



# CHULEY ROAD, ASHBURTON

## Masterplan

MAY 2015

## FOREWORD

This Masterplan sets out proposals for the Chuley Road area of Ashburton, giving form to the ideas and aspirations of a wide range of people, businesses and organisations with an interest in the area. It aims to provide a framework for the development of the area in a coordinated way, acknowledging its constraints, such as flood risk and access, while reflecting its wider heritage and functional role in the life of Ashburton.

Many people have been involved in a comprehensive programme of community engagement and contributed in a wide variety of ways to this Masterplan. The Masterplan forms the beginning for realising change at Chuley Road and the community will continue to play a key role in shaping development.



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introduction and  
background



**BACKGROUND**

1. This report presents the revised Masterplan for the redevelopment of a site at Chuley Road, Ashburton. The development of the Masterplan has included extensive public consultation and has approval from the local stakeholder group and Dartmoor National Park Authority (DNPA).
2. The Masterplan was commissioned by DNPA and Teignbridge District Council (TDC). It has been prepared by BDP, an experienced practice of urban designers, town planners, architects and landscape architects.

**THE SITE**

3. The Masterplan site is located to the south of the centre of Ashburton on the south eastern fringe of the Dartmoor National Park, and contains a mix of business, light industrial, retail and residential properties. It has historically been the working heart of Ashburton and housed the former Ashburton railway station which closed in 1971, leaving behind a series of heritage assets including the Grade II Listed Goods Shed.

**DEVELOPMENT NEED**

4. Three major landowners at Chuley Road have previously expressed an interest in relocating and redeveloping their sites. Without an overall strategy for how the site should be redeveloped, there is a high risk that individual applications would not provide sufficient community benefits or appropriately address site constraints. Therefore DNPA recognised the need for a comprehensive approach, which covered the whole site and sets a framework for individual planning applications. Following extensive consultation with the community, Policy ASH2 of the DNPA Development Management and Delivery Development Plan Document (adopted July, 2017) (the DMD) allocates the site for mixed use residential and commercial development; capable of meeting community needs including a mix of housing, access to employment and car parking.

5. Given both the opportunities and the constraints of this site, DNPA recognised the need for a comprehensive approach to regenerating the site led by a Masterplan. The Masterplan will form a framework for redevelopment of the site and must therefore be in place and approved by DNPA before individual developments can be permitted; it is a vital step in enabling the regeneration of the Chuley Road site. Importantly, whilst it is recognised that some landowners may not be interested in redevelopment at this time, DNPA will need to consider applications within the site and therefore a Masterplan must be brought forward in order to ensure these are not ad hoc applications, but instead contribute towards a wider strategy for the site.



**ROLE OF THE Masterplan**

6. A Masterplan is developed in response to the particular opportunities and constraints of a site, setting a framework to guide future planning applications. The Masterplan approach provides the means to deliver positive change for Chuley Road, addressing current site issues and balancing the aspirations of landowners and the wider community for benefits such as parking, flood mitigation and a high quality environment fitting of Ashburton.

**CONSULTATION**

7. The Masterplan has been produced through a collaborative process with the local community and landowners. An extensive programme of public consultation has been undertaken to capture the issues and opportunities facing the site and the aspirations of the local community, landowners and other stakeholders through a variety of different engagement methods and forms of communication and media. Further

details of consultation are set out in the Consultation Statement.

8. Chuley Road Facebook page (ongoing), email circulation, press releases and community newsletters – sought to raise awareness amongst the local community and interested parties about the preparation of the Masterplan, keep them informed of progress, and collect people's aspirations and feedback on proposals.
9. The Masterplan has been refined in response to the local community's and stakeholder's aspirations and needs. The local stakeholder group are now in agreement with the Chuley Road Masterplan and it has now been approved by DNPA.

Figure 1.1 - Aerial showing the Masterplan site and wider context of Ashburton



Illustrative 3D sketch of view from the north east.

## KEY ISSUES AND EVIDENCE BASE

- The Masterplan has been shaped by key messages from consultation and is underpinned by an appropriate evidence base which seeks to build up a thorough understanding of site constraints and investigate approaches to their management. This section provides an overview of some of the key issues to arise from the consultation and baseline analysis. For a full account of overarching key issues please refer to Appendix 1 – Key Issues.

### Flood Risk

- The majority of the Chuley Road Masterplan site lies in a Flood Risk Zone category 3 and the site has regularly experienced flooding.
- A Level 2 Strategic Flood Risk Assessment (SFRA) of the Chuley Road Masterplan site was prepared, which has provided the Masterplan with a detailed understanding of the flood risk across the site.
- The Flood Risk Assessment concluded that there are two principle causes of flood risk on the site and the surrounding area; firstly the Balland Stream culvert which runs underground in the northern portion of the site has limited capacity and is prone to blockages and secondly fluvial flood risk from the River Ashburn.
- This places restrictions on the nature of development that is appropriate on the site, but also presents opportunities for creative thinking in the Masterplan on how to design development to reduce the risk of flooding.
- The revised Masterplan has been informed by the Edenvale Young Ashburton

Summary Modelling Report (Appendix – 2), which models, assesses and recommends suitable flood alleviation measures for Chuley Road.

### Highways Access

- Access into and within the Chuley Road Site is constrained by narrow roads with low levels of carrying capacity. In particular this is an issue for larger vehicles associated with the commercial activities on site.
- To ensure that the Masterplan is based on a thorough understanding of the existing transport access issues, transport consultants Urban Flow have carried out a traffic survey for existing access to the Chuley Road Masterplan site. Details of the survey and the key findings can be found in the Chuley Road Parking Strategy and Movement Assessment, supporting this Masterplan.
- Due to the rural location of Ashburton, there is a reliance on the private car as the primary mode of transport, with very few trips made on foot or bicycle.
- Consultation has identified an aspiration amongst the local community for construction of a new link road to the south, connecting to the A38 Peartree Cross slip road via Bulliver's way. Responding to this the Masterplan has been informed by a thorough analysis of the creation of the link road, which is included at Appendix – 3.

### Parking

- Parking availability is a key issue for Ashburton. Planning policy requires further public parking to be provided within the Chuley Road site to provide for the town centre, and the Masterplan brief identified

an objective to achieve a net gain in public car parking on the Chuley Road site.

