

EXETER CITY COUNCIL

EXECUTIVE

13 JULY 2004

ADOPTION OF CANAL BASIN MASTER PLAN

1 PURPOSE OF REPORT

- 1.1 This report informs Members of the results of the recent public consultation on the draft master plan and recommends that it be adopted as supplementary planning guidance subject to a number of amendments. It also outlines the next stages of the project.

2 BACKGROUND AND THE CONSULTATION

- 2.1 The master plan is intended to provide a long term planning framework for the regeneration and redevelopment of the Canal Basin. On 8 July 2003, the Executive resolved to prepare a master plan and consult upon it. On 8 December, the Development Control Committee agreed a set of planning principles to form the basis of an initial consultation before preparation of the draft. The Development Control Committee resolved on 26 April 2004 that the draft master plan and accompanying background papers be published as a basis for public consultation.
- 2.2 The draft master plan is a major change from the previous planning brief adopted in 1999 with the principal differences being an emphasis on water based activity; retention of boat laying up; a smaller scale development; an emphasis on mixed use; reduced height and massing of the new build elements of the scheme; and the ability to adopt a more incremental approach to development.
- 2.3 The consultation process was extensive, lasting from 4 May to 7 June and involving a stakeholder event, a small exhibition, notification letters to properties and general publicity.
- Stakeholder event
- 2.4 About 50 individuals and organisations with an interest in the Canal Basin were invited to a stakeholder event on 13 May and about 40 attended. The event followed a similar format to an event in January during the initial consultation exercise prior to the preparation of the draft master plan. There was a presentation on the draft master plan, the audience then split into four groups to identify what they thought was good and bad about the master plan and what needed more work. The four groups then reported back and there was a discussion on the feedback before the key issues were summarised. Appendix One includes the summary of issues raised at the stakeholder event.

Exhibition

- 2.5 An exhibition of the proposals, staffed by the Planning and Estates Services, was held in the Canal Basin warehouses between 13 and 15 May. It was attended by about 450 people. The Exeter Ship Canal Boat Owners Association (ESCBOA) also staged their own small exhibition outside the venue.

Notification letters

- 2.6 A letter informing people of the publication of the draft proposals and of the exhibition was delivered to about 1,350 properties in the vicinity and sent to the 250 respondents to the initial consultation exercise in January.

General publicity

- 2.7 The draft master plan and accompanying documents were sent to those people invited to the stakeholder event, were available on the web site and at Planning Services Reception. There were items on the radio and in the local paper on a number of days.

Comments received

- 2.8 About 200 representations have been received as a result of the consultation exercise, including 97 copies of a comments sheet prepared by the Exeter Ship Canal Boat Owners Association. A list of the respondents and their principal concerns and copies of the individual representations can be inspected in Planning Services. Appendix One summarises the principal concerns emerging from the representations by theme and ranks them by number of respondents. Submissions have been received on behalf of British Waterways Board, Exeter Canal & Quay Trust, Exeter Civic Society, Exeter Ship Canal Boat Owners Association, Exeter Watersports Association, Haven Banks Community & Regeneration Group and Haven Banks Outdoor Education Centre.

English Heritage

- 2.9 English Heritage have participated throughout the review process and have strongly endorsed the proposed Master Plan (see Appendix 1).

3 ISSUES

- 3.1 The overall response to the consultation has been far more positive than to the previous development brief and planning application in 2002/3.

Overall Approach

- 3.2 Some respondents have proposed that the Council should adopt a more comprehensive or ambitious approach that considers sites and implications / linkages to and from the city centre and along the length of the Canal. Others have referred to the future potential redevelopment of the adjoining Transco site. The emerging local plan already provides the wider framework. It is worth noting that the majority of the Transco site is unlikely to be available for redevelopment in the short or medium term.
- 3.3 Other respondents suggested there should be a lower key approach, with less or no development, reliant solely on refurbishment. Such an approach would be impractical: for example, the improvement of facilities for the watersports

clubs will require their relocation to purpose built facilities which will require significant funding. There are also infrastructure and public realm improvements, all of which mean that other viable uses will be necessary to fund regeneration. Some of the buildings on the site are not suitable for refurbishment and their retention would make it difficult to create a quality environment. The Inspector, who conducted the Local Plan Inquiry, stated:

'However, such is the location and distinctive setting of the Quay and Canal Basin that it is in my view bound to be the focus of some initiatives for future development. It would prove counter-productive, and may be viewed as unreasonable, if all development were resisted.' (para 14.106)

Watersports clubs

- 3.4 Proposals for the accommodation of the watersports clubs and Haven Banks Outdoor Education Centre have been developed with regard to meeting their current requirements but in new purpose built facilities. Some respondents suggested that there should be potential for the expansion of the clubs' activities, requiring larger sites. Decisions on the size of buildings will be significantly influenced by the availability of funding. The master plan needs to be flexible until requirements in relation to funding are sufficiently clear.

