realm will create clear visual and functional links between the buildings and the spaces they face. Glazing, balconies, doors opening directly onto open space and activities spilling out onto public space will create 'active' frontages.
- Pitched and sloping roofs will make a positive contribution to the townscape.
- The scale of the two buildings will not dominate their listed neighbours; they will be similar in height.
- The massing will reflect the contemporary nature of the architecture but provide good neighbours to the adjoining listed buildings.
- Uses which add vitality to the public spaces are required.
- A mix of uses may be appropriate with retail, café / restaurant, leisure or craft workshops on the ground floor. Residential or office accommodation may be provided above.

Site A

Layout

- The building will adopt the same building line on the Haven Road frontage as 60 Haven Road.
- A minimum distance of 4m will be provided between the proposed building and 60 Haven Road. This will frame the view of the listed warehouse on the north-east side of the basin and distant views of Colleton Crescent, provide a setting for 60 Haven Road, provide scope for servicing and allow convenient pedestrian access.
- A 3m wide pedestrian route will be provided adjacent to the basin linked directly into the proposed boardwalk at the front of 60 Haven Road.

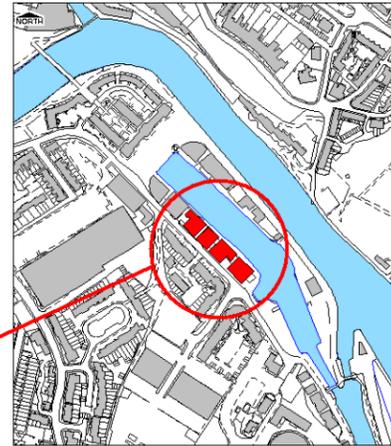
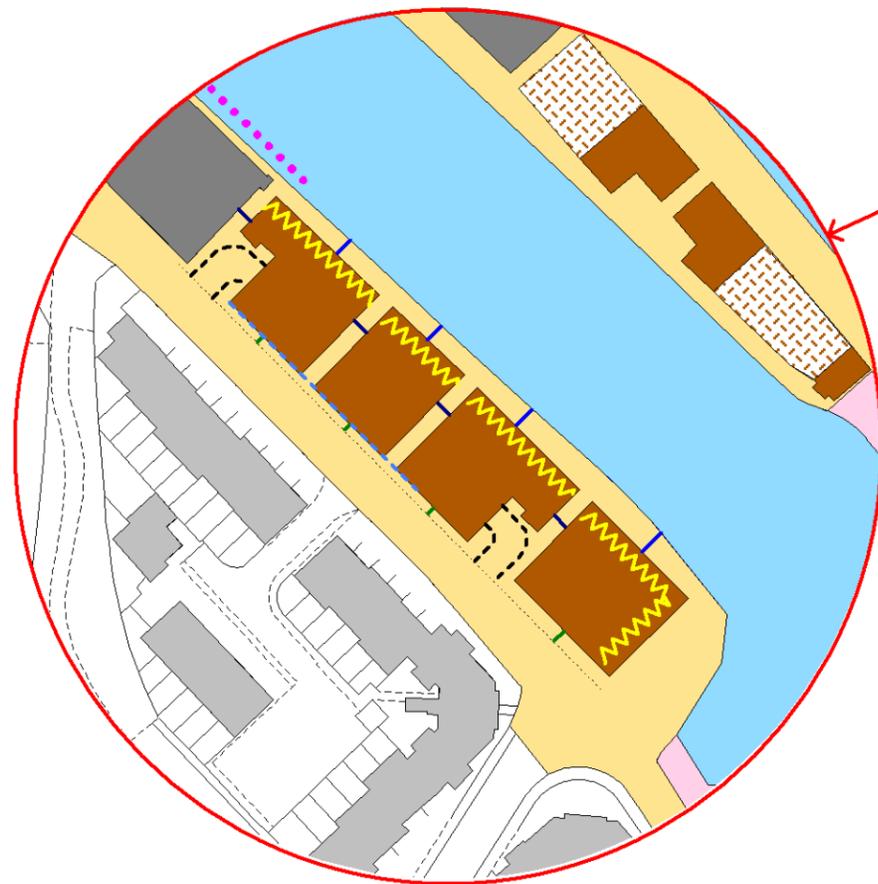
Site B

Layout

- Elements of the existing locally listed wall could be incorporated into the design.
- A minimum distance of 3m will be provided between the proposed building and the former Maritime Museum. This will frame views of the Canal Basin, allow servicing and convenient pedestrian access.

Refurbished buildings	Active frontage
New buildings	Proposed boardwalk
Private outdoor space	3m wide gap
Private yard	4m wide gap
Public realm enhancements	

Scale 1:1250



Existing Buildings:

- The existing buildings do not make sufficient contribution to the character of the Conservation Area to warrant retention. The quality of the townscape may be improved by sensitive re-development.

Layout

- The units mainly adopt the building line of 60 Haven Road on the Haven Road frontage.
- The gaps indicated between the buildings (minimum of 3m) frame views of the stepped roofline of Colleton Hill and the grounds of Larkbeare House, retain glimpses at regular intervals of the basin, provide a setting for 60 Haven Road and allow convenient pedestrian access. The number of gaps shown on the plan is indicative, there may be less.
- A pedestrian footway at a minimum width of 3m will be provided adjacent to the basin, linked directly into the proposed boardwalk on the basin side of 60 Haven Road.
- A 2m wide footway or possibly shared surface will be provided adjacent to Haven Road.
- Undercroft parking should be provided. (See Ground Floor Plan page 14). Any gates required to enhance security should be designed to allow views between buildings.

Scale and massing

- Pitched roofs with ridgelines at 90 degrees to the basin should be provided.
- Two storey residential scale buildings are required adjacent to 60 Haven Road and the Watersports Centre. Their eaves line will not be greater than that of 60 Haven Road. 3 to 3.5 storey residential scale buildings are required in-between. (See sketch elevation page 14).
- Roofs should span widths that reflect 60 Haven Road.