- The parking study conducted by Urban Flow identifies public parking within the site along Chuley Road, with an estimated 30 (mostly unmarked) on-street spaces. In addition, there is informal and undesignated parking for approximately 190 spaces used by businesses for private parking.
- In addition there are issues currently with parking availability in the town centre and there is an opportunity for a net gain in public parking provision and availability across the town as a whole as a result of the Masterplan. However, in order to achieve this it is important that the parking space provision within the Chuley Road site complements the provision in the wider town centre in terms of the intended usage and stay durations to ensure it is effectively and well used. For a detailed account of parking issues, please refer to Chuley Road Parking Strategy and Movement Assessment, supporting this draft Masterplan and contained in Appendix A4.
- Consultation on the second draft identified an interest in railway heritage which had not come forward at an earlier stage in the Masterplan, or the allocation of the site in the Local Plan. This sought greater protection of railway heritage buildings and in particular the former station. A proposal was also submit that sought significant changes to the Draft Masterplan in order to safeguard an area for the potential reinstatement of the railway from Buckfastleigh. A detailed Options Appraisal has been published which considers this issue, a summary of which is included at Appendix A5

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the Masterplan



ILLUSTRATIVE MASTERPLAN



- 1 3 No. On street loading bays
- 2 Main access to Chuley Road, Two way traffic Upgrade public realm
- 3 Vealens Terraces - Remains untouched
- 4 Minor roundabout incorporating grating to connect Overland Floodwater to new relief culvert in station yard
- 5 Chuley Road remains as two way traffic
- 6 Existing access and business parking remains upgrade public realm
- 7 Old Station Mixed use / Market / Heritage / Events 19 parking spaces
- 8 Convenience Store linked to Old Station development
- 9 Medium/ short stay public car park 23 spaces
- 10 Mixed use development
- 11 Convenience Store Car Park - 26 spaces
- 12 Station Yard Business Car Park - 44 spaces upgrade public realm
- 13 Residential Development 25 Houses, 8 flats
- 14 Raised table 800mm high Flood deflection wall 1.2m high
- 15 Emergency access to Skate Park
- 16 Future mixed use, light Industrial uses remain in short to medium term
- 17 Bridge used for emergency and potential access to development
- 18 Residential Development - 30 Units
- 19 River re-profiling to increase conveyance
- 20 Long stay public car parking - 50 spaces
- 21 Auction rooms overspill car park
- 22 Stone Park potential access to residential development only

Note Parking numbers are approximate

Figure 2.1 - Illustrative Masterplan showing the vision for the regeneration of Chuley Road





24. The Masterplan consists of a number of parts:

**A Vision**, which sets out the overall intent for the future of the site and what it will be like in 10 years time.

**A set of Objectives** which set out the main drivers behind the Masterplan and which should be achieved once the site regeneration is complete.

**A set of Principles** to guide development so that the Masterplan Objectives are achieved. The Principles are illustrated as annotations on the following Masterplan diagrams.

### THE VISION

25. The following is a vision for the Chuley Road site in 10 years time:

“Chuley Road will be a revitalised area of Ashburton, a place where people live and work in an attractive environment. The rich historic and natural assets of the site will be revealed, celebrating the special qualities of Ashburton as a former railway town and a gateway to Dartmoor National Park. Chuley Road will be a lively riverside neighbourhood where new residential streets provide a range of homes for the community with direct access to the town and the countryside. An attractive and functional public realm will be integrated into the environment, including flood alleviation measures and a range of high quality open spaces. A distinctive and vibrant destination to the north based on the former Ashburton Station building will connect into the town centre and complement the new residential neighbourhood. It will be a creative business hub, providing new places for work, shopping, leisure and entertainment complementing and enhancing Ashburton’s existing offer.”



### OBJECTIVES

26. The following overarching objectives for Chuley Road must be achieved to deliver the Vision:

**OBJECTIVE 1** - Create attractive, sustainable and accessible new residential opportunities for Ashburton

**OBJECTIVE 2** - Create an active place with uses that support existing businesses and the town centre

**OBJECTIVE 3** - Create a sustainable, well connected, safe and attractive network of streets and spaces, which encourage pedestrian movement and cycling, whilst easing traffic movement across the site

**OBJECTIVE 4** - Conserve and better reveal the

site’s heritage and natural assets. Reinforce the distinctive character and qualities of Ashburton

**OBJECTIVE 5** - Provide safe development that does not increase flood risk elsewhere and reducing flood risk within the site.

**OBJECTIVE 6** - Improve parking availability in Ashburton

**OBJECTIVE 7** - Ensure each development contributes to the regeneration of the site as a whole

## THE Masterplan

### Site wide principles

- SW1. Deliver opportunities for new housing provision, including an element of between 10 - 25% affordable housing units subject to viability.
- SW2. Deliver mixed use development including, residential, business, leisure and community uses.
- SW3. Focus activities such as retail, business, leisure, and community, where they are most accessible to the town centre.
- SW4. Each development must contribute towards measures required to address site-wide issues and enable development, such as highways, flood alleviation, public parking provision, public realm, pedestrian and cycle route improvements. This should be achieved either as part of developments or through financial contributions.

### DP2 - Riverside

DP2. Create a new residential development and public car parking area, within the Riverside development plot with the potential to accommodate around 34 houses, with a density of approximately 37 dwellings per hectare. Development should provide sufficient amenity space, onsite public car parking, a suitable buffer between residential and retained light industrial uses, and address constraints such as the River Ashburn and below ground services.

### DP1 - The Auction Rooms

DP1. Retain and convert the existing building in commercial use with the potential for residential uses on upper floors. Opportunities for business and public parking should be considered as part of future proposals for this site.

### DP4 - Station Yard

DP4. Create a focus of activity in the northern end of the site, provide a mixed use development comprising of a multi-functional space for the community in the former station building and its surroundings, including potentially, a railway heritage use, or market and event space, with opportunities for retail or leisure use. Towards the rear a small (approximately 400sqm) convenience store should maximise opportunities to link functionally with the former station building. A flexible approach will be required to achieve a development which maximises heritage conservation whilst providing a viable building of value to the community.

Parking for business use should be retained and improved, providing for additional public car parking and where possible maximise opportunities for the use of business parking for public use outside of business hours.

Retain the Station Yard building as commercial use, comprising of office and retail use.

Create a 500 sqm mixed use development in the south eastern corner of the Station Yard development plot.

### DP5 - Hillside Plateaux

DP5. Create a new residential development and public car parking area with the potential to accommodate around 33 new dwellings. Dwellings should be a mix of market and affordable housing to meet identified needs, with potential for a limited proportion of flats (indicative split 25 houses and 8 flats). The site could be reasonably developed to a higher density. Development should be designed to provide good quality residential amenity by setting development back from the A38 and appropriate evidenced noise attenuation measures.