Boat laying up and ancillary facilities

- 3.5 A number of respondents expressed concern that the proposals represent a 25-30% reduction in the area available for boat laying up and that the master plan should cater for increased not reduced demand. While there is a reduction, it could be mitigated by more efficient use of space. The potential for additional laying up at the South West Water wharf at Countess Wear and in the Haven Road car park will be pursued. These proposals would, if feasible, provide for an overall increase in areas for laying up.

- 3.6 There were a number of comments about achieving a balance between boat storage and working on vessels. Maintenance and other projects can provide interest, however it may be unsightly. It would be very difficult to influence the balance between simply storing boats and maintaining them.

- 3.7 The retention of a chandlery may also be important to the critical mass of marina activities. The existing chandlery building does not contribute to the character of the Conservation Area. The chandlery needs to be in close proximity but not necessarily in the Canal Basin. Part of the Haven Road car park would be an appropriate location for a new facility.

Land use

- 3.8 There was a mix of views on land use with some respondents opposed to the general scale of proposed development and others expressing reservations about the potential for housing, offices, retail and restaurant uses. Most concern (18 representations) focused on the amount of housing. While the amount of housing cannot be quantified at this stage, it will be significantly less than the 90 units proposed in the previous McAlpine scheme. It will however, be an important element in the viability of the overall scheme, if new watersports facilities and environmental enhancements are to be funded and it will

contribute to security and to achieving a mixed use development. Upper floors could well remain vacant if there was a presumption against residential use. The Inspector who conducted the Local Plan Inquiry considered that there was no objection in principle to the provision of housing, small scale offices, specialist retail outlets or restaurants in the Quay/Canal Basin area.

Height of buildings

- 3.9 There were a number of comments that the buildings shown were too high in relation to the listed warehouses, would affect the amenity of properties on Haven Road, would involve loss of sunlight to the basin and provide too much containment of the space. Some respondents suggested a limit of two storeys, others that the pitch of the roofs was too steep. The buildings shown were a mix of heights including 3 storeys plus roof space on part of site C. The maximum height was similar to the opposite side of Haven Road and lower than the previous scheme. Our assessment remains that the number of storeys is appropriate to create the right scale and mass, but there will be a need for care with the detailed design such as the angle of windows and set backs to create an adequate relationship with housing opposite site C. The pitch of the roofs is not yet determined.

Buildings A & B

- 3.10 This pair of matching buildings at the head of the Basin attracted considerable comment. There were those opposed to the principle of the reduction in size of the Piazza, and those concerned that the building line should be further back from the head of the basin plus general comments such as a dislike of the curved facades. Set against this, the head of the basin would benefit from some additional containment and from buildings with active frontages. The curved facades provide interest and preserve important views.

Sustainable development / accessibility

- 3.11 A number of respondents proposed that the development should aim to be a showcase in terms of sustainable construction and access for people with disabilities. The draft master plan was weak in this area, merely referring to the need to meet objectives for sustainable development and to general requirements for access. It is proposed to include a checklist of the main considerations in relation to sustainable construction.
- 3.12 The accessibility of buildings is usually secured through Part M of the Building Regulations, there is no formal mechanism applying to open spaces. A statement will be included that the quality of access for people with disabilities will be a central part of any detailed design and tendering processes.

Transportation

- 3.13 Whilst in most respects the changes in the City Council's aspirations for the Canal Basin have been supported during the consultation process, transport remains the key issue of concern with stakeholders believing it has not been addressed satisfactorily. In response to this, it needs to be emphasised that the Council's Local Plan does address the future needs of the area, but the difficulty has been one of persuading the Highway Authority to endorse this approach and to help with its implementation. The key proposal in the Local

Plan is the provision of a Link Road between Clapperbrook Lane East (adjacent to the former incinerator) and Water Lane. The second key proposal is a link from Water Lane directly into the Haven Banks car park. Provided effective traffic management measures can be designed, this would offer a high quality bus link to the Haven Banks area from Matford as well as access for residents and visitors to Haven Banks – the traffic management challenge is to avoid this simply becoming a rat run to by-pass Alphington Road/Street. Both of these proposals have been endorsed by the Local Plan Inspector. The County Council now has a study under way to identify the best overall transport strategy for this corridor.

