



DARTMOOR LOCAL PLAN
guiding planning applications in Dartmoor National Park

Settlement Profile: *Moretonhampstead*

June 2017

This draft settlement profile has been prepared by Dartmoor National Park Authority to support the review of the Dartmoor National Park Local Plan. It provides an overview of key information and issues for the town. It will be updated as necessary to inform the Local Plan review.

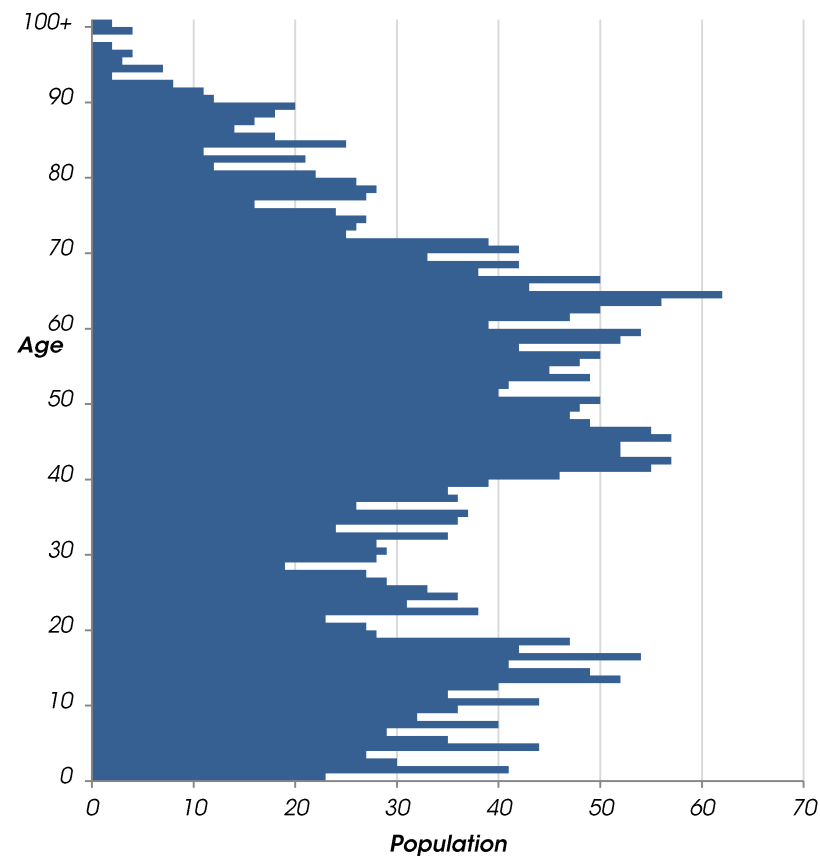


Population

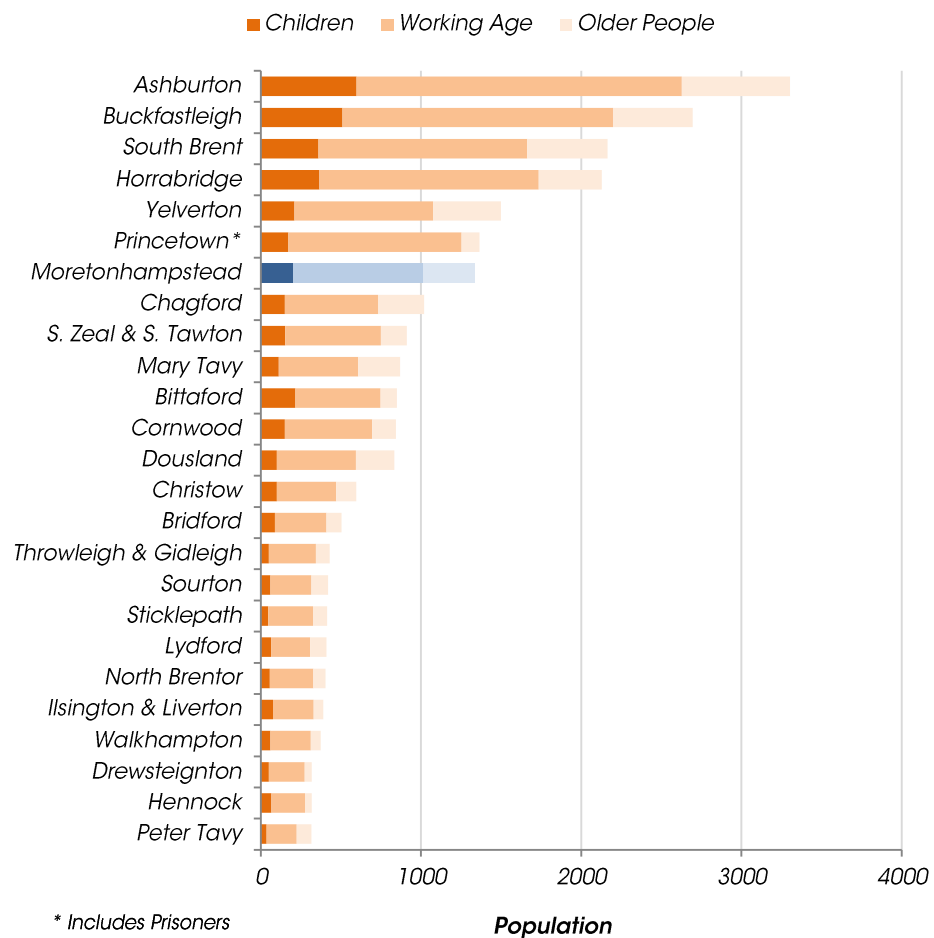
1,339

Census 2011, defined by best-fit Output Areas

Age Profile (Census 2011)

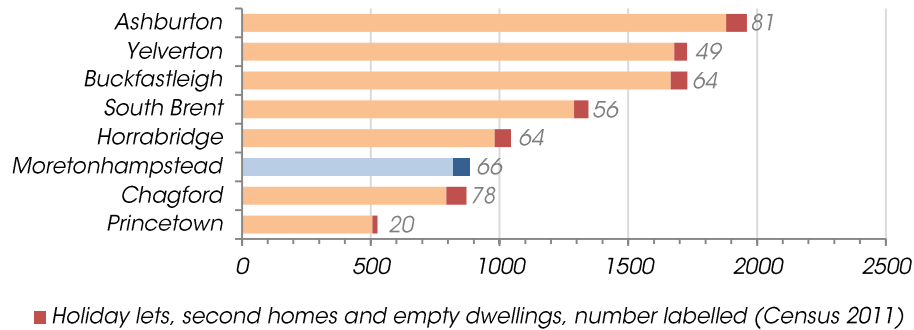


Settlement comparison (Census 2011)



