

Quay/Canal Basin Area

14.20 The proposals for the Quay and the Canal Basin area are at the heart of the Council's strategy to promote tourism and diversify the range of attractions. The Quay area, which contains one of the finest groups of listed buildings in the City, including the 17th Century Customs House and the 19th Century warehouses, has experienced gradual improvement over the past 20 years. Footbridges have been built and refurbished over the waterways and access improved with the development of the Cathedral and Quay car park. Old industrial buildings have been converted to tourist use as restaurants, public houses and speciality shops including antique and craft outlets. The area is used as a starting point for walking, cycling and canoeing excursions along the Valley Park, supporting specialist hire and retail facilities.

14.21 The proposals envisage a wide mix of developments and activities over a substantial area incorporating the Quay, Cricklepit, Canal Basin and Water Lane/Canal Banks area. Proposed uses include housing (see H3: Site 10), visitor attractions, outdoor leisure facilities and restaurants supported by shops, craft workshops and hotel/hostel accommodation. Leisure uses which are closely associated with the river, the canal and the Riverside Valley Park will be especially appropriate, including water sports along the river and canal frontages. Up to 1,200 sq. metres net (1,700 sq. metres gross) of specialist retailing will be permitted provided that there is no single large space user.

(i) Quay

14.22 To maintain the ambience of the Quay area and protect its primary function as a heritage, leisure and restaurant quarter, permission will not be granted for night clubs or amusement arcades. Shops will only be permitted where they are ancillary to visitor attractions or leisure uses. Ancillary office space or housing will only be permitted on upper floors although a small hotel/hostel accommodation for visitors will be acceptable. All works to architecturally and historically important buildings must respect their existing appearance and character. Any redevelopment must be appropriate in scale, materials and overall character to that of the area as a whole.

(ii) Cricklepit

14.23 The Cricklepit site lies astride two medieval leats near the historic quayside, immediately below the Roman city wall. It is of considerable historic interest and contains important remains of the City's industrial past, particularly of the milling and woollen industries. Following a fire in 1999, the Council and other partners have facilitated the repair of Cricklepit Mill, which will culminate in the restoration of the internal mill wheel and machinery to working order. The mill building has planning permission for office use, with an element of interpretation and retail, and there is the potential for sensitively designed new build to accommodate further office, interpretation/education, and related uses. A Foyer scheme, to provide residential accommodation and training for young people, has also been developed on the site of the Lower Mills, and includes the reconstructed former 18th century cloth drying house, a unique survival in Devon.

(iii) Canal Basin

14.24 A master plan has been prepared to promote the revitalisation of the area around the Basin. The site includes two listed warehouses and a nearby former electricity works, all of which are currently vacant. The restoration of these buildings and their re-use, together with adjoining land, is proposed to provide major visitor attractions and facilities for visitors. Redevelopment of adjacent areas is proposed for water related leisure uses and supporting restaurants, shops and

craft workshops. Offices and housing are a possibility on upper floors. An area for boat laying-up activities will be retained within the Canal Basin development scheme.

(iv) Water Lane Area

14.25 In recent years there has been a trend for industry in the Water Lane area to relocate which has created opportunities to allow a number of sites to be developed for housing. Where sites come forward for development along the canalside the provision of leisure and ancillary activities will be promoted where appropriate and viable. Alternatively, housing will be permitted provided there is scope to introduce landscape features or open space as a buffer between housing and existing industry where this is considered to be necessary.

14.26 Where industry, which is located away from the waterside, wishes to remain the Council will support the improvement, refurbishment and redevelopment of existing industrial premises for continued employment use where, in view of current problems and having regard to the character of the area, they are accompanied by environmental improvements. These improvements can take many forms including the replacement of obnoxious uses by more environmentally acceptable uses and a reduction in pollution and traffic as well as enhancement of the surroundings through landscape works, use of sympathetic materials and sensitive building design.

14.27 Within this primarily industrial area the residential development of small sites would not normally be appropriate. However, if sites could be amalgamated to allow for comprehensive development, a wider range of uses, including housing, would be favourably considered provided this was compatible with other land uses, including industry, and incorporated any necessary buffer areas or uses.

(v) Canal Banks

14.28 The provision of a camp site for tents at Grace Road playing fields will be considered.

(vi) Access

14.29 Regeneration is linked to improving the accessibility of the area and the Council may seek financial support from prospective developers. Over the years, improvements have been made with a bus link to the Quayside, a new bridge over the Exe for pedestrians and provision of cycle routes and a bus only link through Tan Lane. However, there is increasing congestion getting in and out of Haven Banks and conflict between residential and industrial traffic.

14.30 Improved pedestrian connections with the City Centre and nearby car parks and better public transport connections to the City Centre and park and ride sites are particularly necessary. A road link is proposed from Alphinbrook Road to Water Lane to improve local and bus access. A road link connecting Water Lane to Haven Road via the Haven Road car park is also proposed as a means of reducing traffic in Haven Road and enabling the diversion of the Matford park and ride service to include a stop at the Basin. These improvements will require raising the weight limit on the railway bridge adjoining the Water Lane tip and establishing a control to prevent vehicles other than buses from using it as a through route. Bus priority measures from Haven Road onto Alington Street will also be required. The implementation of the national cycle network through the area will improve cycle links (see 9.28) but footpath connections from the Haven Road car park to the Basin must also be improved.

KP6: THE DEVELOPMENT OF A MIX OF TOURIST, LEISURE, HOUSING, EMPLOYMENT AND SPECIALIST RETAILING USES IS PROPOSED AT THE QUAY, CANAL BASIN AND WATER LANE AREAS TO INCLUDE:

(i) THE RESTORATION AND ADAPTATION OF HISTORIC BUILDINGS AND THE REDEVELOPMENT OF UNDERUSED SITES IN THE QUAY AND CANAL BASIN AREA TO PROVIDE VISITOR ATTRACTIONS, OUTDOOR LEISURE FACILITIES AND RESTAURANTS SUPPORTED BY SHOPS, CRAFT WORKSHOPS AND HOTEL/HOSTEL ACCOMMODATION;

(ii) LEISURE AND HOUSING ALONG THE CANALSIDE;

(iii) HOUSING AND EMPLOYMENT IN THE WATER LANE AREA PROVIDED THAT THE PROPOSALS PROTECT THE AMENITY OF RESIDENTS AND DO NOT INHIBIT EXISTING INDUSTRY;

(iv) BOAT LAYING-UP FACILITIES;

(v) CAMP SITE AND ASSOCIATED FACILITIES;

(vi) PROVISION OF THE NATIONAL CYCLE ROUTE THROUGH THE AREA;

(vii) A FINANCIAL CONTRIBUTION TO THE PROVISION OF:

(a) A ROAD LINK FROM ALPHINBROOK ROAD TO WATER LANE AND FROM WATER LANE TO HAVEN ROAD VIA THE HAVEN ROAD CAR PARK, INCLUDING TRAFFIC MANAGEMENT/CALMING MEASURES LIMITING THROUGH VEHICLE ACCESS TO BUSES AND CYCLES ONLY;

(b) BUS PRIORITY MEASURES FROM HAVEN ROAD ONTO ALPHINGTON STREET, AND

(c) IMPROVED PEDESTRIAN AND CYCLE LINKS AND SIGNING.

THE DEVELOPMENT SHOULD HAVE REGARD TO RELEVANT CRITERIA IN POLICIES C1-C3, C5, DG1-DG4 AND SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS RELATING TO THE AREA.