- 3.14 The City Council's proposal has been that it would fund the link through the Haven Banks Car Park from Water Lane and that a three way funding package is needed for the main Link Road – ECC, DCC and developer contributions. The cost for this would be in the region of £2million. Many stakeholders consider that no development at the Basin or indeed the wider Water Lane area should take place until these (and possibly other) improvements have been implemented. Whilst this is an understandable stance, it is unrealistic. The County Council has yet to be persuaded that they should commit any resources to this scheme because they want to be sure that this is the right approach for this corridor. By definition, no developer funding would be available if development cannot proceed prior to the improvements being in place. The whole cost would therefore fall on the City Council – a disproportionate impact and the likely outcome of which would be the abandonment of any regeneration proposals. It should be noted that the County Council endorse the principle of taking developer contributions, which can help fund transport enhancements in this corridor.
- 3.15 Despite the general disbelief of many stakeholders, these Master Plan proposals will only generate moderate levels of traffic in comparison to the total generated by existing development. There are currently some 850 dwellings and 575,000 sq.ft. of commercial floorspace. The core of the Master Plan is the re-provision of existing watersports facilities in purpose built accommodation. If this does generate more traffic because of the improvement in the quality of the facilities, it is highly unlikely to involve more peak period movements. The construction of new accommodation might add 30-50 residential units and 25,000 sq.ft. of new floorspace for a mix of residential, commercial, retail and leisure uses. Refurbishment of the Maritime Museum, 60 Haven Road and the Electricity Building would bring back into use 45,000 sq.ft. of accommodation.
- 3.16 In conclusion, therefore, Members are recommended to note the existing Local Plan transport proposals for the Quay and to seek to secure their implementation by ECC, DCC and "developer" contributions. Those contributions should be secured through, for example, the £3,000 per dwelling contribution agreed with DCC some three years ago. This sum now needs reviewing as it is out of date. These regeneration proposals should proceed on the basis that contributions are made in advance of infrastructure provision, rather than having a total block on development, subject to any new traffic generated being limited, with little impact on peak hours.

Role of ECQT

- 3.17 Some respondents advocate that the Exeter Canal and Quay Trust should have a more prominent role in any scheme and that the Trust has financial assets that could be used to fund regeneration. The Trust wishes to adopt a more proactive role in the Canal Basin regeneration and this will be dealt with in a further report to Executive in September.

Other issues

- 3.18 There are a number of areas where it might be appropriate to refine the proposals following public scrutiny:
- the possibility of altering the vehicle access arrangement to the spit across the Piazza Terracina now appears to be impractical, offer few benefits and attracted little support;
 - the riverside walk will require a careful design approach to integrate new building, any moorings and provide an attractive open space;
 - in view of the above, further design studies will be undertaken to provide a unified approach to how pedestrian, cyclist and vehicle routes interact on the piazza and on the riverside; these also need to integrate street and waterside furniture and other features in the public realm
 - proposals for pontoon moorings in the river attracted concerns about the effect on the regatta and other river events, the need to move during flood conditions and technical and design issues such as the height differential. It is proposed to limit proposals to perhaps one or two feature boats.
 - there were three options for site E which includes the Sea Cadets building: the options were for the use remaining, for conversion or for redevelopment. The relatively new attractive stone building is not locally listed or in the Conservation Area. The Sea Cadets have a long lease, so it seems likely that they will remain;
 - there were a number of comments about the need for public toilets, but there are public toilets on the Quay and it would be hard to justify further facilities so close.
 - comments on the proposal for public art on Site F included a number of suggestions that it should be large and spectacular; and
 - further references will be included to the archaeological potential of the area.
 - few consultees supported the re-establishment of a pedestrian access through Waterside so the deletion of this proposal is recommended.