Current Housing Stock

Census 2011, defined by best-fit Output Areas



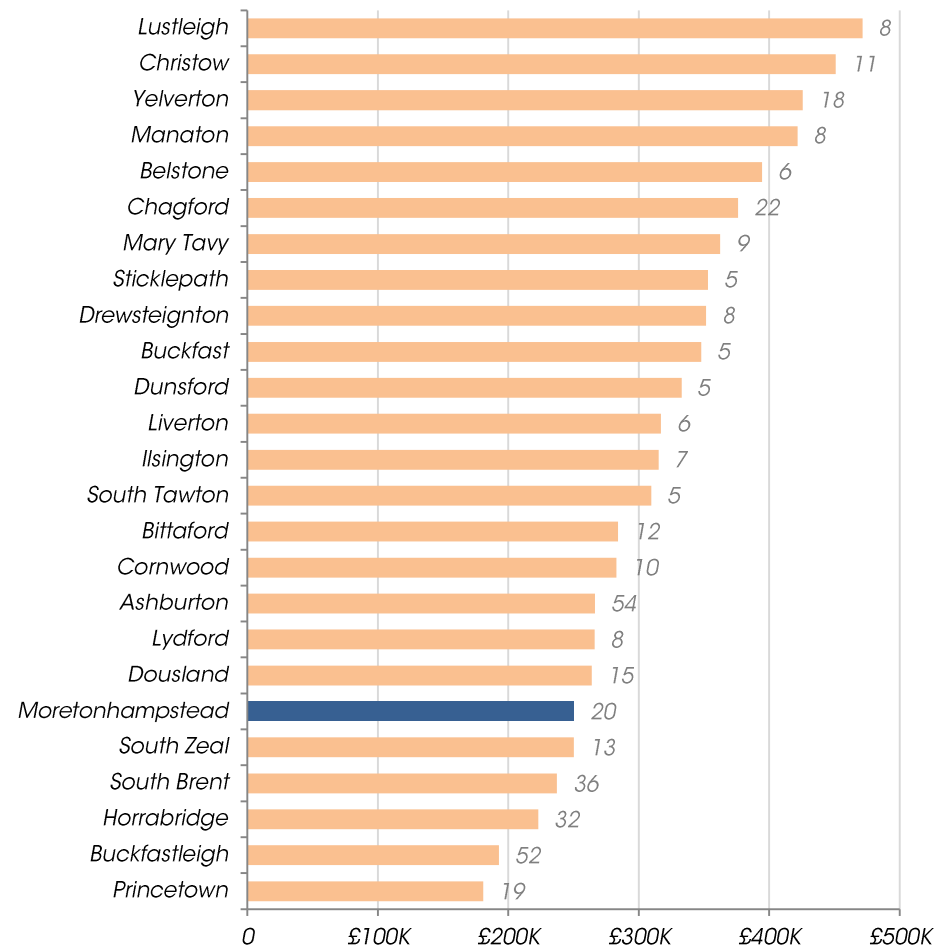
Current Affordable Housing Stock

Bedrooms					
1	2	3	4	5+	Total
3	36	41	-	-	80

Devon Communities Together, 2016

Average House Prices* 2016

Excluding settlements with less than five sales, number of sales labelled



Land Registry, 2016

Sites allocated for development in current local plan:

2 sites allocated for housing

Total land area of 1.75 Ha

Neither site has delivered housing to date

13 residential units have been delivered on other sites since 2008

The January 2014 Housing Needs Assessment recommended:

13 affordable homes needed

7 one-bed, 2 two-bed and 1 three-bed

1 shared ownership and 12 rented accommodation

Issues Paper Consultation (Dec 2016)

The following summarises issues identified by Moretonhampstead's residents, the Parish Council and other local organisations:

- *Moretonhampstead has a vibrant community and good mix of services which needs to be supported*
- *The local plan should continue to allocate housing sites in local centres and prioritise local need affordable housing*
- *Desire for development with high-quality spacious design, with good sustainability credentials and affordable to local people*
- *Concern over second home ownership and desire to see holiday homes used more often*
- *Support for farmers wishing to convert barns to provide accommodation for second generation farmers*
- *Support new businesses where there is sufficient infrastructure*
- *Concern over parking provision and ability of existing transport infrastructure to accommodate growth*
- *Support improved healthcare, bus and broadband services*
- *Consistent application of policy*

Infrastructure delivery

We are aware of the following items of infrastructure which are needed and have a reasonable prospect of being funded in the next 20 years:

- *Completion of Wray Valley Trail between Steward Wood and Bovey Tracey. Completion due by 2019*
- *Link to be provided from development at Thompson's to Wray Valley Trail*
- *Additional car parking requirements (detailed assessment needed)*
- *The need for additional bus services is unlikely to be met by public funding in the current economic climate*

Moretonhampstead is a **Local Centre** in the current local plan. Key planning policies related to Local Centres are set out below.