Architectural design

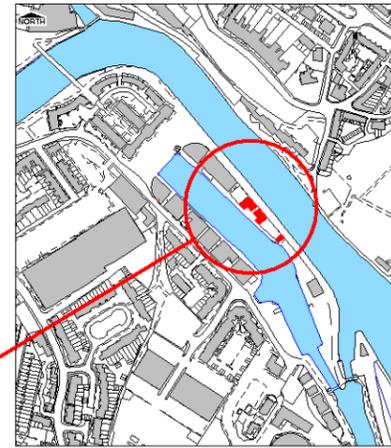
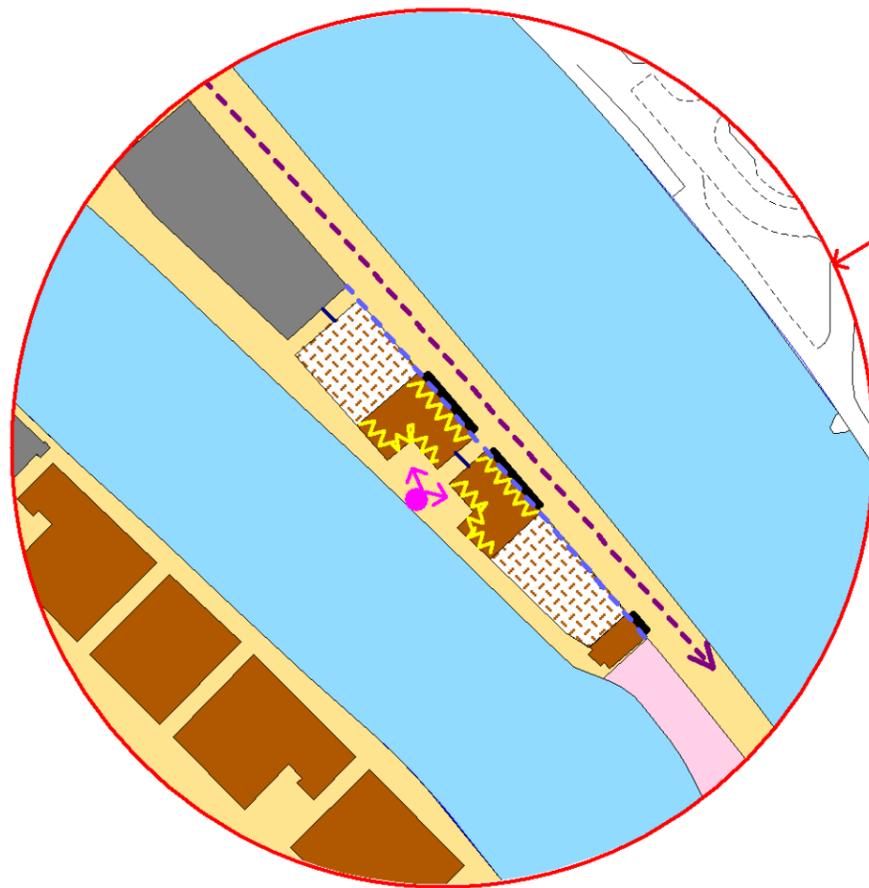
- Contemporary architecture that is clearly respectful of its context is required.
- The existing wall is an original element enclosing the basin and should be incorporated into and reflected in the design of buildings on this site. Similarly, the locally listed gateway / piers to No. 62 will be retained and incorporated into any design.
- Fenestration and balconies will provide an interesting frontage to both Haven Road and the basin while kiosks at ground floor level will provide an active frontage on to the Canal Basin. No building or its upper floors will lie closer than 3m to the basin side.
- Buildings will be designed to avoid overlooking on to the existing residential accommodation on Haven Road.

Uses / Public Realm

- The existing Haven Banks Outdoor Education Centre could be relocated to Site D as part of the Masterplan proposals. A mix of uses will be provided on Site C. The water sports centre could be accommodated in a single building adjacent to the turning bay. Canoe, rowing, sub aqua could be accommodated on the ground floor with leisure and administration space on the first floor.
- Retail kiosks fronting the basin with undercroft parking on the ground floor and residential above could be accommodated in units between 60 Haven Road and the Watersports Centre.
- The water adjacent to the watersports centre will be reserved for pontoons in connection with the water sport clubs.

Refurbished buildings	3m wide gap
New buildings	2m wide footpath
Private yard	Proposed boardwalk
Public realm enhancements	Active frontage
	Proposed access to undercroft parking
	Existing wall

Scale 1:1250



Key requirements:

Layout

- The units will adopt the building line on the riverside frontage of the former Maritime Museum and warehouse buildings.
- Gaps between the buildings (3m minimum) will frame and retain views at regular intervals into the basin and of the new development on Site C, provide a setting for the former Maritime Museum and warehouse buildings and allow convenient pedestrian access.
- An intimate, enclosed area of public space facing the basin should be provided. Clear visual and functional links between the buildings, the space and the basin will be provided. A link from the space to the riverside walkway will be provided.
- Vehicular access to service the buildings and the adjacent area of boat laying up will be provided. Essential operational parking only will be provided.
- The minimum of a 3m wide pedestrian route will be provided adjacent to the basin.
- Private yards associated with the uses within some of the buildings such as the Outdoor Education Centre will be required.

Scale and Massing

- Pitched roofs will be provided.
- The buildings will reflect the ridge line and eave heights of the neighbouring historic buildings. Two or three storey buildings are possible.

