

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE –  
24 FEBRUARY 2003**

**REPORT ON: TROTTICK SITE DEVELOPMENT BRIEF**

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

**REPORT NO: 107-2003**

## **1 PURPOSE OF REPORT**

1.1 The purpose of the Report is to seek approval of a draft development brief as the basis of consultation with adjacent site owners and interested parties.

## **2 RECOMMENDATIONS**

2.1 It is recommended that the Committee:

- a approves the attached draft development brief for the purposes of consultation;
- b gives remit to the Director of Planning and Transportation to consult with the other owners and interested parties on the terms and contents of the draft site planning brief;
- c gives remit to 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 geographically important site seeks to address three key themes of Dundee 21:

- a “Places, spaces and objects combine meaning and beauty with utility”.
- b “Settlements are human in scale and form”.
- c “Diversity and local distinctiveness are valued and protected”.

4.2 The development brief establishes the need to secure a quality new housing development in an area whose physical and social context is fragmented due to the nature of the present public sector housing schemes and the demolition of the Trottick ‘low-rise’ dwellings in 1998 and of multi-storey dwellings at Trottick in 2001. The development brief also utilises the existing transportation infrastructure, the calibre of the surrounding natural environment and the need to establish a landscape connection to the adjacent boundaries with the Angus countryside.

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

- 5.1 The promotion of private dwellings within the context of the site area well served by public transport and a pedestrian and cycle network supports an objective of Social Inclusion. The retention of physical permeability is an important objective in drawing upon the site context and infrastructure to retain and support the existing network of links to the site and the surrounding areas.

## **6 BACKGROUND**

- 6.1 The two documents relevant to the development brief are the Dundee Local Plan 2002 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' states that "design and layout of all new housing in Dundee should be of a high quality." On the high rise demolition site the development should result in a high quality planning and architectural design in accordance with the design principles in the Dundee Urban Design Guide 2001 and as a prerequisite of the adjacent Conservation Area of Trottick Mains. The layout of the development should aim to resolve previously identified car parking and accessibility issues connected with the retained housing stock at Kilmore Terrace and Melfort Place.
- b Policy 63 'Urban Design' states that "Dundee City Council will seek the creation of new public places and points of interest." This high quality of design will be reflected through the integration of contemporary modern architectural design and detail, and landscape features, as well as through innovative use of materials that work in harmony with the surrounding area.
- c Appendix 1 identifies the greenfield site, to the east of the former high rise site, site area of 1.3 ha, has been identified for housing development of a notional capacity of 35. The appendix suggests that the development is likely to be private housing only.
- d Regard should be paid to the existing trees on the site. The Trottick former low-rise site layout should capitalise upon the existing landscape features in order to create a high quality development that will make strong visual connections with adjacent tree belt and the rural landscape beyond. This development philosophy will also be designed to provide a new edge to the adjacent boundary with Kirkton.
- e Vehicular access to the former high rise and greenfield sites will be from a new entry on Old Glamis Road only and a new loop road should be formed to provide access within the site. Vehicular access to the former low-rise site will be provided by a new entry to Harestane Road and to Helmsdale Avenue with a general road running through the site with minor loop roads providing access to dwellings not directly served by the general road.

Culs de sac layouts will not be permitted as adequate infrastructure should be provided to allow for a permeable street network in conjunction with attractive open amenity space. Both sites should provide good pedestrian permeability

throughout as well as for accessing the Dighty Burn, Trottick Ponds and the Green Circular.

- f Policy 76 'Sustainable Urban Drainage Systems' states that "new development proposals will be required to submit Sustainable Urban Development Schemes or are employed in new developments in this area." The proposal states that "no flows from roofs, roads and footpaths will be accepted into the main drainage system." The existing Dighty floodplain could be developed into an attractive wetland area that receives excess runoff. Swales should be incorporated into the technical design of roads and footpaths. The use of SUDS helps to treat and clean water run-off before reaching the natural water sources, in this case the Dighty.
- g Policy 61 'Semi-Natural greenspaces of Local Nature Conservation Importance' states that "Development proposals must not adversely affect the nature conservation qualities of Sites of Importance for Nature Conservation". The Trottick pond's wetland and woodland areas have been designated as a 'Site of Importance for Nature Conservation' and as such any new development will aim to respect and compliment this status.

