

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE  
1 DECEMBER 2003**

**REPORT ON: KIRKTON CENTRAL CORE SITE DEVELOPMENT BRIEF**

**REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION**

**REPORT NO: 721-2003**

## **1 PURPOSE OF REPORT**

- 1.1 This report seeks approval for a draft development brief as a basis of consultation with adjacent residents, businesses and other local interest groups.

## **2 RECOMMENDATIONS**

- 2.1 It is recommended that the Committee:
- a approves the attached draft development brief for the purposes of consultation;
  - b remits the Director of Planning and Transportation to consult with the adjacent residents, business and other interested parties on the terms and content of the draft site-planning brief; and
  - c remits the Director of Planning and Transportation to report back on the results of the consultation exercise within a period of two months.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 There are no financial implications arising from the approval of this development brief.

## **4 LOCAL AGENDA 21 IMPLICATIONS**

- 4.1 The development brief for this site seeks to address two key themes of Dundee 21:
- a Settlements are "human" in scale and form; and
  - b Diversity and local distinctiveness are valued and protected.

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

- 5.1 The promotion of social rented dwellings that were well served by public transport and a pedestrian network within its context support an objective of social inclusion. Arranging development to provide natural supervision to open space enhances safety.

## **6 BACKGROUND**

- 6.1 In the preparation of the Kirkton Area Physical Regeneration Programme, which was published in May 1999, one of the main objectives was to "Strengthen the Central Core". This would allow the central core to be the focal area in Kirkton. It was identified that part of the central core area would be suitable for new housing development. In the overall Kirkton context, it has been identified that the tenure for the central area should be social rented, this helps meet particular needs in the Kirkton area including housing for disabled persons. Recently, private development has occurred south-east of the site on Gilburn Road and the Council is also promoting two larger sites at Trottick for private development which, helps achieve a satisfactory tenure balance in Kirkton. During community consultation July-October

2003 it was identified that the area north of Keswick Terrace would be appropriate for new housing development which is the area subject to this brief.

6.2 The two documents relevant to the development brief are the Finalised Dundee Local Plan 2003 and the Dundee Urban Design Guide 2001. The policies and design guidance particularly relevant to the site are:

- a Policy 4 – “Design of New Housing”, which states that “The design and layout of all new housing in Dundee should be of a high quality”.

The quality and architectural design of the development should achieve the design principles in the Dundee Urban Design Guide 2001. Appendix 1 of the Finalised Dundee Local Plan 2003 provides the design standards which this brief should adhere to.

6.3 In accordance with Policy 55 - “Urban Design”, the design and layout of the development should “contribute to an environment which is safe and accessible to all”. The contribution to the environment should be an extension of the environmental improvements to be done by Dundee City Council, with safe pedestrian and cycle routes with adequate streetlighting linking the residential areas with community facilities and open space. The development should create views from the site that achieve natural supervision onto the adjacent public open space.

6.4 Policy 75 states that new development should be accompanied by a Sustainable Drainage System. Swales should be incorporated into the technical design of the roads and footpaths. Subject to requirements a retention pond or a suitable alternative, may be needed for additional drainage.

6.5 Vehicular access to the site is achieved using existing roads with Ambleside Avenue to the east and Keswick Terrace and Ulverston Terrace within the site. Keswick Terrace has been “Stopped Up” and requires reinstatement to ensure all surfaces meet present road standards.

## **7 CONSULTATIONS**

7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Assistant Chief Executive (Community Planning) and Director of Housing have been consulted and are in agreement with the contents of this report.

## **8 BACKGROUND PAPERS**

8.1 Finalised Dundee Local Plan 2003, Dundee Urban Design Guide 2001 and Kirkton Area Regeneration Programme.

Mike Galloway  
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21 November 2003

Dundee City Council  
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## KIRKTON CENTRAL CORE SITE PLANNING BRIEF

### Introduction

Kirkton is located in the north west of Dundee. The site identified for development is located in the central area of Kirkton and is a brownfield post demolition site of 1.4 hectares.