Architectural Design

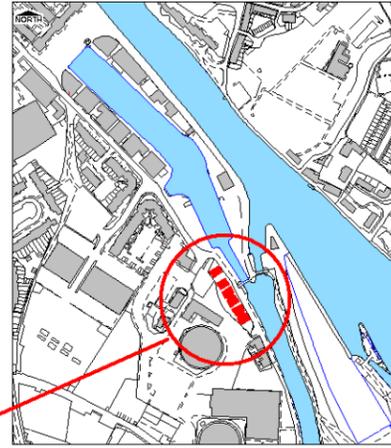
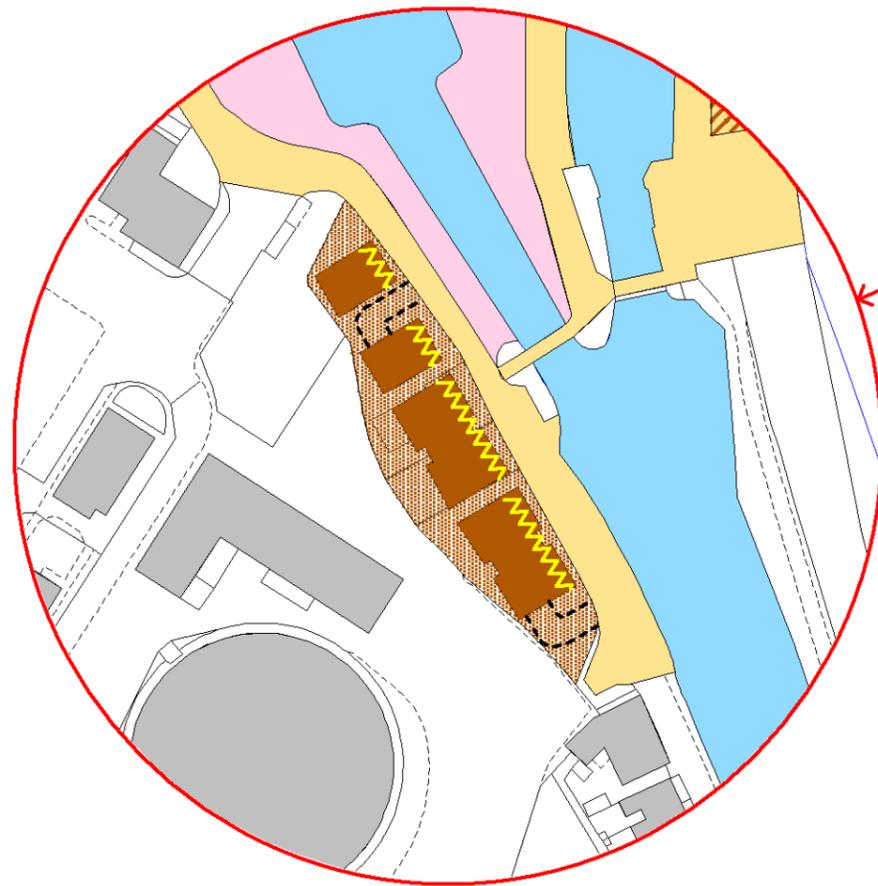
- Contemporary architecture that is respectful of its context will be required.
- A dual aspect development will be provided.
- Fenestration and balconies will provide a live frontage at first floor level and above over the basin and riverside walkway. No building or its upper floors will lie closer than 3m to the basin side.
- The existing locally listed wall will be retained and will be incorporated into the buildings. It will also form part of the boundary to the private yards. The remaining boundaries to the yards will provide regular views / glimpses into the yards.
- A limited number of breaches in the existing wall will be accepted.

Uses / Public Realm

- The existing Haven Banks Outdoor Education Centre could be relocated to Site D adjacent to the former warehouses. An assembly yard similar in area to the present Haven Banks Outdoor Education Centre yard on site C would be required. The yard should accommodate groups of up to 150 individuals.
- Adjacent to the boat laying up area a two storey dual aspect building would be appropriate. This could accommodate the Canal Manager's Office and a compound if required. The layout plan is indicative. Facilities such as showers, conveniences, waste disposal points and electric power associated with other water related uses (see page 15) could be incorporated into the proposed building.
- The third building indicated on site D could accommodate specialist retail / café / restaurant use, leisure or craft workshops / exhibition space or commercial uses compatible with the adjoining community uses. An element of residential may be possible. If the complete area of Site E is to be redeveloped (see page 7) this building could accommodate the Sea Cadet's.

Refurbished buildings	3m wide gaps
New buildings	Public area with a special 'sense of place'
Private yards	Projecting balconies
Public realm enhancements	Locally listed wall
Vehicular access (operational traffic only)	Interesting frontage
Boat laying up area	

Scale 1:1250



Key requirements:

- This site could either be developed with adjoining Transco land or on its own. There are three options for the site's development: the retention of the Sea Cadet's on the southern half of the site, conversion of the Sea Cadet building or complete redevelopment. The plan opposite shows the complete redevelopment of the site.

Layout

- The layout of the complete redevelopment of the site could follow a similar theme to Site C to strengthen local distinctiveness.
- An attractive, active frontage to the road is required.
- Car parking will be located away from the main areas of public realm.
- The existing 'Sea Cadet' building could remain, be converted or be redeveloped to an appropriate use.

Scale and Massing

- Pitched roofs should be provided. Ridgelines at 90 degrees to the basin could reflect the arrangement of Site C.
- Two and three storey buildings are appropriate.

Architectural Design

- Contemporary architecture will be required.
- Fenestration and balconies will enliven the frontage to the canal and basin.
- Frontage walling to any undercroft parking will reflect traditional walling in the basin area.

Uses / Public Realm

- Mixed use or residential development will be appropriate.
- Undercroft parking is possible via 1 or 2 access points only. An element of habitable space on the ground floor, fronting the road should be provided to create the required active frontage.