6.2 To achieve the appropriate development of this site, it may be necessary to invoke a CPO to overcome any title difficulties that may emerge, in order to achieve the appropriate development of the site.

## **7 CONSULTATIONS**

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

## **8 BACKGROUND PAPERS**

8.1

Mike Galloway  
Director of Planning & Transportation

Iain Jack  
Acting Policy & Regeneration Manager

IJ/NMcD/EJ

14 February 2003

Dundee City Council  
Tayside House  
Dundee

# Trottick Site Planning Brief

## Introduction

The demolition of the Dundee City Council low-rise and multi-storey flats at Trottick, with the inclusion of the adjacent greenfield site, results in the opportunity to realise a high quality housing development in this strategic location on the northern edge of the Dundee city boundary with Angus Council.

The boundaries of the site are defined by the Dighty Burn and its floodplain, Old Glamis Road, Trottick Mains Conservation Area and the existing residential developments. Any new development must address the context of the adjacent areas with particular regard to the Trottick Mains Conservation Area and the Wildlife Site of the Trottick Ponds. To achieve a valid connection to the adjacent tree belt and the Angus countryside beyond, and to provide a landscape framework within any new site layout, it is envisaged that the existing mature trees on the site be retained.

The Council is determined to achieve a high standard of development in this attractive part of the city and encourages, and promotes high quality, well designed and carefully planned developments.

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

The Finalised Draft Dundee Local Plan 2002, particularly at Policy 4 and Appendix 1, sets development standards to be interpreted with particular regard to the site and the surrounding context. The Dundee Urban Design Guide 2001 sets out the specific design principles for the formulation of an appropriate site layout and built form.

**HOUSE TYPE / MIX:** In this suburban location it is envisaged that the site will be developed mostly with houses only.

**Trottick Greenfield area** – Appendix 2B of the Local Plan identifies the notional capacity of this portion of the site, of 1.3Ha area, as approximately 35 houses. The concept layout suggests 32 detached houses though this figure may be marginally increased if semi-detached or ‘terraced’ housing are proposed for this area.

**Trottick former multi-storey area** – the concept layout suggests a capacity of 14 detached houses though this figure may increase if semi-detached or ‘terraced’ housing is proposed for this area.

**Trottick former low-rise area** – the concept layout suggests a capacity of 65 detached houses.

The Finalised Draft Local Plan 2002 requires a suburban site to be developed with houses only of which 75% should have three or more bedrooms.

**FORM:** The site, though comprising three areas, can readily be identified into two distinct components which offer distinct opportunities and require differing planning layouts and architectural form.

**Trottick greenfield and former high-rise areas** – The adjacent Conservation Area of Trottick Mains and the presently isolated layout of the retained Local Authority housing stock suggests a formally planned layout with houses of a particular scale and massing that respects the adjacent conservation area. The proposals will resolve the present parking issues as well as providing a new ‘village square’ focus and identity to the immediate context.

**Trottick former low-rise area** – This area of the site offers the possibility to recreate the eastern edge to Kirkton by the provision of houses whose garden ground ‘backs onto that of the adjacent local authority housing stock, on the western boundary. The inclusion of significant landscape planting, and the provision of large houses within a new context, will address the adjacent tree belt and the Angus countryside beyond.

Architectural innovation will not only be required to create an identity for this site but will seek to maximise privacy and retain where possible the existing trees. Rigour should also be applied in the protection of existing, and the creation of, new views within and out with the site and to achieve supervision of public space.

There must be 18m between facing windows of habitable rooms. Private garden areas must not be overlooked by living room windows of neighbouring houses.

The present Dundee City Council Roads Standards will be used throughout the site. In particular, geometry, curves, vertical and horizontal alignment, road widths etc. will be required to reduce traffic speeds to 15-20 mph and ensure that any route through the site is an unattractive vehicular shortcut.