4 NEXT STAGES

- 4.1 The adoption of a master plan will provide a set of planning principles for the regeneration of the area. The next stage will be to develop proposals for how the development will be implemented. This will involve assessment of issues of financial viability, funding mechanisms (including the availability of any grants such as from the Sports Council) and potential partners. The proposed master plan will enable an incremental approach to regeneration. A report on the proposed delivery strategy should be presented to the Executive in September.
- 4.2 The Canal Basin is within an area that is liable to be subject to greater than a 1 in 100 year risk of flooding. The Environment Agency are likely to seek to minimise assets at risk of damage. It is proposed to commission a strategic flood risk assessment of the proposals in the adopted master plan to address flooding risks.
- 4.3 Parts of the Canal Basin appear to have the status of Public Quay. In essence, this entitles boats to load and unload cargo onto and across the Quay to the Public Highway. If this is indeed the case, then it would not be possible to carry out any activity on the Quayside that would hinder this loading, unloading and access to the highway. This would preclude any usage of the Public Quay other than mooring and would thus prevent its use for boat repair and laying up. To avoid any possible challenge to our proposals in the master plan on these grounds, it is intended to include a proposal in the proposed Exe Estuary Harbour Revision Order to extinguish any existing Public Quay rights over most of the site and to replace this with a clearly defined area of Public Quay which is likely to be at Gabriel's Wharf.
- 4.4 The draft master plan comprised an A4 section of text and an A3 series of plans plus four background reports. The role of the background reports in informing the master plan is now complete. The Waterspace Strategy which deals with management issues as well as planning matters needs to be a stand alone document and so will be finalised shortly. The A3 master plan document is expensive to reproduce (the colour plans cost over £20 a set). It is therefore proposed to publish and send those people who received the draft document a separate list of amendments. This is at Appendix Two. A revised version of the adopted master plan will be published and available on the web site for those people who have not previously received a copy.
- 4.5 A copy of the proposed text of the adopted master plan incorporating the amendments will be available for inspection at the meeting.

5 RECOMMENDATION

5.1 Members are asked to agree:

- i) the adoption of Supplementary Planning Guidance and re-publication of the finalised master plan, subject to the proposed amendments and further work identified in Appendix Two, and
- ii) that Appendix Two be published as an amendment to the draft document and sent to consultees who received the draft.

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Local Government (Access to Information) Act 1985 (as amended)
Background Papers used in compiling this report:
File of responses to draft master plan

FEEDBACK AT THE STAKEHOLDER EVENT

1. *Site Accessibility* - stakeholders still feel that the brief deals with this inadequately. A strategy is set out in the Local Plan with a new link road from Clapperbrook Lane East to Water Lane and a link from Water Lane to Haven Road, through the car park. The bus priorities study is also assessing the future role of Tan Lane. DCC has started work on the 'Exeter Arc' study looking at transport needs for the sector from Alphington Road round to Junction 29. The impact of the Master Plan proposals on the highway network will be modest. A funding package for the Water Lane Link of a third from ECC, a third from developer contributions and a third from the Local Transport Plan had been put to DCC on a number of occasions, without agreement so far.
2. *Wider Land Use Strategy* – some stakeholders felt that a wider Master Plan was now needed for the whole of the Basin/Water Lane area. A series of strategies were set out in the documentation provided for the January Stakeholder session. ECC was concerned that producing a Master Plan for the whole area would de-rail progress on the Canal Basin regeneration.
3. *Viability* - ECC would now need to look at the appropriate balance of uses and potential funding sources before finalising the Master Plan and preparing a paper on 'Delivery'.
4. Loss of boat laying up is a significant concern – it 'adds value'. ECC will look at off site solutions such as Countess Wear and Haven Banks Car Park (winter only).
5. Local access issues need careful consideration – vehicle intrusion across the Piazza on the spit needs to be tightly managed.
6. This should be an 'exemplar' in regeneration in terms of core objective re sustainability and disability provision.
7. Need to create a sense of community.
8. Clustering of uses is important – particularly focusing on water sports. Provision for water sports users was positively received, but there is a need for a careful approach to design detail.
9. Public access to the Electricity Building is important.
10. Public spaces need careful management to deal with noise and security issues; need to balance activity with amenity of residents.
11. The overall scale is generally acceptable – some still have reservations.
12. The architecture illustrated in the sketches is of high quality.
13. Overall the process was seen as very positive.

SUMMARY OF THE MAIN THEMES EMERGING FROM THE WRITTEN RESPONSES

A total of 444 people visited the Exhibition between the 13 and 15 May 2004. A total of 112 responses have been received. The issues raised from these comments are considered by theme and then ranked in order of magnitude response.