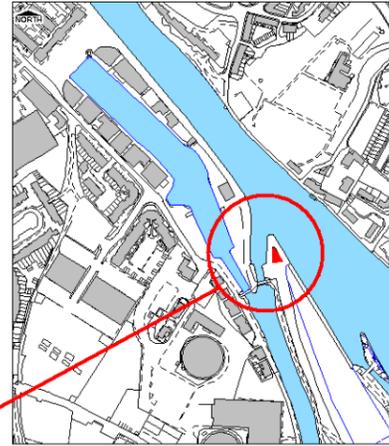
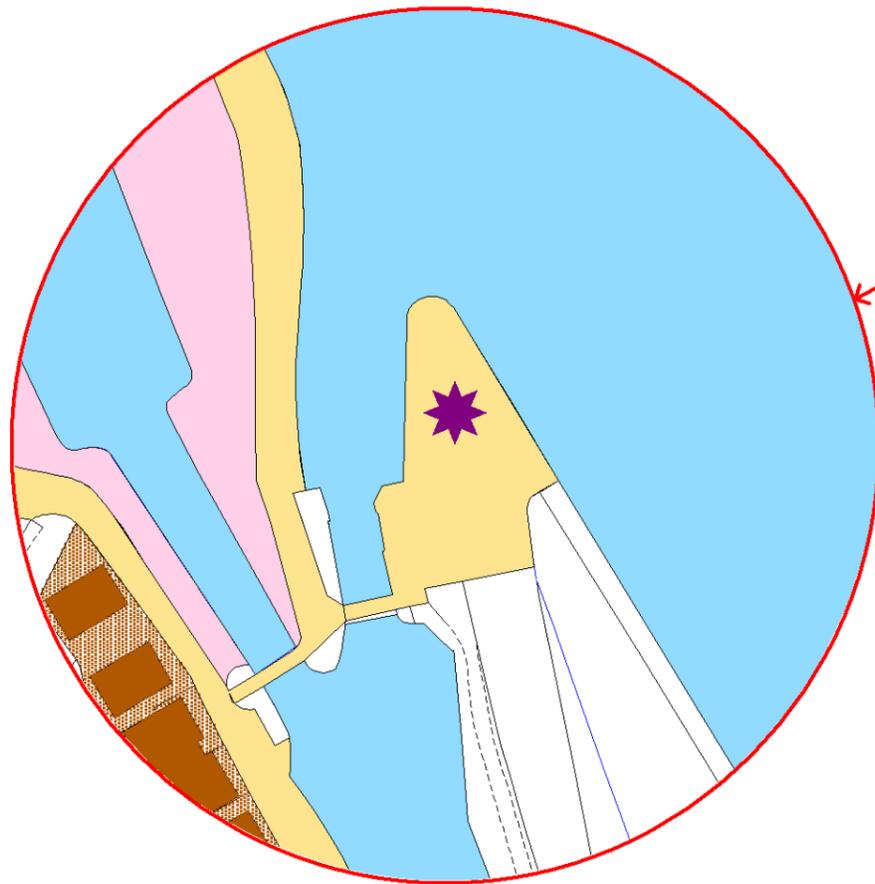
Below: the existing Sea Cadet's accommodation



Option showing the complete redevelopment of the site

- | | |
|---------------------------|------------------------------|
| New buildings | Active frontage |
| Private outdoor space | Access to undercroft parking |
| Public realm enhancements | |
| Boat laying up | |

Scale 1:1250



This visually prominent site between the canal and river presents an opportunity to provide an area of public open space including public art and interpretation of the basin and Valley Park. The public art will add focal interest in views from the quayside and from the riverside footpath adjacent to the canal basin. It is necessary that the public art can be moved if access is required to allow any riverside related maintenance works. Vehicular access will be limited to essential vehicles only. Access can only be achieved via Clapperbrook Lane East.

Layout

- A piece of public art that fits well into the distinctive shape of the site and acts as a focal point will be required. A paved landscape setting will create outdoor space.

Scale and Massing

- Public art that may be seen from distant views should be provided.

Architectural design

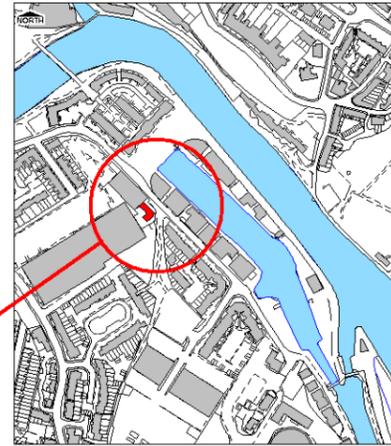
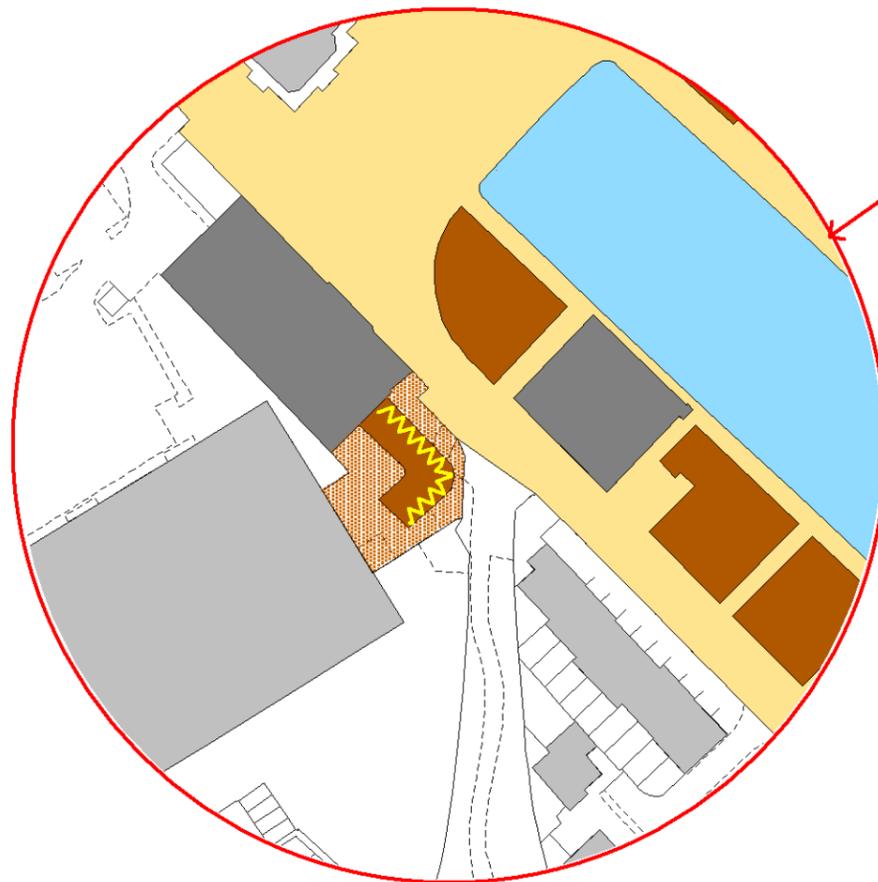
- The piece of public art should make a positive contribution to the wider townscape and act as a gateway feature to the Riverside Valley Park.

