

DEVELOPMENT BRIEF

SITE R1: MORVEN CRESCENT, FINDOCHTY

SITE AREA: 2.82 HECTARES

CAPACITY: 35 UNITS

1. Introduction

1.1 Site Description:

The site lies on the Southern edge of Findochty, bordered on the North by housing in Morven Crescent, and enclosed on other sides by the A942, and Station Road. A play area to the East is outwith the development site, but will be regarded as an ancillary facility.

In two ownerships, the agricultural field belongs to Seafield Estate, with the more elevated gorse road edge belonging to Moray Council.

1.2 Local Plan status: R1 Morven Crescent (2.82 ha)

This designation extends that made in the previous Local Plan, in an attempt to provide an alternative, more attractive access route into the site which was originally to have been taken via Morven Crescent. This should now be taken from the straight section of the A942. A stacking lane will be required and the developer may be required to promote the relocation of the 30 mph limits.

A thick belt of gorse should be left along the frontage with the A942, to retain this natural edge to the settlement, and be supplemented where appropriate. This may mean that only a few extra plots are created, and that the capacity is not significantly increased. The purpose of extending this designation is to promote its development and not to seek to increase the potential number of houses on site.

The site should be developed in two phases and will be the principal location for new housing over the plan period. The layout should allow residents of Morven Crescent to take rear access to their properties, and footpath links off site, to East, West, and North should be provided.

2. Policy Compliance

2.1 In addition to site specific criteria, proposals will have to comply with the general policies of the Moray Local Plan 2008, and this Brief should be read in conjunction with the Plan. Policy references are listed where appropriate.

3. Design Statement

3.1 Although below the threshold for "major" developments (where this is mandatory), the applicant will require to submit a Design Statement along with the application, which describes the concept/theory behind the layout, and how it responds to a site analysis and the site designation. There is no prescribed form for this statement, but

is should be proportionate and explain the rationale behind the layout, choice of materials, use of on-site features/site aspect etc, in order to allow planning officers an insight to the design.

4. Site Capacity/Density (Policy H1)

- 4.1 The capacity figure for this site (35) represents the numbers attributed as appropriate for the purposes of assessing the contribution to the overall Housing Land Supply. Proposals in excess of this figure will be treated as a Departure from the Local Plan, and advertise as such. However, proposals over the attributed numbers may be considered as acceptable departures, and this judgement will be based on a detailed analysis of the design and layout as submitted as a Planning Application. The final capacity will be decided by the compliance with criteria used to define the designation e.g. landscaping requirements; access constraints; neighbouring housing densities; noise contours; flood plain etc.

5. Technical/Servicing/Infrastructure

- 5.1 Roads and Transportation (Policies T2; T5; T6; T7)

Vehicular Access

- Access is to be taken from the A942, via a priority junction, with a right turn stacking lane. This access junction must conform to the highway design standards for major – minor junction set out in Technical Directive 42/95.
- A speed survey should be undertaken on the A942 at the proposed access location, to determine the required visibility splay.
- Depending upon the proposed location of the site access, and amount of gorse screening retained, an extension of the 30mph speed limit may be required, or possibly the provision of a 40mph limit. (This will be determined by the visibility of the development from the road.)
- The internal road network shall be constructed to Moray Council standards for adoption. Traffic calming measures and/or a Home Zone scheme will be required to ensure low vehicle speeds throughout the development. Technical specification of construction and subsequent adoption of all facilities should be discussed with the Transportation Manager.
- The site layout must provide for vehicular access to the rear of the houses in Morven Crescent (even nos 20 – 68).

Public Transport

- Whilst the site itself need not be served directly by public transport, contributions towards the provision of public transport services in Findochty will be required to support the development. This is likely to involve the provision of information boards.

Pedestrian and Cycle Access

- Improved pedestrian and cycle access must form part of the development proposals, and a network of footways/cycletracks must be provided within the site, to serve the development and connect to existing networks and external destinations.
- A footpath /cycleway must be provided alongside the A942, which would extend the existing route, and link up opposite “The Steadings”.

- A footway/cycletrack link must also be provided to the B9020 to the East (Station Road), and into the existing play area.
- An assessment of the pedestrian route from the site to Findochty Primary School is to be undertaken, and financial contributions towards enhancement to this route, will form part of the developer contributions.