RESPONSES BY THEME

Development and design issues

Oppose development of sites A and B as it will reduce the open aspect of the piazza, reduce open space and impair view of Old Electricity Building:- 31 responses

Need to enhance public open space, improve leisure facilities and create a central visitor attraction:- 19 responses

New buildings should be no higher than two storey. The three storey buildings indicated would be inappropriate within the Basin area:- 17 responses

Object to any use of glass and steel in the new building, would be out of character in this area:- 9 responses

Need for a more innovative design of buildings:- 5 responses

Concern that new buildings along Haven Road will lead to the loss of light and outlook to nearby existing residential properties:- 9 responses

Masterplan should encourage environmental benefits to the area principally through the planting of more trees:- 10 responses

New development should only be permitted if it reflects the historic and maritime character of the area:- 19 responses

Need for improved public safety in the area through the incorporation of good lighting and avoidance of 'dark corners' within the design:- 5 responses

Transport Issues

Before future development is considered, there is a need to improve the existing road network, access arrangement and traffic management in the area particularly at the junction of Haven Road and Alphington Road:- 40 responses

Any new development must be accompanied by a new road (either the Water Lane link or through Tan Lane) to relieve congestion in the area:- 8 responses

Proposed Uses

General support and encouragement for water related uses:- 44 responses

No need for additional housing, as there is already sufficient number in the area. Further housing development would be inappropriate to the character of the area:- 18 responses

Commercial development such as retail and office use should be rejected or limited within the overall basin scheme:- 8 responses

Additional parking should be made available in the area to support any new development:- 5 responses

Need for additional public facilities, including new WC and seating areas:- 13 responses

No new buildings should be permitted unless in connection with water based activities and the boat laying up area:- 19 responses

Miscellaneous Issues

General support for the approach taken by the masterplan:- 22 responses

Details need to be made available of the funding arrangement for the new development:- 9 responses

Site F should remain undeveloped:- 6 responses

Site E should remain undeveloped:- 1 response

Sea Cadets building should be retained:- 1 response

Basin should not become a marina for exclusive boats:- 1 response

Any residential should be affordable and not for luxury apartments:- 1 response

RANKING BY ORDER OF MAGNITUDE OF RESPONSE

1. General support for water based uses (44)
2. No development until traffic issues have been resolved (40)
3. Oppose development of sites A and B (31)
4. General support for masterplan (22)
5. Need to enhance public open space and improve leisure facilities (19)
6. No new buildings unless in connection with water based uses (19)
7. New development should reflect maritime character (19)
8. No need for additional houses in the area (18)
9. New buildings should be no higher than two storey (17)

10. Need for additional public facilities (13)
11. Encourage environmental benefits for the area (10)
12. Details need to be provided for funding arrangements (9)
13. New buildings will lead to loss of light and outlook to existing dwellings (9)
14. Glass and steel out of character (9)
15. No retail or office development (8)
16. Need for new Link Road (8)
17. Additional parking for the area (8)
18. Site F should remain undeveloped (6)
19. Need for more innovative design (5)
20. Improve public safety (5)

Proposed Amendments to the A4 Draft Master Plan for Public Consultation

The following amendments are proposed:

- Amend the third sentence paragraph 2.2 to read as follows:
The Inspector who conducted the Public Inquiry into the Local Plan generally supported the policy framework subject to a statement on the intention to retain a boat laying up area.
- Amend bullet point 1 to paragraph 6.3 Place making – built form to read as follows:
The grain of development and the footprint of new buildings will relate well to the context including above and below ground historic features, fabric and paving, to the layout of the basin and the plan form of retained buildings.
- Insert an additional bullet point after bullet point 5 to paragraph 6.5 Place making - access to read as follows:
Means of accommodating pedestrian, cyclist and vehicle movements on the piazza and riverside.
- Insert additional text after paragraph 6.6 outlining the principles of sustainable construction and the intention that development within the canal basin will be exemplary in terms of sustainability. (A copy of the amended document is available from Planning Services).

Delete paragraphs 8.1 – 8.4 and insert the following:

- 8.1 The Canal Basin already has good pedestrian and cycle links and reasonable bus services, but suffers from a congested highway network, particularly at peak hours. The Local Plan sets out a range of improvements that should be delivered over the Plan period and this Master Plan indicates other localised improvements to access. The proposals in the Master Plan are modest in scale and are unlikely to generate significant traffic.

Walking

- 8.2 There are a range of pedestrian routes linking to the City Centre, Exe Bridges, Marsh Barton and the Riverside Valley Park. To facilitate pedestrian circulation, it is proposed that an enhanced chain ferry service (all year round with longer hours) be explored. The quality of the riverside route will be enhanced by lighting, public art and other public realm improvements. Enhanced signage will also be provided.