Uses

- Paved outdoor space focusing on an item of public art and interpretation material is suggested. A fountain may be appropriate.

- ✳ Public art and interpretation
- New buildings
- ▨ Private outdoor space
- Public realm enhancements
- Boat laying up

Scale 1:1250



Option showing possible built development on the site

- Refurbished buildings
- New buildings
- Private outdoor space
- Public realm enhancements
- Active frontage

Scale 1:1250

Key requirements.

The refurbishment of the three historic buildings identified under Development Opportunities (see page 1) provides an opportunity to bring the buildings into use; adding to the identity and historic context of the area. The essential character of each of the buildings should be retained and enhanced.

Site H: refurbishment of the Former Electricity Generating Building

Uses

- A combined leisure / educational use within the main hall of the building, exploiting and retaining the character of the space would be particularly appropriate. Specialist retail, café / bar or other commercial uses which avoid sub-division would be desirable but craft workshops or residential accommodation may also be acceptable subject to satisfactory sub-division.
- Specialist retail, café / bar, workshop and office accommodation, ancillary to the use of the main hall, are acceptable uses in the rooms fronting Haven Road. Residential may be appropriate on the first floor frontage to Haven Road.

Architectural Design

- In the first instance the retention of the main hall as one space should be explored. Separate enclosed spaces or 'pods' that retain the internal space provide a unique opportunity to achieve this. However, subject to satisfactory design sub-division of the space will be acceptable.
- The frontage to Haven Road should involve the restoration of the fenestration creating an active frontage; providing entrances and exits and views into and out of the building. There is scope to lower some of the sills to ground floor to allow access and improved views in and out.
- Upper floor balcony space over looking the Piazza Terracina is desirable.

Site G:

- The development and use of Site G may be in association with Site H.
- The site is currently detrimental to the character of the basin. Environmental enhancement, which may also include an extension to the former Electricity Generating Building is desirable.
- Development on the site may be attached to the former Electricity Generating Building or detached.

Layout

- A built extension or an integrated landscape proposal which maintains the character of the southern elevation of the former Electricity Generating Building and which creates good streetscape and enclosure on to Haven Road is desirable. Any built development should be set back from Haven Road.
- Shared surfacing will front the site.

Architectural Design

- A 'light weight' structure in glass and steel with an element of brick will be appropriate.

Uses / Public Realm

- Built development may act as an entrance foyer to the main hall of the former Electricity Generating Building or provide an independent use.
- An active frontage will front both Haven Road and the existing pedestrian link / green space. It will enliven these spaces.

Former Electricity Generating Building



Above left: new uses facing the Piazza will enliven the frontage. Ground floor sills may be lowered.
Above middle: retaining the main hall of the former electricity generating building as one space is desirable.
Above right: potential upper floor balcony space of the former electricity generating building overlooking the Piazza.

60 Haven Road



Above left: recent additions including windows and fire escape may be removed
Above right: pedestrian access adjacent to the basin is limited. A boardwalk is required.

Former Maritime Museum and Warehouse Buildings



Above: the main frontages will remain largely intact.

Site I: 60 Haven Road

Uses

- A mix of uses is desirable.
- Specialist retail, café / bar, leisure / exhibition space would be appropriate on the ground floor. Upper floors would be suitable for leisure, exhibition or office space.

Architectural Design

- External alterations that retain the essential character of the building but which continue to enliven the spaces the building fronts are required. There is scope to restore some original character by removal of more recent alterations.
- A boardwalk flush to the quayside will be provided on the basin frontage. It will link into the pedestrian footway on Sites A and C providing a total 3m wide footway.

Site J: Former Maritime Museum and Warehouse Buildings

Uses

- A mix of uses which involve minimal intervention to the fabric of the buildings is required.
- Ground floor uses could include specialist retail, leisure or craft workshops. Upper floors could include leisure, exhibition, office or craft workshop space.

Architectural Design

- No new openings will be permitted on the main elevations fronting the basin and river. A very limited number of openings may be permissible on the other elevations where they serve an essential requirement.
- Some limited roof lighting may be permissible on internal roof pitches.
- Existing loading doors and other features will remain intact. New works should incorporate these features.
- The impact of utilities including ventilation or ducting should be kept to the minimum and be as inconspicuous as possible.