Parking

- Parking shall be provided in line with Moray Council Parking standards. These are under review and developers should contact the Moray Council Transport Development Team to confirm the position prior to the submission of an application (01343 562557).

5.2 Water and Drainage (Policies EP4; EP5; EP10)

- Scottish Water is currently investing in the water asset that serves this settlement, and it is essential that developers contact Scottish Water at an early stage. There is adequate wastewater capacity to accommodate the development.
- A trunk sewer runs across the southern part of the site (as indicated on the attached plan). Development proposals will require to take account of the presence of this pipe.
- Development proposals will be expected to connect to the public sewer. Exceptions can be made in particular instances, where this can be justified. The circumstances for making such an exception are explained in full in Policy EP10. Surface water should be dealt with in a sustainable manner, and all sites should be drained by a SUDS system or equivalent for accommodating run-off. As a development of 10 houses or more, a Drainage Impact Assessment will be required.

5.3 Waste (Policy EP2)

- All new developments must provide space for the storage of appropriate waste containers.
- Areas capable of accommodating household composting should be provided within house plots.
- The Council operates a wheeled bin system for the collection of refuse. It is the responsibility of the developer or householder to provide these bins.
- Refuse from properties will require to be placed at the nearest point for collection on a collection route.

5.4 Landscaping/Open Space/Play Areas (Policy E3)

- The site designation requires that a thick belt of gorse be retained along the frontage with the A942, in order to retain a natural edge to the settlement. The extent of this screening will be a factor in determining whether the 30mph speed limit signs have to be re-positioned. (see also 5.1)
- Due to the presence of the neighbouring play area, new play provision within the site will not be requested. However, a financial contribution towards the upgrading of the play area is required. The Council will take ownership of the new equipment, for maintenance and insurance purposes.
- Provision of landscaped areas within the site will be expected in order to break up the built up area.

- Details of maintenance arrangements for all areas of open space will require to be submitted with the Planning application.

5.5 Contaminated Land (Policy EP9)

- Based on information currently available, the following potential sources of contamination have been identified in the vicinity of the Site.
- The presence of a former railway line on site means that a limited Phase II Site Investigation is required.

6 Energy Reductions (Policy ER2)

- 6.1 Proposals with a cumulative floor space of 500m² or more, must include on-site equipment which reduces the Carbon Dioxide emissions from the development by 15% beyond the 2007 Building Regulations. Developers will be required to submit a statement and calculation on how they will achieve this.

Planning Advice Note 84 (Reducing Carbon Emissions in New Development) provides guidance on the techniques available; how to achieve targets; how to calculate the % reduction.

(Note: Proposals to incorporate this requirement within the Building Regulations in 2010, may render this obsolete).

Low and zero carbon (LZC) equipment comprises a broad range of technologies and provides flexibility in that equipment can be chosen to suit different circumstances and purposes eligible LZC is as follows.

Biomass	Geothermal
Fuel Cells	Ground source heat pumps
Photovoltaics	Water source heat pumps
Micro-hydro	Air source heat pumps
Micro-wind	Combined heat and power (CHP)
Solar Power	Heat exchange recovery systems

7. Design Considerations

Buildings should not exceed 2 storeys in height, but a mix of detached/semi detached/flats will be permitted.

Whilst recent developments have utilised red pantiles, these are not the predominant roof colour in Findochty, and a grey roof finish is preferred.

Houses themselves could be finished in a coloured render (e.g. cream, grey, yellow) to reflect the painted finish of houses in the older part of Findochty.

8. Developer Contributions

The capacity of this site is below the threshold whereby pre-application discussions are a statutory requirement. However the Council would wish to promote early

contact with developers, and have such discussions for this site, during which the requirements for Developer Contributions can be identified.

The following list is of Developer Contributions that are currently known. It is not exhaustive, and there may be other issues that arise during the consideration of a planning application.

- An affordable housing contribution of 25% of houses proposed will be sought. The developer should contact the Housing Programmes Manager to discuss this, and identify interested Housing Associations.
- Extension of the footpath/cyclepath along A942 from site entrance westwards.
- Rear access provision to houses on Morven Crescent (5.1)
- Contribution towards public transport (5.1).
- A financial contribution towards the upgrading of the play area.