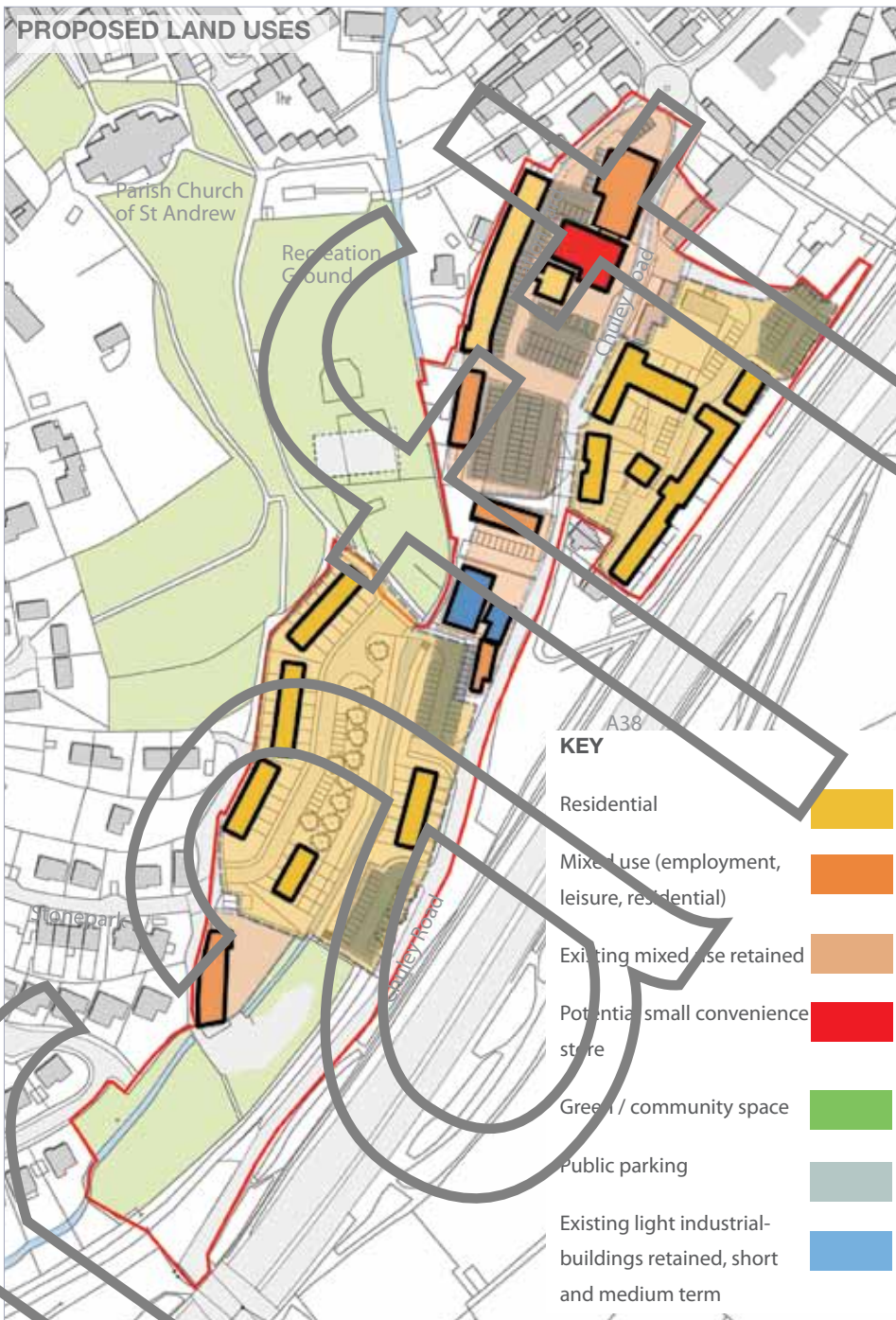
### DP3 - Central commercial

DP3. Provide flexibility for the existing light industrial uses to remain in situ or for a commercial-led mixed use development in the future with residential at upper floors.

 SITE BOUNDARY

FIGURE 2.2 - Illustrative diagram showing the development parcels within the Masterplan area

FIGURE 2.3 - The Masterplan provides a residential led development but supported by a mix of business and community uses to provide an active place.