Above: illustrative example of proposed scheme with site C in the foreground



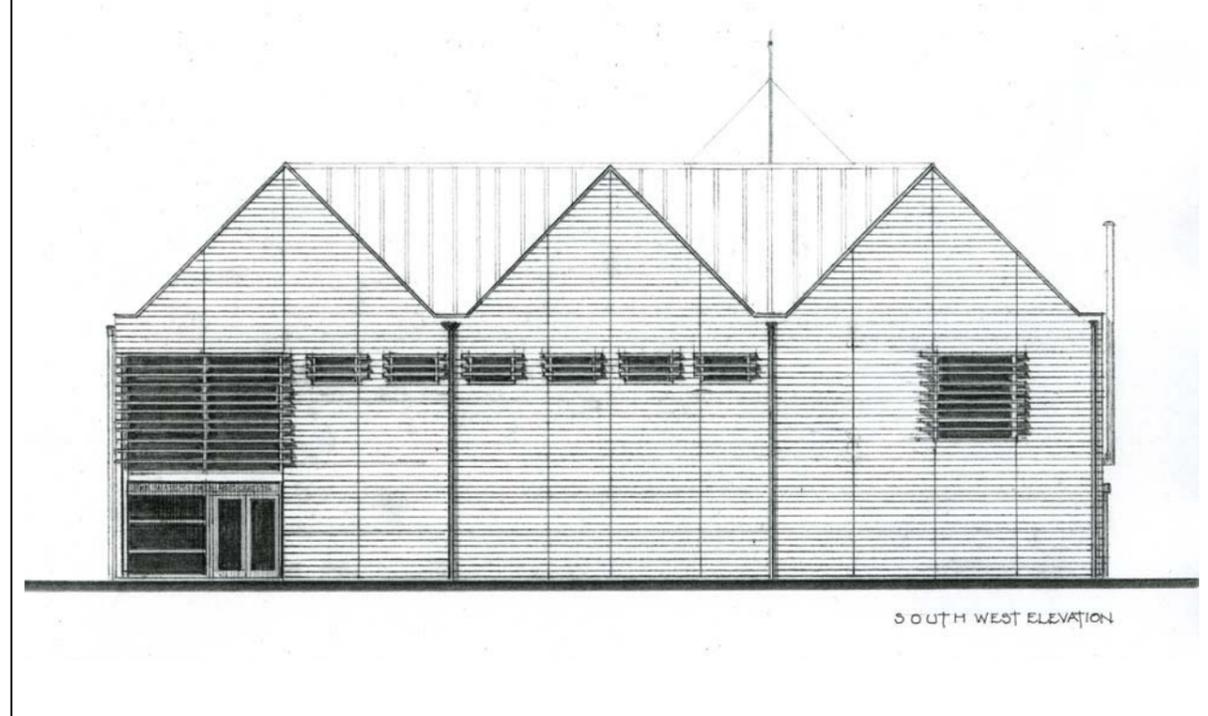
Above: illustrative example of site A. Views of the front of the former Electricity Generating Building will be retained



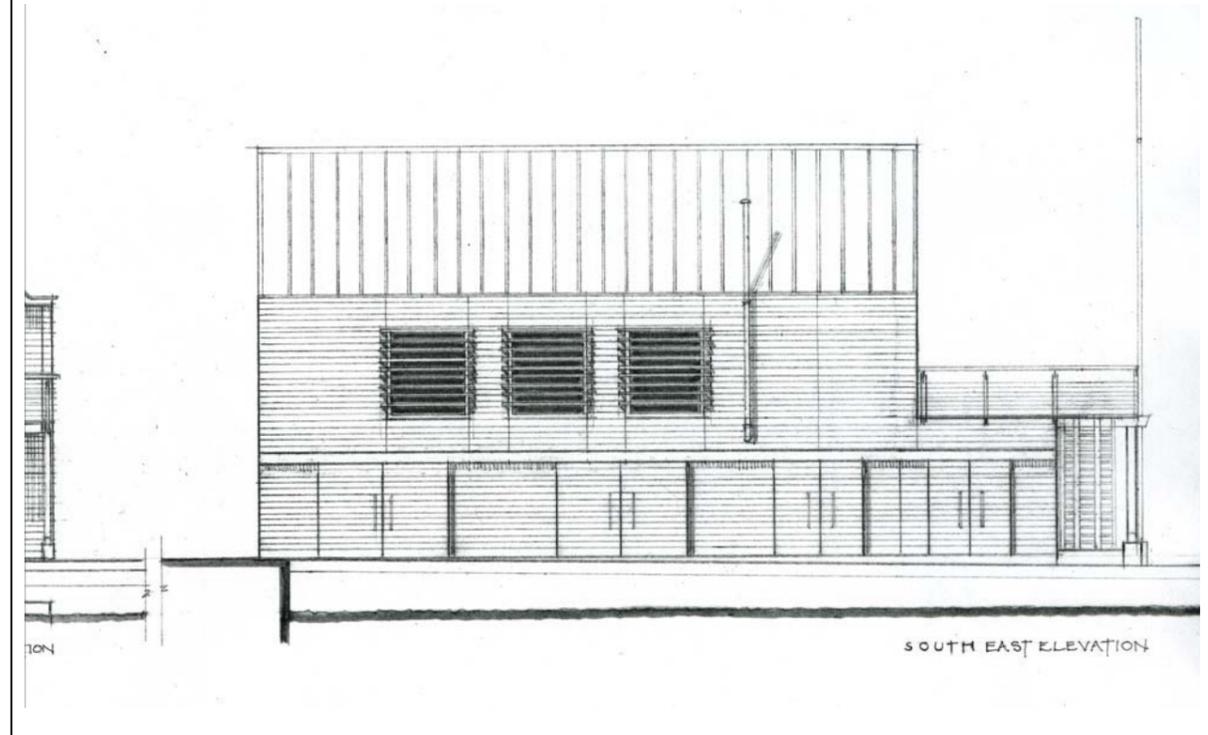
Above: illustrative example of site B. Buildings incorporate the existing locally listed wall