The Tayside Police Architectural Liaison Officer will be consulted in order to achieve security by design consistent with the other requirements of this brief.

**MATERIALS:** It is expected that the building materials employed will be of a high quality and particularly the use of timber, wet-dash harling and innovative cladding systems will be encouraged to achieve the unique architectural aesthetic required for both divisions of the site. The promotion of sustainable construction systems and techniques will also be encouraged in the promotion of good environmental practice within any redevelopment of this predominantly brownfield site.

A hierarchy of boundary details to the overall site layout is sought to generate a formal visual order throughout the site particularly where boundaries of houses are on or adjacent to public paths.

**AMENITY / GARDEN AREA :** All dwellings should have useable private space. Open gardens to the street or other public areas will not be considered private. A minimum private useable garden ground of 120 sq.m should be provided for all houses whilst 40% of houses should have more than 160 sq.m of useable garden ground

**PARKING :** All house plots must achieve 1 car parking space within the curtilage of the dwelling and should have a garage or space for a garage. Houses with three or more bedrooms must achieve two car parking spaces within the curtilage of the dwelling. Visitor car parking must achieve 30% in both divisions of the site.

The provision of garaging, whether detached or within the overall design of the house, is sought as a desirable amenity element and to develop an attractive streetscape form.

The present planned form of the existing houses to Melfort Place and Kilmore Terrace has resulted in a recognised shortage of car parking space for the dwellings and as such any new

development must provide for this present shortage adjacent to the houses in appropriate locations within any proposed layout plan.

**ACCESS:** Vehicular access to the Trottick former high-rise and greenfield area of the site is to be from the existing entrance to Melfort place on the Old Glamis Road. Vehicular access to the Trottick former low-rise area of the site is to be by the reformation of the entrance on Helmsdale Avenue and a new entrance from Harestane Road.

The present pedestrian accessibility across both divisions of the site is to be unaffected by any development though it is envisaged that better pedestrian connections from the Trottick Mains Conservation Area to the Dighty and Green Circular Route will be achieved.

Vehicular access to the privately owned area of the site adjacent to Trottick Mains is through the area of ground owned by Dundee City Council.

**DESIGN STATEMENT:** In accordance with Policy 68 – Design Statements, any development proposals for this site require to be supported by a Design Statement due to the surrounding context of the Trottick Mains Conservation Area, Trottick Ponds Nature Reserve the high quality planned layout, architectural design and sustainability practice envisaged for the site. The principle contents of a Design Statement are stated in the Dundee Urban Design Guide.

**LANDSCAPE:** The retention of the existing trees to the site is to be encouraged particularly those on the former low-rise area where the present trees would form an attractive mature landscape element within the rear garden ground of dwelling plots.

a New trees should be employed in a formal manner to achieve the desired streetscape in the former high-rise and greenfield areas with more dense planting along the northern boundary of the site where the boundary is formed by the Green Circular cycle route. The present landscape strip along the eastern edge of the former low-rise area is to be augmented with a formal tree planting layout whilst the majority of the new tree planting within this area should be used to create informal avenues and incidental stands of trees.

b It is envisaged that any tree species selected will be indigenous though foreign species may be used for occasional specimen planting.

The site is adjacent to a wildlife corridor in terms of the Urban Nature Conservation Subject of the Local Plan and is adjacent to the identified Wildlife Site of the Trottick Ponds Nature Reserve and the flood plain of the Dighty Burn. The design should suitably consider the status of the adjacent Wildlife Site reflecting in the proposed planned layout and environment, which would support the use of sustainable ‘environmentally friendly’ construction techniques and materials.

**DRAINAGE :** The developer will satisfy the appropriate authorities that all existing subsoil drainage and water courses are identified and suitably renovated or removed. On no account will surface water be permitted into the foul system. Best Practice Management in the employment of Sustainable Urban drainage Systems will be used in the form of detention / retention ponds incorporating suitable landscaping features in appropriate locations will be sought. It is envisaged that the Dighty floodplain could be developed into an attractive wetland area that receives excess run-off though swales should be incorporated into the technical design of roads and footpaths.