## DESIGN AND HERITAGE

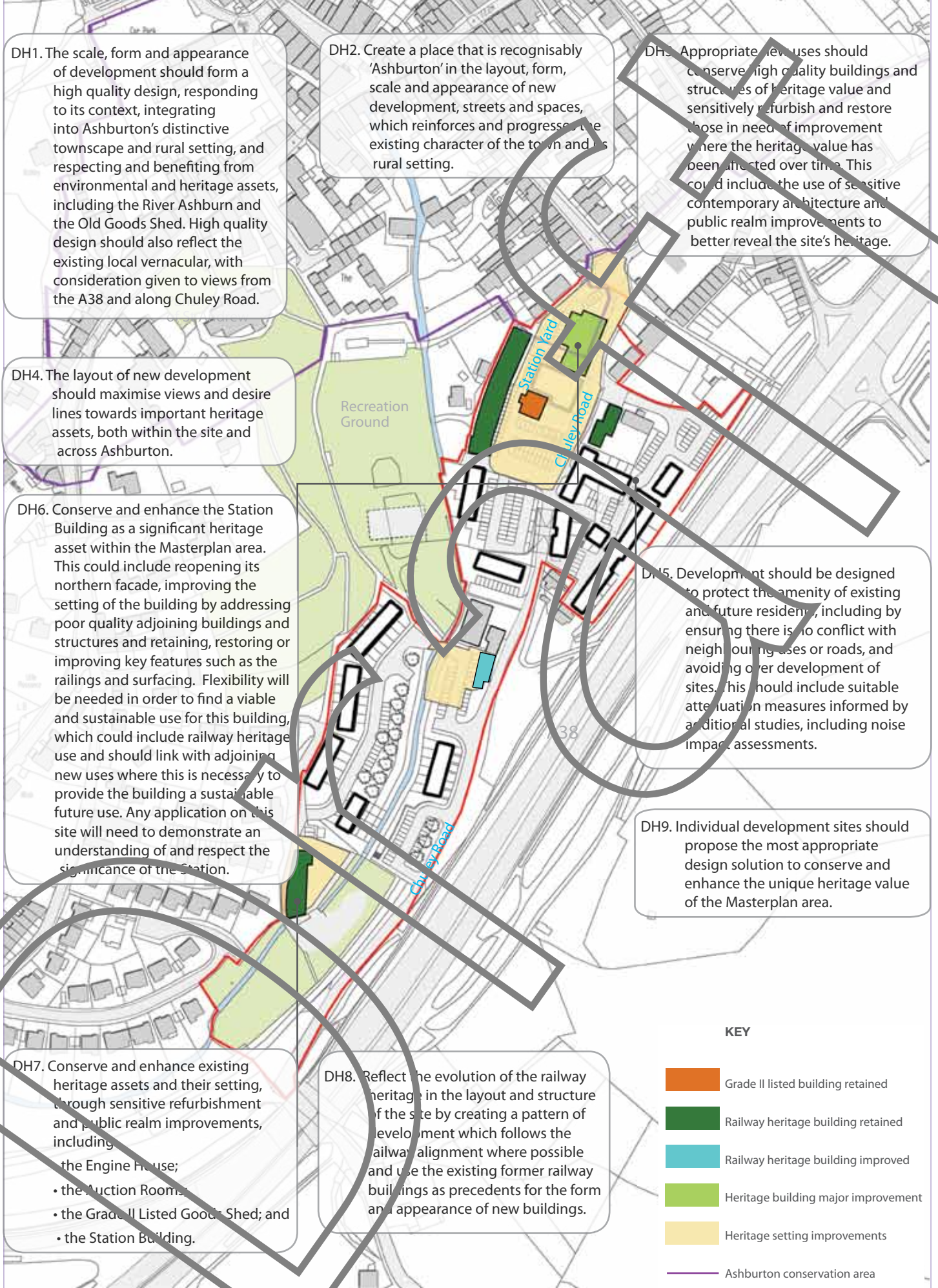


FIGURE 2.4 - Illustrative diagram showing the principles for treating buildings and structures of heritage value



## ENVIRONMENT AND FLOODING

27. The principles on the adjacent page have been informed by flood risk assessments. A more detailed flood mitigation scheme will be required to inform individual proposals, and the necessary on-site and off-site developer contributions.
28. The flood assessment illustrated some of the sites are in control of their own flood issues, whilst others require a collaborative approach amongst landowners to reduce flood risk across the Masterplan area.
29. In some cases flood works may not be covered by the uplift in value of the land, so at this point in time it may not be viable to carry out this work. However, as regeneration takes place land values are likely to increase.
30. A number of areas remain at risk that cannot be mitigated by works within the site, which, like other parts of the town centre, will potentially require a range of upstream works. These can be explored outside of this Masterplan where possible.
31. Having considered the above, the Masterplan is based upon what is estimated to be a viable package of flood mitigation. Importantly some of this work is required before certain development can take place. Some of this work must take place collaboratively, for example works which reduce risk at the commercial area and the Old Umber Works, could not take place with the Old Umber Works building in its current location.
32. Land uses currently in the flood plain (for example car parking or buildings) can continue, however if these uses change then any application will need to demonstrate that a new use will not be at an unacceptable risk of flooding.
33. The images on this page correspond to figure 2.5 on the adjacent page and provide a visual indication of the proposed flood alleviation measures.