Above: sketch scheme perspective of the Watersports Centre
Below: possible elevation fronting the canal basin

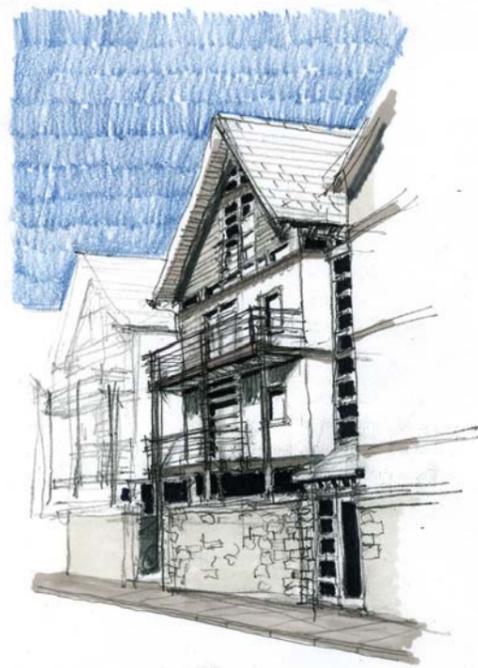


Above: possible elevation fronting Haven Road
Below: possible elevation fronting the turning bay



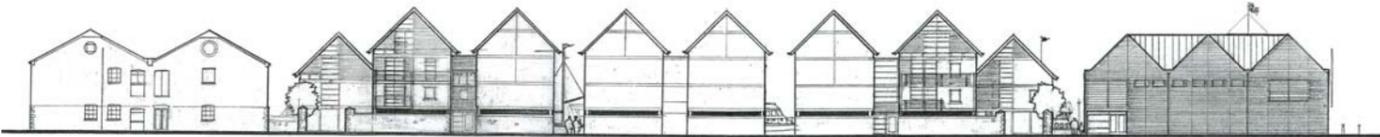


Above: sketch illustration showing units on Site C fronting the basin
Below: illustrative elevation of a unit on Site C fronting Haven Road. Buildings incorporate the existing wall

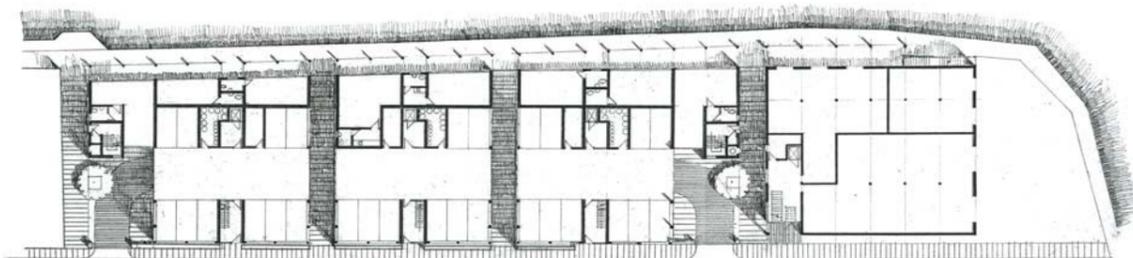


Above: illustrative elevation of the Watersports Centre and units on Site C fronting Haven Road
Below: sketch illustration showing a glimpse through units on Site C