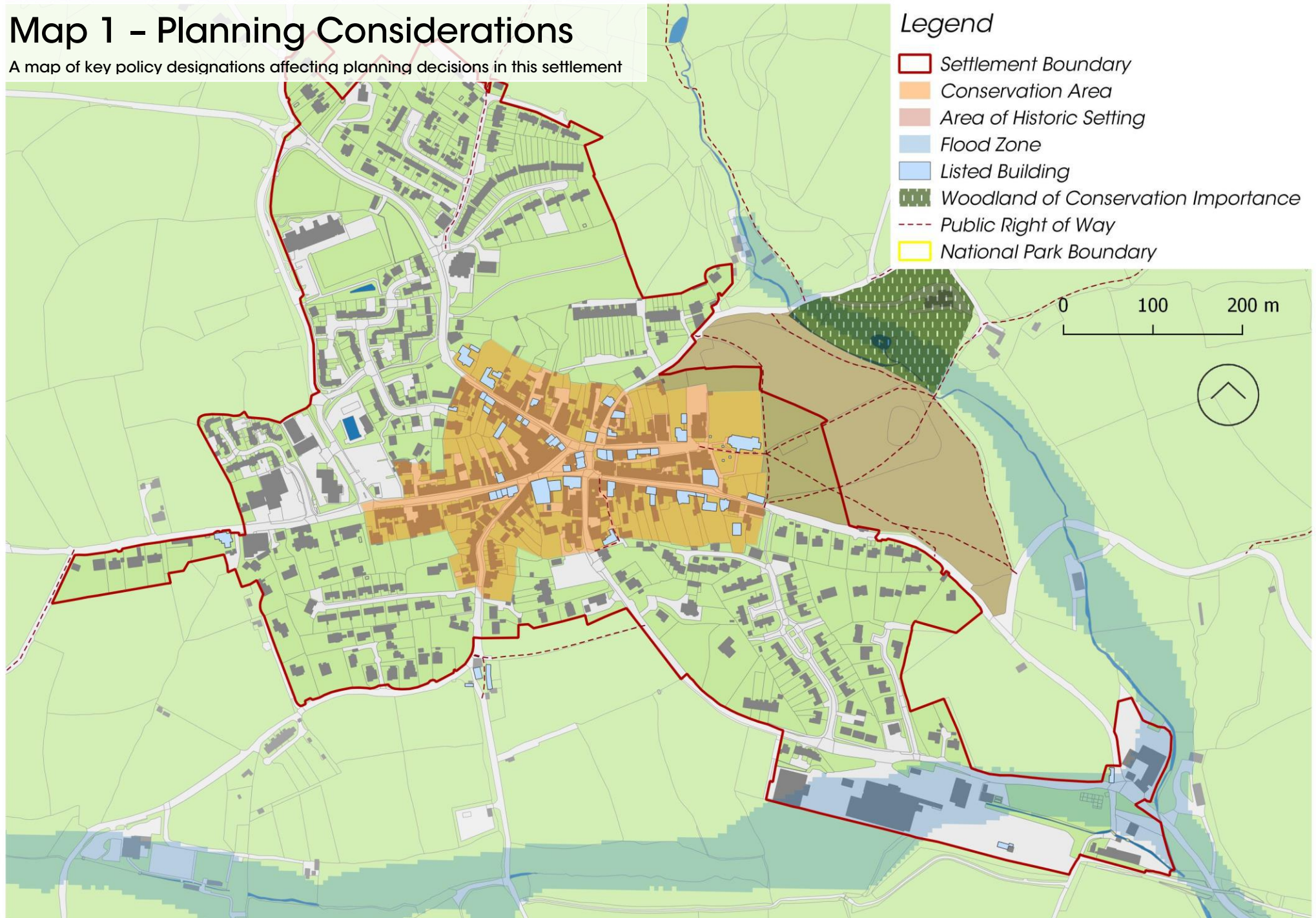
Strategic	<p>In local centres current strategic local plan policy (COR 2):</p> <ul style="list-style-type: none"> • Provides scope for delivering 60% of projected new housing needed in the National Park • Provides scope for maintaining and improving employment opportunities and commercial activity consistent with local business needs and environmental capacity • Ensures a range of local services are maintained and where possible enhanced • Settlement boundaries are drawn
Residential	<p>In local centres current residential development policy states new dwellings will be permitted <u>within the designated settlement boundaries</u>:</p> <ul style="list-style-type: none"> • On previously developed land; or • On small infill plots within an existing frontage; or • Where they will be provided through the conversion or subdivision of existing residential or non-residential building; or • On other sites where development would facilitate significant environmental improvement or the delivery of essential social, cultural or economic infrastructure; • On sites allocated. <p>In all cases on sites in local centres <u>the proportion of affordable housing should not be less than 50% of the units provided, except where a higher proportion of open market is shown to be essential to secure overall development viability.</u></p> <p>Exceptionally, where the need for affordable housing cannot be met within the settlement boundary, and there is a specific local need identified for such housing, then permission will be granted for a development on suitable sites <u>adjoining the settlement boundary</u>. In such cases <u>all housing will be required to be affordable</u>.</p>
Employment	<p>Current policy (COR 18) allows the provision of new employment sites <u>within and adjoining the Local Centres</u> where there is evidence that demand cannot be met by existing or permitted sites.</p> <p>In Local Centres the following types of local employment and business development are considered appropriate:</p> <ul style="list-style-type: none"> • Provision for the controlled expansion and development of existing businesses; • Support for small scale development needed to facilitate the establishment of office, light industrial, service and creative industries and home-based enterprises, including live-work units.