Ashmore Street forms the northern boundary of the site with two-storey local authority cottage style terraced housing with Ambleside Avenue forming the eastern boundary, Ulverston Terrace to the south and Derwent Avenue to the west. South of Keswick Terrace there is an area of open space that will be developed by Dundee City Council for community recreational use.

The site is close to a number of community facilities with Asda to the south, a small parade of shops on Beauty Avenue to the north east of the site, and the Kirkton Neighbourhood Centre and library located on Derwent Avenue.

Consultation has taken place with the residents of Kirkton to determine development in the central core including housing development and proposed environmental improvements.

The Council has identified that in the overall Kirkton context this site is suitable for social rented housing to increase tenure mix in the area.

This site-planning brief has been prepared to provide guidance for developers and designers.

### Design Guidance

The Finalised Dundee Local Plan 2003 sets out the standards required for new developments. Policy 4, Design for New Housing, requires that "the design and layout of all new housing in Dundee should be of a high quality". The Dundee Urban Design Guide 2001 sets out specific design principles expected to influence the site layout and the built form.

### House Type

The Finalised Local Plan 2003 requires a suburban site to be developed with houses only. House type should compose of semi-detached and/or terraced. In order to meet the housing demand in this area, 10% of the dwellings should be physically adaptable for disabled persons which may take the form of ground floor flats, single level bungalows and adaptable semi-detached 2 storey dwellings. The Kirkton area has a recognised shortage of flatted accommodation, therefore flats will be permitted in order to provide dwelling choice in the area. Any flats should be located to the west at Derwent Avenue and Keswick Terrace to provide a feature entrance into the central area with a maximum of 8 individual flats permitted. Any flat accommodation should be of two-storey semi-detached form, providing 4 individual flats. The fencing and boundary details proposed should consider the existing programme for continuity of security and environmental improvements to the in the Kirkton Area.

### Form

The central locality of the site in Kirkton and the presence of the open space to the south should influence the form and architectural character of the development with the site layout adopting a simple format. The main elevation of the development should provide a harmonious composition as a backdrop to the open space landscape plan. Any housing proposals should be developed between existing housing on Ashmore Street and to the rear of Ashmore Street along Keswick Terrace to complete the street. The development should achieve natural supervision into the adjacent public open space. The layout of the development should consider the view into the site from existing residential areas and public open space.

The Tayside Police Architectural Liaison Officer will be consulted in order to achieve "Security by Design" status, consistent with other requirements of this brief.

### Amenity/Garden Space

All dwellings should achieve a minimum private useable space of 120m<sup>2</sup>. Open gardens to the street or other public areas will not be considered private. There must be 18m between facing windows of habitable rooms. Private garden areas must not be overlooked by living room windows of neighbouring.

### Parking

All housing plots are to achieve a minimum of one car parking space within the curtilage of the dwelling and 50% of the houses should have a garage or space for one. Plot sizes should allow room for a driveway to be constructed along the gable side of the dwelling.

### Materials

All proposals should be in harmony with the existing character and architectural style of the surrounding area. The use of natural and sustainable materials will be encouraged to achieve a unique architectural aesthetic for this site.

### Drainage

The developer will satisfy the appropriate authorities that all existing subsoil, drainage and watercourses are identified and suitably renovated. On no account will surface water be permitted into the foul system. Best practice management should be adopted in the employment of Sustainable Urban Drainage Systems in the form of roadside swales. Subject to requirements, a retention pond or a suitable alternative, may be needed for additional drainage.

### Landscape

The present landscape is an area of green open space that undulates to the north. There is an existing children's playground in the east section between Keswick Terrace and Ulverston Terrace. The existing trees to the rear of housing on Ashmore Street are mature and provide privacy. Any developer will submit a comprehensive landscape plan to ensure all boundaries and planting achieve the high quality streetscape sought.

### Access

The site can be accessed from Ambleside Avenue from the east and Ashmore Street from the north. A new access is required from Derwent Avenue into the site, Keswick Terrace, which has been "Stopped Up" and requires reinstatement to ensure all surfaces meet present road standards.

Pedestrian access around the site should be maintained, providing links with existing community facilities as well as access to the public transport terminus on Derwent Avenue. Keswick Terrace will be subject to suitable traffic calming measures which will require approval from Emergency Services.





