

REPORT TO: PLANNING & TRANSPORTATION COMMITTEE – 27 AUGUST 2001

**REPORT ON: MAYFIELD HOSTEL DRAFT SITE PLANNING BRIEF
CONSULTATION PROCESS**

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 457-2001

1 PURPOSE OF REPORT

- 1.1 The report is to appraise Committee of the substance of comments made as a result of the consultation process carried out relative to the Draft Mayfield Hostel Site Planning Brief.

2 RECOMMENDATIONS

- 2.1 It is recommended that Committee:
- a note the comments made by consultees;
 - b note the suggested modifications to the Draft Brief;
 - c remit to the Director of Planning and Transportation to prepare and have available for distribution copies of the finalised Mayfield Site Planning Brief;
 - d commend the Mayfield Site Planning Brief to the Development Quality Committee as a material consideration for development control purposes;
 - e commend the Mayfield Site Planning Brief for inclusion as related material in the Dundee Local Plan Review.

3 FINANCIAL IMPLICATIONS

- 3.1 The cost of production of the finalised revision of the Brief will be met from the Planning and Transportation Department Revenue Budget 2001/2002.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The purpose of the brief is to provide guidance to ensure a high quality environment is achieved by the proposed development of the site concerned and that it addresses the following key themes of "Dundee 21":
- a The diversity of nature is valued and protected.
 - The brief requires the Developer to protect and enhance the sites role as part of a wildlife corridor.
 - Existing trees on the site are to be protected during construction.
 - A woodland management plan is required to prescribe the management, maintenance and replacement of the trees on the site.
 - b All sections of the community are empowered to participate in decision making.
 - The purpose of the report is to report back on consultation with the public.

- c Places, spaces and objects combine meaning and beauty with utility.
 - The purpose of the brief is to secure a quality environment with quality architecture.
 - Existing landscaping will be enhanced.
- d Settlements are human in scale and form.
 - The brief requires the developer to protect and enhance the wildlife corridor.
- e Diversity and local distinctiveness are valued and protected.
 - Existing stone walls, piers, gateways and railings are to be incorporated in the design.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 This report advises of the consultation with appropriate groups on those issues which affect them.
- 5.2 The brief requires developers to consult with the Tayside Police Architectural Liaison Officer to ensure that this development is secured by design.

6 BACKGROUND

- 6.1 Reference is made to the meeting of the Planning and Transportation Committee of 25 June 2001 when it was agreed to:
 - a approve the attached Draft Site Planning Brief for purposes of consultation;
 - b remit the Director of Planning and Transportation to consult with the local community and interested parties on the terms and content of the Draft Site Planning Brief;
 - c remit the Director of Planning and Transportation to report back on the result of the consultation exercise within a period of two months.

7 CONSULTATION PROCESS

- 7.1 There is no Community Council covering the area of Mayfield Hostel. Consultation was therefore directed to interested parties, neighbouring properties and amenity bodies.
- 7.2 University of Dundee as owner of the site were consulted.
- 7.3 100 adjacent residents and Dundee High School, as neighbouring proprietor to the north and east, were consulted.
- 7.4 4 local amenity societies were consulted, ie Stobswell Environmental Group, Craigie Community Group, Dundee Civic Trust and the Architectural Heritage Society for Scotland (Tayside and Fife).
- 7.5 The various comments received are listed at Appendix 1 with any response and resultant changes to the text of the draft brief indicated.
- 7.6 In addition, a letter was received containing comments from Broughty Ferry Community Council.

8 CONCLUSION

- 8.1 It is proposed to make minor modifications to the text and diagram as noted in Appendix 1, particularly to clarify the anticipated number of units, the likely split between north and south access points and the required constraints to avoid through traffic using the site.

9 CONSULTATIONS

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

10 BACKGROUND PAPERS

- 10.1 Dundee Local Plan 1998
Mayfield Hostel Draft Site Planning Brief
Report 73-2001

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10 August 2001

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MAYFIELD HOSTEL SITE

INTRODUCTION

The Northern College and its successor, the University of Dundee have declared the site at Arbroath Road/Broughty Ferry Road surplus to requirements. As a result a prominent site in a popular location is available for development.

