

# ALLOCATED SITE BRIEF

## 7.12(2)Thompson's, Moretonhampstead

### March 2020



This Site Brief is a planning advice note which accompanies the Local Plan. It does not set new or additional requirements for the site, nor does it form part of the Local Plan, but has been published alongside the Final Draft Local Plan (Regulation 19) and subject to consultation.

This advice should be read alongside the Local Plan and is aimed at those seeking to deliver development on allocated sites. It summarises information relevant to the sites, setting out key considerations and our expectations of development on the allocated sites. This advice also helps residents and stakeholders understand what development will come forward.

### About allocated sites and housing need in Dartmoor National Park

*Dartmoor National Park Authority works proactively to support a living, working National Park whilst meeting our primary, statutory responsibility of conserving and enhancing the National Park's Special Qualities. Taking a balanced view of needs within Dartmoor's communities, we have prepared a Local Plan to guide development within the National Park's boundaries. Development sites are allocated within the Local Plan to ensure that affordable housing need is met, to give communities certainty over where development will take place, ensure the most appropriate land is used and that this land is used effectively.*

*Allocated sites are identified to meet community needs and should only come forward where an up to date housing needs assessment identifies a local need for affordable housing (see Strategic Policy 3.1(2)).*

*Applicants are encouraged to recognise the benefits of pre-application advice from the Authority, and pre-application engagement and consultation with the community (see Policy 7.1(2)).*



## Site Overview & Context

### Proposal 7.12 (12) Land at Thompson's Haulage depot, Moretonhampstead

1. An area of land at the Thompson's Haulage depot at Station Road is allocated for residential development of around 26 homes, of which not less than 45% must be affordable housing to meet identified local needs.
2. Development of this site should:
  - a) be of an appropriate density in order to respect the rural edge location and historic character of the site;
  - b) conserve and enhance the site's railway heritage, sensitively incorporating the goods shed and platform;
  - c) include landscaping to the south and east of the site;
  - d) provide a link to the Wray Valley Trail; **and**
  - e) be supported by a flood risk assessment which includes consideration of climate change and demonstrates that any development will be safe, not increase flood risk elsewhere and where possible reduces flood risk overall.

<b>Site area:</b>	0.94 ha
<b>Site description:</b>	Brownfield goods depot south east of the centre of Moretonhampstead bounded to the east by the A382.
<b>Key constraints</b>	Majority of site is in Flood Zone 3 – floor levels will have to be raised. Site is in the setting the Grade II listed former engine shed and

	impacts on railway heritage.
<b>Delivery</b>	Around 26 homes; 45% affordable.
<b>On-site infrastructure requirements</b>	Flood alleviation and mitigation, and on site drainage scheme. Pedestrian and cycle access improvements, including linkage to Wray Valley Trail
<b>Other key policy requirements</b>	10% biodiversity net gain (Strategic Policy 2.3 (2)) Conserving and enhancing heritage assets (Strategic Policy 2.6 (2)) Minimum 10% improvement over Building Regulations Part L 2013 (Strategic Policy 1.7 (2)) Provision of electric vehicle charging points (Policy 4.5 (2)) All dwellings should meet but not significantly exceed nationally described space standards (Strategic Policy 3.2 (2)) All dwellings should meet building regulations requirement M4(2) for accessible and adaptable dwellings (Strategic Policy 3.2 (2)) Parking standards for new development (Policy 4.4(2))

## Site Opportunities and Constraints

- Brownfield redevelopment opportunity.
- Much of the site is in Flood Zone 3.
- Potential for high quality design and landscaping to enhance the streetscape and provide a gateway development for the town. Mature Oak tree can be retained to provide a landmark/feature.
- Sustainable location with 400m walk to town centre, 900m to primary school, and bus stops adjacent to the site.
- Historic goods shed on site. Grade II listed former Engine Shed in an adjacent plot. Moretonhampstead Railway Commemorative stone and a milestone in Station Road are listed on the Historic Environment Record (HER).
- Limited biodiversity impact due to brownfield.
- Site is not prominent in the landscape and no landscape designations, though existing buildings are prominent and the site adjoins the Wray Valley multi-use trail

## Application Survey and Evidence Requirements

DNPA has a Validation Guide published on its website. Requirements specific to this site include the following (other requirements may be identified prior to submission):

- Detailed site-specific Flood Risk Assessment and flood mitigation strategy along with drainage details informed by a technical assessment to include percolation tests and design taking into consideration *Sustainable Drainage Systems: Guidance for Devon* advice from Devon County.
- Landscape and Environmental Management Plan, including specification of lands to be retained by any management company and any planned resident service charges.

- Ecological Impact Assessment and surveys including surveys for suspected and identified species including birds, bats, and reptiles. Specific surveys including seasonal bat emergence surveys of buildings planned for demolition.
- Ground Condition and Contamination survey including plan of remediation where required.
- Evidence of community consultation and engagement with local residents prior to finalising development proposals.
- Construction Management Plan and Construction Ecological Management Plan.

## Design Requirements

- Design must accord with Strategic Policy 1.6(2) Delivering good design. Proposals should be distinctive and respect the Dartmoor vernacular, responding to materials, form and public realm. Standard house types or layouts with little modification will not meet the design requirements set out in policy.
- Boundary treatments and public realm should be focused on community and pedestrians, should be sympathetic with the National Park's traditional vernacular, and where possible support biodiversity.
- Proposals will be expected to meet the National Park's policies in meeting National Minimum Space Standards and should be designed to Building Regulations Requirement M4(2) for accessible and adaptable dwellings in line with Strategic Policy 3.2(2).
- Materials and colour pallets should respect the local vernacular and make use of natural materials where practicable.
- External lighting and glazing must be compatible with Strategic Policy 2.5(2) Protecting tranquillity and dark night skies and specific attention must be paid to lighting impacts on protected bat species.
- In line with Local Plan Policy 1.7(2) Sustainable construction, the engineering specification should achieve a minimum 10% improvement on Building Regulations (Part L).

### Site Specific

- Separate access to serve the commercial businesses and to residential development needs to be provided.
- Cycle and pedestrian access eastward (toward Wray Valley Trail) should be provided.
- Layout and landscaping should seek to minimise the visual impact of the large commercial buildings adjacent on future residents' amenity.
- Layout and landscaping should protect residential amenity of No. 1-4 The Sidings

## Viability and Delivery

Servicing and infrastructure costs should be straightforward though development costs will not be met by affordable housing returns.

Any increased costs or reduced development capacity due to flood mitigation or contamination/remediation should be considered and noted in viability discussions prior to submission of any application. Vacant Building Credit will also be a factor.

Contributions for off-site sport and recreation maybe sought. Some developer contribution for public services including education, or education transportation, may be sought.

Based on transport and travel evidence, and the details of proposals, some public transport requirements specific to the development may be sought.

#### DELIVERY STATUS

This is part of the site MTN2 which was allocated in 2014. Future business development plans mean that part of the 2014 allocation is no longer available.

A planning application has been submitted ([0139/19](#)) and is being considered through Development Management.