### FLOOD ALLEVIATION MEASURES

**1 - NEW 800MM HIGH 'RAISED TABLE' TO DIRECT FLOW BACK INTO CHANNEL, SUBJECT TO FUTURE LAND AVAILABILITY**



**2 - DRAINAGE GRATING CONNECTING OVERLAND FLOW TO CULVERT**



**3 - A NEW FLOOD RELIEF CULVERT SUBJECT TO EXISTING CULVERT CAPACITY**



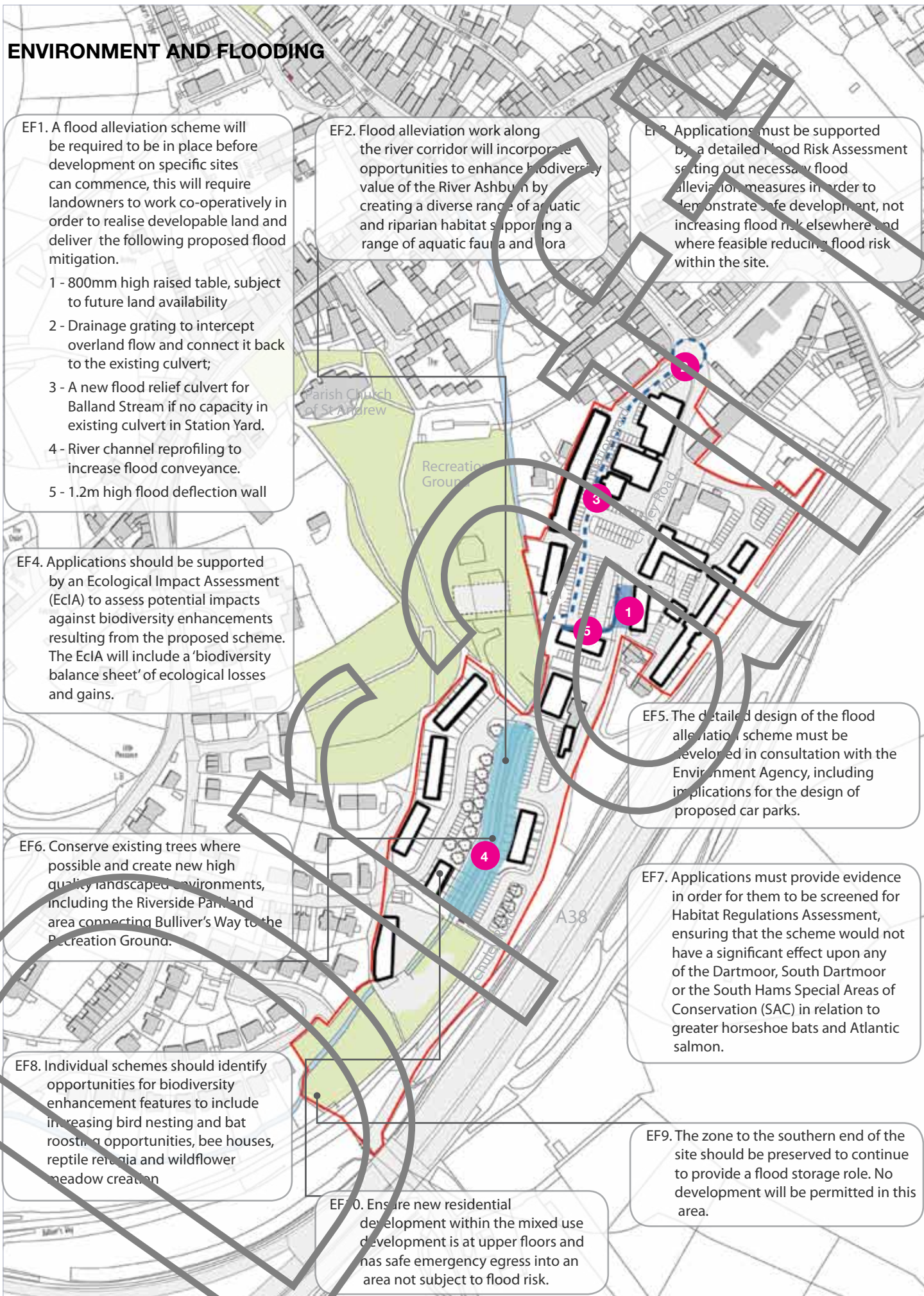
**4 - RIVER BANK REPROFILED TO INCREASE CONVEYANCE**



**5 - FLOOD WALL TO DIVERT OVERLAND FLOW INTO CHANNEL**



**ENVIRONMENT AND FLOODING**



EF1. A flood alleviation scheme will be required to be in place before development on specific sites can commence, this will require landowners to work co-operatively in order to realise developable land and deliver the following proposed flood mitigation.

- 1 - 800mm high raised table, subject to future land availability
- 2 - Drainage grating to intercept overland flow and connect it back to the existing culvert;
- 3 - A new flood relief culvert for Balland Stream if no capacity in existing culvert in Station Yard.
- 4 - River channel reprofiling to increase flood conveyance.
- 5 - 1.2m high flood deflection wall

EF2. Flood alleviation work along the river corridor will incorporate opportunities to enhance biodiversity value of the River Ashburn by creating a diverse range of aquatic and riparian habitat supporting a range of aquatic fauna and flora

EF3. Applications must be supported by a detailed Flood Risk Assessment setting out necessary flood alleviation measures in order to demonstrate safe development, not increasing flood risk elsewhere and where feasible reducing flood risk within the site.

EF4. Applications should be supported by an Ecological Impact Assessment (EclA) to assess potential impacts against biodiversity enhancements resulting from the proposed scheme. The EclA will include a 'biodiversity balance sheet' of ecological losses and gains.

EF5. The detailed design of the flood alleviation scheme must be developed in consultation with the Environment Agency, including implications for the design of proposed car parks.

EF6. Conserve existing trees where possible and create new high quality landscaped environments, including the Riverside Parkland area connecting Bulliver's Way to the Recreation Ground.

EF7. Applications must provide evidence in order for them to be screened for Habitat Regulations Assessment, ensuring that the scheme would not have a significant effect upon any of the Dartmoor, South Dartmoor or the South Hams Special Areas of Conservation (SAC) in relation to greater horseshoe bats and Atlantic salmon.

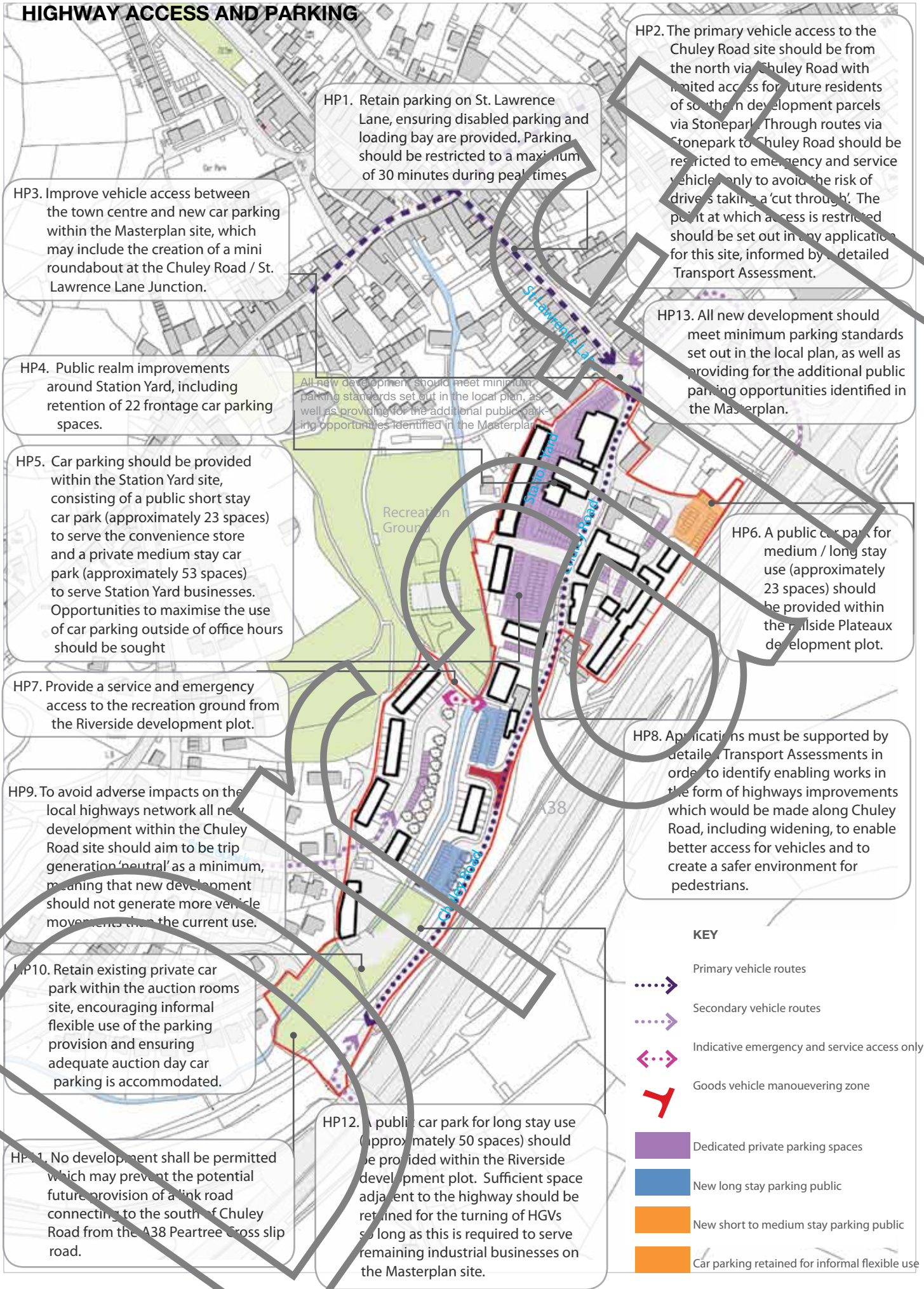
EF8. Individual schemes should identify opportunities for biodiversity enhancement features to include increasing bird nesting and bat roosting opportunities, bee houses, reptile refugia and wildflower meadow creation

EF9. The zone to the southern end of the site should be preserved to continue to provide a flood storage role. No development will be permitted in this area.