Cycling

- 8.3 The riverside route provides the City's link to National Cycle Network Route 2 (Weymouth to Plymouth). With other linkages in to this route, cyclists are able to access the Canal Basin from a significant number of off road routes in the City. To complete the effectiveness of links to the City Centre which are currently circuitous, it is proposed that Cricklepit Bridge be formally designated as a cycle/pedestrian facility and that a contra flow link be provided on a 100 metre section of Quay Hill (the alternative route is 400 metres, along Commercial Road and Western Way). Measures to address pedestrian safety concerns on these routes will be discussed with the Highway Authority. Adequate, convenient and secure cycle parking will be required in any new development.

Mobility Facilities

- 8.4 Leisure mobility provides an important facility for accessing the Canal Basin area from its location in Haven Road.

Buses

- 8.5 The area is served by Service PR5 which runs from Matford/Marsh Barton to the City Centre on a broadly 10 minute frequency (more frequently at peak periods). The service operates on Tan Lane and Water Lane. The construction of a link through Haven Banks Car Park would enable the Piazza to be served directly by bus. With the construction of the Water Lane Link a high quality Park and Ride service could be operated directly from Matford, along Water Lane to the Piazza and on to the City Centre. The financing and implementation of this will continue to be discussed with the County Council as Highway Authority.

Highways and Traffic Management

- 8.6 The proposed highway links through Haven Banks Car Park and from Clapperbrook Lane East to Water Lane are shown on the Local Plan Proposals Map (see attached). An effective traffic management system to prevent rat-running will need to be devised in conjunction with the Highway Authority. Additional or alternative measures may be needed to address the future transportation requirements for this corridor.

Parking

- 8.7 Parking provision will be in accordance with Local Plan standards. There will be no parking provision, other than operational, on the spit. The City Council car park at Haven Road will reduce in size to accommodate the re-located chandlery and, during the winter, boat laying up.

Implementation

- 8.8 If the Master Plan is delivered as one package, a single Transportation Assessment will be prepared by the applicant. If it is delivered incrementally, assessments will be produced where additional generation is likely to be significant. Contributions to infrastructure will not be sought from the Boat Laying Up or Waterports facilities. All other developments will make appropriate contributions to be calculated following discussion with the Highway Authority.

Proposed Amendments to the A3 Draft Canal Basin Master Plan

Page 1

- Remove the notation to refurbish the building in the boat laying up area.

Page 3

- Amend the title of the top right hand photograph to read as follows:
Above right: view of the head of the Canal basin from Piazza Terracina
- Amend the title of the bottom left hand photograph to read as follows:
Above left: view along the riverside walk and cycleway towards the Quay
- Insert an additional bullet point following bullet point 1 in the section titled 'General design principles' to read as follows:
Retention - where possible - and integration of the historic features, fabric and paving that lends character to the area, with new features is preferred.
- Amend bullet point 3 in the section titled 'General design principles' to read as follows:
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.
- Amend bullet point 5 in the section titled 'General design principles' to read as follows:
Integration of public art and interpretation for the area.
- Insert an additional bullet point under the heading to the section titled 'The Basin' to read as follows:
Retention, repair and integration of historic walling, steps, features such as mooring rings and serviceable historic paving, whether currently visible or hidden.
- Amend 'Piazza Terracina' section to add a new fifth bullet point:
"Activities in the Piazza to be managed to minimise disturbance to residents with no late evening activities".
- Delete the section titled 'Pedestrian Access'.

Page 5

- Amend bullet point 2 in the section titled 'Scale and Massing' to read as follows:
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).
- Insert an additional sentence after the first sentence to bullet point 2 under the section titled 'Architectural design' to read as follows:
Similarly, the locally listed gateway / piers to No.62 will be retained and incorporated into any design.
- Insert an additional and final sentence to bullet point 3 under the section titled 'Architectural design' to read as follows:
No building or its upper floors will lie closer than 3m to the basin side.

Page 8

- Amend the introductory text to page 8 by inserting an additional sentence after the second sentence:
It is necessary that the public art can be moved if access is required to allow any riverside related maintenance works.

Page 11

- Insert an additional sketch, illustrating the impact of development on site A on views across the Piazza Terracina of the Former Electricity Building.

Page 15

- Amend the text to the section titled 'Boat laying up' to read as follows:
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.
- Amend the plan and key to delete the new slipway.
- Amend bullet point 7 under the section titled 'Moorings' to read as follows:
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.
- Amend plan of moorings to delete area in Basin by proposed site for Haven Banks Outdoor Education Centre.