COR = Core Strategy

DMD = Development Management and Delivery Development Plan Document

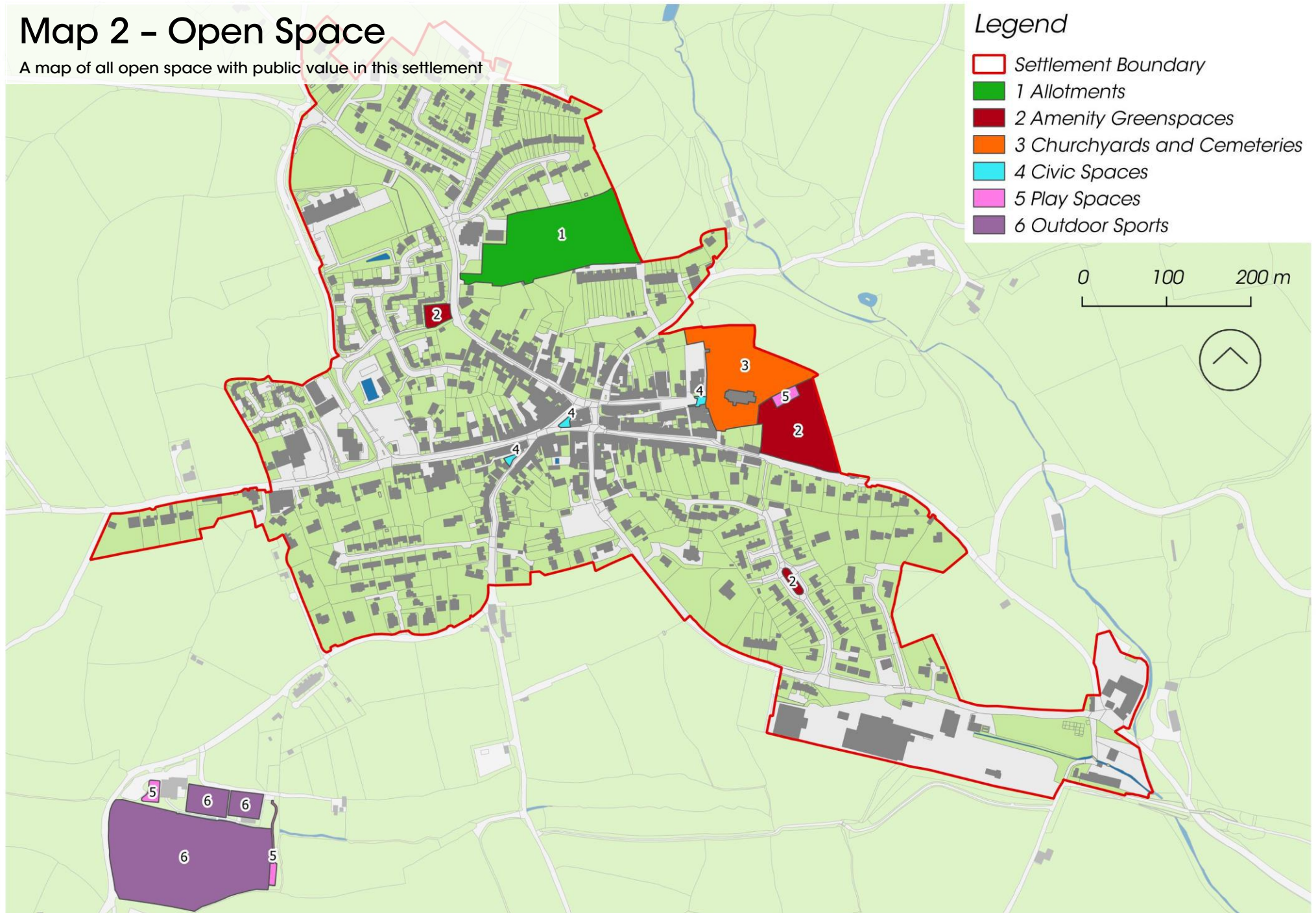
Map 1 – Planning Considerations

A map of key policy designations affecting planning decisions in this settlement



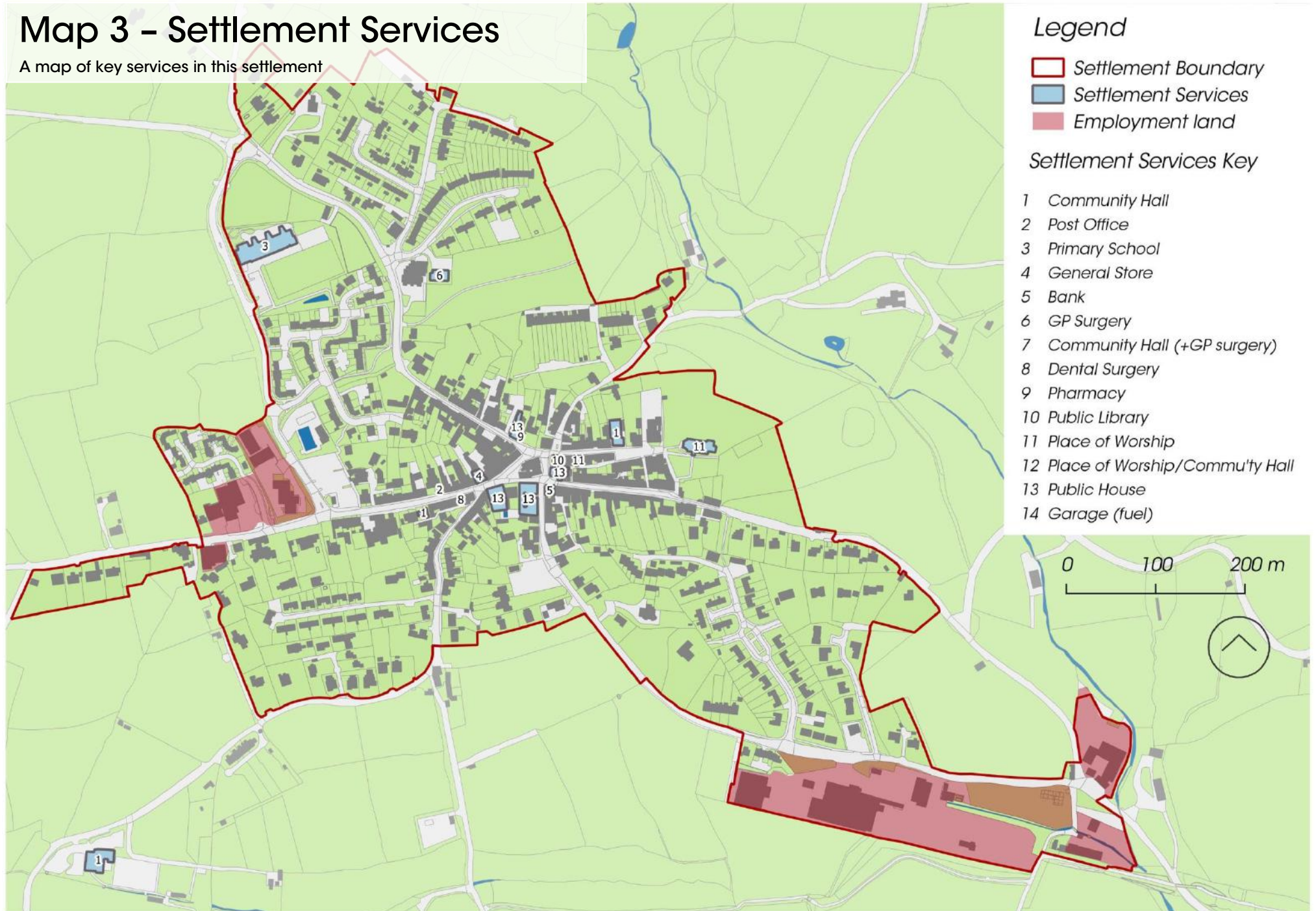
Map 2 – Open Space

A map of all open space with public value in this settlement



Map 3 – Settlement Services

A map of key services in this settlement



Outgoing Bus Services

No.	Route	Days	Times	Frequency
359	Moreton' – Exeter via Dunsford	Mon - Sat	0730-1908	Every 2 hrs
173	Moreton' – Exeter via Drewsteignton	Mon - Sat	0950 & 1450	2 / day
178	Moreton' - Newton Abbot via Bovey Tracey	Mon - Sat	0945 & 1358	2 / day
	Moreton' – Okehampton via South Zeal	Mon - Sat	0936	1 / day
671	Moreton' - Newton Abbot via Bovey Tracey	Mon - Fri	0951	1 / day
	Moreton' - Okehampton via Chagford	Mon - Fri	1419	1 / day

Method of Travelling to work (Census 2011)