EF10. Ensure new residential development within the mixed use development is at upper floors and has safe emergency egress into an area not subject to flood risk.

FIGURE 2.5 - Illustrative diagram showing the proposed flood alleviation scheme that must be implemented for development to commence on the Chuley Road site

# HIGHWAY ACCESS AND PARKING



HP1. Retain parking on St. Lawrence Lane, ensuring disabled parking and loading bay are provided. Parking should be restricted to a maximum of 30 minutes during peak times.

HP2. The primary vehicle access to the Chuley Road site should be from the north via Chuley Road with limited access for future residents of southern development parcels via Stonepark. Through routes via Stonepark to Chuley Road should be restricted to emergency and service vehicles only to avoid the risk of drivers taking a 'cut through'. The point at which access is restricted should be set out in any application for this site, informed by a detailed Transport Assessment.

HP3. Improve vehicle access between the town centre and new car parking within the Masterplan site, which may include the creation of a mini roundabout at the Chuley Road / St. Lawrence Lane Junction.

HP13. All new development should meet minimum parking standards set out in the local plan, as well as providing for the additional public parking opportunities identified in the Masterplan.

HP4. Public realm improvements around Station Yard, including retention of 22 frontage car parking spaces.

All new development should meet minimum parking standards set out in the local plan, as well as providing for the additional public parking opportunities identified in the Masterplan.

HP5. Car parking should be provided within the Station Yard site, consisting of a public short stay car park (approximately 23 spaces) to serve the convenience store and a private medium stay car park (approximately 53 spaces) to serve Station Yard businesses. Opportunities to maximise the use of car parking outside of office hours should be sought.

HP6. A public car park for medium / long stay use (approximately 23 spaces) should be provided within the Hillside Plateaux development plot.

HP7. Provide a service and emergency access to the recreation ground from the Riverside development plot.

HP8. Applications must be supported by detailed Transport Assessments in order to identify enabling works in the form of highways improvements which would be made along Chuley Road, including widening, to enable better access for vehicles and to create a safer environment for pedestrians.

HP9. To avoid adverse impacts on the local highways network all new development within the Chuley Road site should aim to be trip generation 'neutral' as a minimum, meaning that new development should not generate more vehicle movements than the current use.

HP10. Retain existing private car park within the auction rooms site, encouraging informal flexible use of the parking provision and ensuring adequate auction day car parking is accommodated.

HP12. A public car park for long stay use (approximately 50 spaces) should be provided within the Riverside development plot. Sufficient space adjacent to the highway should be retained for the turning of HGVs so long as this is required to serve remaining industrial businesses on the Masterplan site.

HP11. No development shall be permitted which may prevent the potential future provision of a link road connecting to the south of Chuley Road from the A38 Peartree Cross slip road.









- KEY**
-  Primary vehicle routes
  -  Secondary vehicle routes
  -  Indicative emergency and service access only
  -  Goods vehicle manoeuvring zone
  -  Dedicated private parking spaces
  -  New long stay parking public
  -  New short to medium stay parking public
  -  Car parking retained for informal flexible use

FIGURE 2.7 Illustrative diagram showing the principles for vehicle access and parking



**OPEN SPACES AND MOVEMENT**

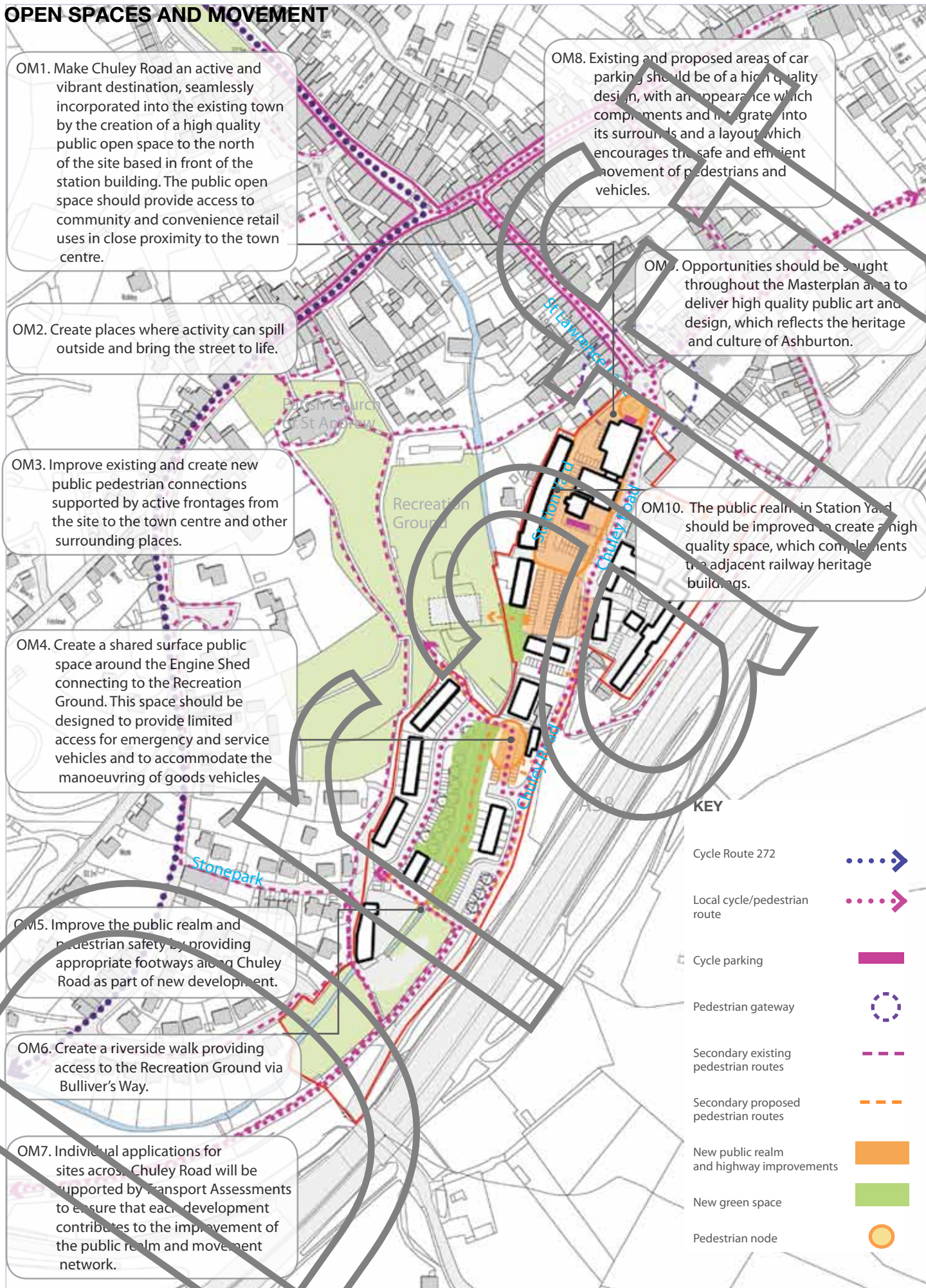


FIGURE 2.8 Illustrative diagram showing the principles for public realm improvements and pedestrian movement