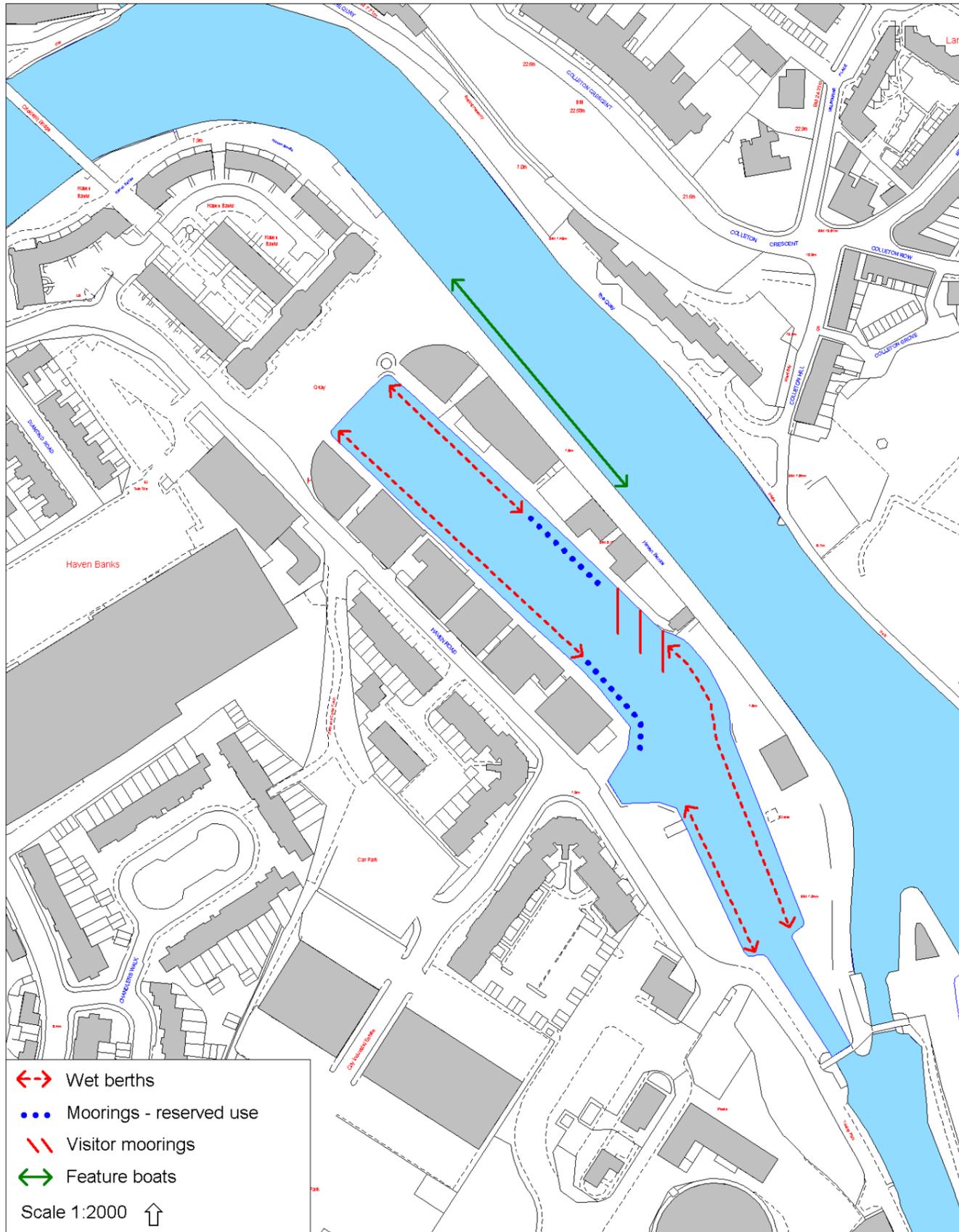




Above: illustrative sketch elevation of units on Site C fronting Haven Road
Below: possible ground floor plan of units on Site C and the Watersports Centre



Above: sketch illustration of site D incorporating existing wall



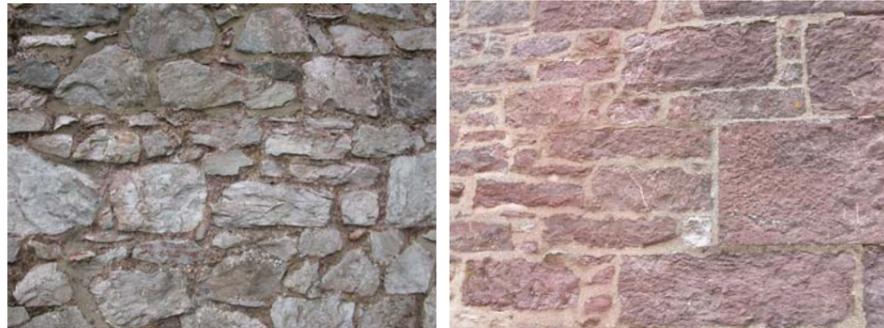
The essential waterside character of the basin will be retained by ensuring that a range of water related uses are accommodated within the area. This includes boat repair and laying up, moorings for visitor and feature boats. Sufficient free space should be retained alongside the wharf to allow public access to the waters edge for informal recreation, angling etc.

Boat laying up

- A new slipway would be desirable allowing access to the water for boats. The location is yet to be determined. A new fixed or mobile crane is desirable.

Moorings

- The central part of the water area of the Canal Basin should remain open for watersport activities.
- Moorings for boats should be provided on both sides of the Canal Basin whilst retaining some space for public access.
- There should be no moorings at the end of the Canal Basin on the Piazza Terracina.
- The area adjacent to the Watersports Centre will be reserved for pontoons in connection with the watersports clubs.
- The area adjacent to the proposed Canal Manager's Office has the potential for finger pontoons to serve visitor boats.
- Facilities such as showers, conveniences and waste disposal points should be provided within this area, preferably within buildings identified in Site D.
- A mooring for 1 or 2 feature boats from a pontoon in the Exe parallel to the Piazza Terracina / riverside could be investigated. There will be a need to avoid creating the feeling of a narrower space on the riverside walk. Very careful consideration of the requirements of other river activities such as regattas and the need to move vessels in times of flood would need to be made.
- Boat laying up areas and moorings will require water and power points or connections. It is desirable that any longer term moorings are provided with foul drainage connections.



Above left: Torbay limestone.
Above right: volcanic trap.



Above left: timber carefully combined with stone and glazing has been used on Cricklepit Dry House.
Above right: metal roofing may be appropriate. Cricklepit Dry House.



Above: glazing is encouraged for roofing, canopies, circulation links etc. Kings Wharf.

The masterplan requires development which enhances the existing special character of the basin and which strengthens local distinctiveness.

A key factor in this objective is a use of materials which have some precedent in the historic elements of the townscape. Render therefore is not appropriate. Contemporary architecture is encouraged but the use of familiar, traditional materials can be the 'glue' that binds the townscape together.

The required range of materials is:

Torbay Limestone. Widely used in the area, particularly for the former Maritime Museum and for prominent lengths of walling.

Other stone. Volcanic trap and Heavitree (red sandstone) stone are local Exeter building stones no longer quarried. Volcanic trap in particular has been used extensively in the quay and basin area. Building stones similar to these would be appropriate.

Brick. Stone is preferred over brick because it will lend greater distinctiveness to the basin. However, some limited use of hand-made or stock brick in combination with other materials on a building may be appropriate.

Timber. There has been limited use of timber cladding in the quay area. It has been used with some success in the Cricklepit Mill area and is familiar in a maritime context. Carefully combined with other materials such as stone and glazing, timber is acceptable.

Slate. Natural slate is appropriate for roofing.

Metal. Carefully integrated into the overall design metal roofing may be appropriate for some areas of roofing. Robust structural elements, reflecting cast iron columns on historic buildings may add local distinctiveness to the designs.

Glazing. The proportions of glazing to solid elements such as stone and timber are crucial in defining the character of architecture. Widespread use of glazing is encouraged in combination with other materials to create good views in and out of buildings and to develop a contemporary style of building. Glazing is encouraged for roofing, canopies, circulation links etc.