3

delivery plan

DRIFT



FIGURE 3.1 - Illustrative diagram showing the proposed phasing of developments across the Chuley Road site

34. In order to deliver the objectives and desired community benefits, while allowing flexibility for the site to be delivered by individual developers rather than all at once, the Masterplan is divided into five logical development parcels which broadly mirrors land ownership patterns.
35. These development parcels are set out below and indicated on figure 3.1.
- DP1 – Auction Rooms
  - DP2 – Riverside
  - DP3 – Central Commercial
  - DP4 – Station
  - DP5 – Hillside Plateaux

**SECURING INFRASTRUCTURE IMPROVEMENTS AND COMMUNITY GAIN**

36. The need and importance of comprehensively developing the Masterplan area is recognised within planning proposal (ASH2). This comprehensive approach also applies to the delivery of the Masterplan vision and all development sites are expected to contribute to the infrastructure required to create a vibrant mixed use place for people to live, work and enjoy.

37. This section identifies site specific infrastructure improvements along with area wide improvements which all sites will be expected to contribute towards to deliver the vision. This recognises both the interdependencies of the sites and differences in viability between land uses.

38. Each development must make reasonable contributions towards infrastructure improvements and community benefits. This will be secured as part of developments wherever possible, or alternatively if necessary through Section 106 contributions. The following are priorities for infrastructure improvements and community gain:
1. Flood alleviation
  2. Public car parking
  3. Highway improvements
  4. Public realm improvements, including public pedestrian and cycle access.
  5. Affordable Housing
  6. Public art
39. All new development should meet minimum parking standards set out in the local plan, as well as providing for the additional public parking opportunities identified in the Masterplan.

**SITE SPECIFIC REQUIREMENTS AND CONSIDERATIONS**

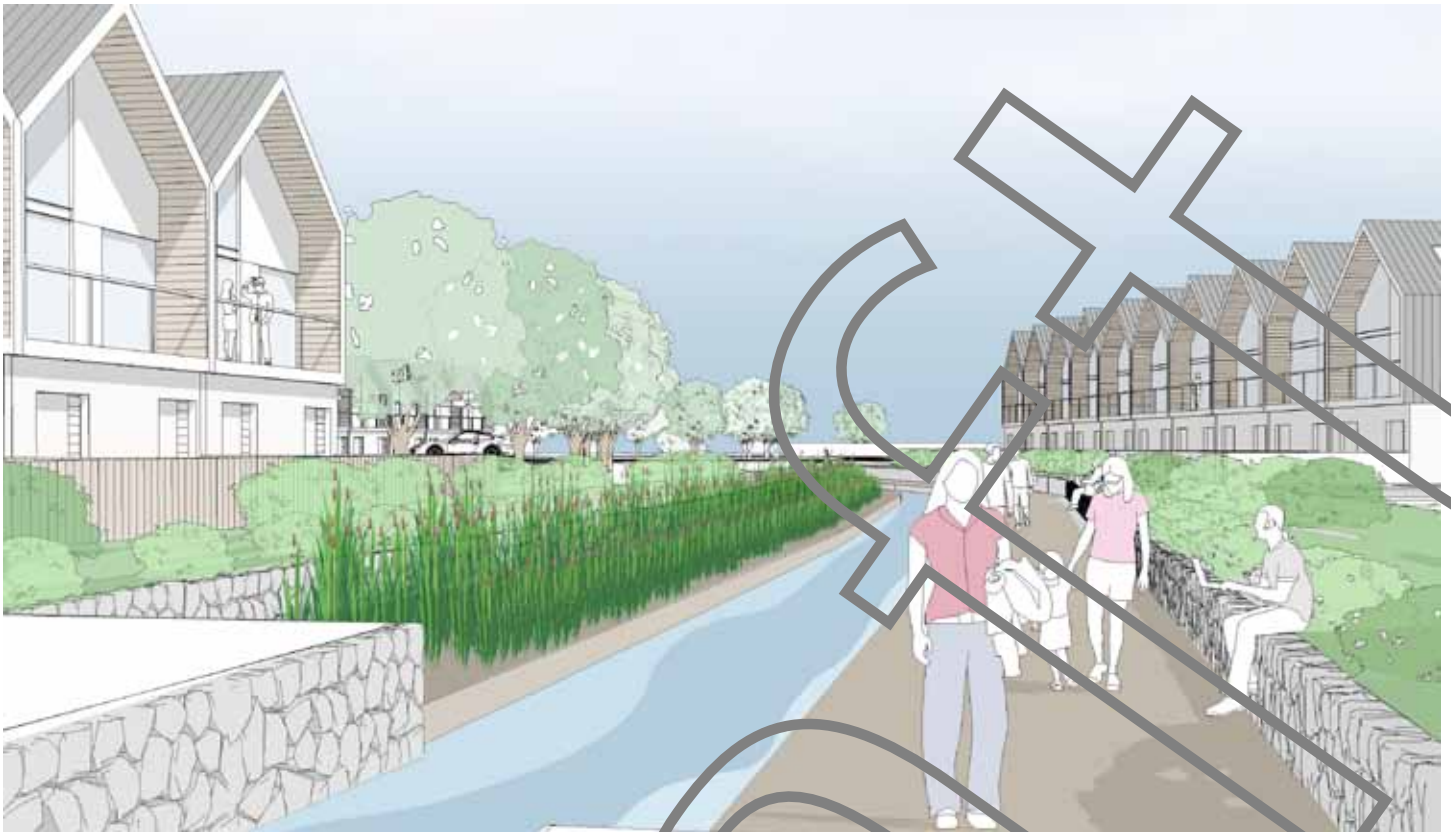
**SITE DP1 – AUCTION ROOMS**

**Development Requirements:**

- Owing to the size of the site and flood restrictions, development on this site will be limited and there are no specific development requirements other than the common principles in the earlier parts of the Masterplan.
- The Masterplan proposes retention of the existing building but allows for sensitive conversion into mixed use, including residential on upper floors.
- The existing car park should be retained, expanded and managed through private arrangement with local businesses and residents.

**Development Considerations:**

- The eastern half of the site is within an area of development restriction due to flood risk.



Illustrative view north through the Riverside development parcel

## SITE DP2 – RIVERSIDE

### Development Requirements

- The implementation of a flood alleviation scheme is a priority for development on this site as it is required to enable development by altering the flood zone restrictions.
- A highways enabling works scheme including improvements to Chuley Road, public parking provided at the southern end for medium to long stay use (approximately 50 spaces).
- Through access for vehicles should be limited to emergency and service vehicles only, restricted by bollards and connecting to the recreation ground. Access for cyclists and pedestrians between Stonepark and Chuley Road should be retained.
- Public access should be provided along the river to the Recreation Ground, connecting into Church Path and with public car parking.
- Appropriate evidence should inform suitable mitigation which ensures residential uses do not compromise adjacent light industry.

### Development Considerations:

- The Bulliver's Way Public Right of Way will need to be diverted to run along the riverside.
- Development should be designed to avoid affecting the existing below ground services.
- The detailed design should consider the alignment and design of the diverted

footpath having regard to residential amenity and privacy.

## SITE DP3 – CENTRAL COMMERCIAL

### Development Requirements:

- Owing to the size of the site and flood restrictions, development on this site will be limited and there are no specific development requirements other than the common principles in the earlier parts of the Masterplan.

### Development Considerations:

- Land owners will need to collaborate and share the benefits of the future development.
- The Masterplan allows for retention of the existing buildings or a small scale mixed use development, including residential on upper floors.
- Residential uses at upper floors must have safe emergency egress to a zone where there is no flood risk.

## SITE DP4 – STATION

### Development Requirements:

- Retain the existing business parking and provide parking for the convenience store.
- The provision of public realm improvements within station yard.
- Flood alleviation as part of the Uंबर Works redevelopment
- Opportunity for the provision of a new pedestrian footbridge crossing the River Ashburn to the Recreation Ground to be explored.

- A comprehensive development should be delivered through collaboration between the land owners. It will be important for the land owners to share the costs and benefits of the future development.

- The detailed design should consider the impact on and treatment of the station building, Listed Building, and Conservation Area. This should be informed by additional evidence in order to conserve and enhance heritage assets.

## SITE DP5 – HILLSIDE PLATEAU

### Development Requirements:

- The provision of a new on-site public car park (in medium to long stay use and approximately 23 spaces).
- The implementation of a highways and public realm improvement scheme to provide a new mini-roundabout (if required) and improvements to St Lawrence Lane.
- Contribution towards area wide flood alleviation as well as delivery of the raised table adjacent to the site.

### Development Considerations:

- The detailed design should respond to the characteristics of the site, and carefully consider the relationship of new residential with the A38 to ensure good quality residential amenity.
- The detailed design should carefully consider the relationship of development to existing residential premises surrounding the site to avoid negative effects on residential amenity.

Masterplan Requirements	Delivery Mechanism
<b>Flood Alleviation</b>	<b>Delivered as part of a mix of individual development sites and a collaborative approach amongst landowner.</b>
800mm high raised table, subject to future land availability	DP2 Riverside, DP4 Station and DP5 Hillside Plateau
Drainage grating to intercept overland flow and connect it back to the existing culvert;	DP2 Riverside, DP4 Station and DP5 Hillside Plateau
A new flood relief culvert for Balland Stream if no capacity in existing culvert in Station Yard.	DP2 Riverside, DP4 Station and DP5 Hillside Plateau
River channel re-profiling to increase flood conveyance.	DP2 Riverside, DP4 Station and DP5 Hillside Plateau
1.2m high flood deflection wall subject to future land availability.	DP2 Riverside, DP4 Station and DP5 Hillside Plateau
<b>Affordable Housing</b>	<b>Provided on site within individual development schemes</b>
10 – 25% affordable housing units subject to viability.	DP2 Riverside, DP5 Hillside Plateau
<b>Highways Improvements</b>	<b>Linked to and delivered as part of individual development schemes</b>
St. Lawrence Lane improvements, including management of existing car-parking spaces to short-term spaces	DP5 Hillside Plateau
Mini-roundabout at St. Lawrence Lane / Chuley Road junction	DP5 Hillside Plateau
Emergency and service access to the recreation ground	DP2 Riverside
Chuley Road improvements, including development enabling works	DP2 Riverside, DP4 Station, DP5 Hillside Plateau
Restricted through access.	DP2 Riverside
<b>Public / Private Car Parking</b>	<b>Linked to and delivered as part of individual development schemes, subject to viability</b>
Public car park for medium / long term stay – 23 spaces	DP5 Hillside Plateau
Public car park for long term stay – 50 spaces	DP2 Riverside
Private car park for business use – 44 spaces	DP4 Station
<b>Public Realm Improvements</b>	<b>Linked to and delivered as part of individual development schemes</b>
High quality public open space connecting the site to St. Lawrence Lane	DP4 Station
Public realm enhancements along Chuley Road i.e. widening of pedestrian footways	DP5 Hillside Plateau
Engine Shed shared surface	DP2 Riverside
Riverside walk, connecting Bulliver's Way to the Recreation Ground	DP2 Riverside

TABLE 3.1 - Table of infrastructure and community benefit requirements and delivery mechanisms

### PHASING / SEQUENCE PRINCIPLES

40. Appropriate development within these parcels can be delivered at different times (or in 'phases'); however, developments must be delivered in accordance with the following sequence to ensure that enabling works are in place and to avoid negative impacts on the highways and amenity of existing and future residents:
- Necessary highways improvements on Chuley Road should be in place before any development can commence.
  - Development on site DP2 could be delivered first as this would avoid adverse impacts on the highways network, business operation and residential amenity.
  - The highways works to the northern end of the site (and

- along St Lawrence Lane) should be in place before subsequent developments can commence on sites DP2, DP3, DP4 and DP5, subject to Transport Assessment including construction access.
- There is flexibility for the development on sites DP3, DP4 and DP5 to come forward at different times; however it is anticipated that development on DP5 will be more likely to proceed in the shorter term as it is in one single ownership.
- In regard to site DP4 a combined

- approach to redevelopment represents the most viable option
- 40. An indicative phasing programme for the development is as follows:
  - Short term (0 - 5 years): flood alleviation scheme and works to Chuley Road, development on site DP2 and DP5.
  - Medium term (5 - 10 years): northern highways improvements, followed by development on sites DP4.
  - Longer term (10+ years): development of sites DP1 and DP3.