The Council is determined to achieve a high standard of development in this attractive part of the city and will encourage and promote high quality, well designed and carefully laid out developments. This site planning brief has been prepared to provide guidance to developers and designers, with particular reference to the residential land use option.

The site is south facing with views over the river. The site is bounded to the east by school playing fields; to the north by Arbroath Road with school playing fields beyond; to the west and south east by housing and to the south by Broughty Ferry Road, now a trunk route.

The site is in three parts, a heavily wooded north section with the remains of a walled garden; a midsection containing the original Mayfield Halls with the extension and main block with landscaping along its west edge; and the south section comprising the drive approach to the original block with peripheral landscaping and avenue planting adjacent to the drive.

Due to the impact the trees make on the site and the contribution they make to the surrounding area, a Tree Preservation Order covers the whole site. Whilst a number of trees are showing decay, this is due to neglect and absence of a maintenance regime. The site is bounded to the west and south by a stone wall and to the north by railings on a stone cope. Both the original Broughty Ferry Road access and the Arbroath Road access have fine gate piers and railings.

DUNDEE DISTRICT LOCAL PLAN: ALLOCATION - PROPOSAL - HS45 MAYFIELD

"5.10ha site: the former Mayfield Halls of Residence now vacant. An opportunity for a high quality private housing development, although other uses, for example an education related use, may also be acceptable. A Tree Preservation Order covers the entire site. A development brief will be prepared to ensure that proposals have regard to the sensitive nature of the site."

Policy EU19 also states "... Education related development may also be acceptable on the Mayfield site at Arbroath Road identified under proposal HS45."

DESIGN GUIDANCE

The Local Plan guidelines at Policy H10 set guidelines for amenity which will be interpreted with particular regard to the features of this site, and the description of proposal HS45, within an identified suburban area.

House Type/Mix: In this suburban location the site will be developed mostly with houses. Developers should subtract the area of trees in assessing the net area of the site. The capacity of the site is likely to be approximately 60/65 units. In terms of Policy H10 and as the anticipated capacity of the site is in excess of 30 units 15% to 20% flats, might be allowed, however Local Plan proposal HS45 seeks a high quality development and, given the nature of the site, in this case, flats should be limited to 10%. These could be located on the site of the hostel building or in two storey "town house" style units. Whilst the Local Plan generally requires more than half the houses on any site to have 3 or more bedrooms, in this instance, at least 75% of all units should have 3 or more bedrooms in keeping with the high quality development sought in proposal HS45.

Form: The three sections of the site offer distinct opportunities and require different treatments. The north section, due to the heavy tree cover of considerable amenity value offers restricted opportunities

for development with the greatest of these being the seclusion afforded by the trees surrounding the former walled garden. The mid section offers the option of either a totally cleared site or a partially cleared site with the original building retained, converted to flats, with parking etc to the rear and access achieved from the original drive and the more modern buildings removed. The south section could contain south facing houses within the area prescribed by the avenue trees. Due to the sloping nature of the site a levels survey will be required with any planning application. The railings and gate piers at Arbroath Road should be removed from the present entrance to the new entrance. If the main building is to be converted to flats then the original drive would offer the best approach to the flats. If the original building is to be removed then its site offers the best location for new flats. Appropriate road standards will be used throughout the site. In particular, geometry, curves, vertical and horizontal alignment, road widths, etc will reduce traffic speed to 10-15 mph and ensure that any route through the site is unattractive as a short cut.

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

Materials: It is expected that materials will be of a high quality. The point of reference should be adjacent houses and the main building. Harl, wet dash, reconstituted stone or block should be used. Roofs should be dark in colour again using existing properties as a reference. Consideration must be given to the sustainability of materials to be used. Boundaries should be solid and 1.5m - 1.8m around gardens to secure privacy. Architectural innovation will be required to maximise privacy and integrate the fine trees, similarly on the south part of the site care must be taken to secure the benefits of the views for all units.

Amenity/Garden Area: All dwellings should have useable private space. Open gardens to the street or other public areas will not be considered private. For choice some gardens may be smaller while others are larger, however each house should have at least 120sqm of useable private space. Within a total minimum area of 100 sqm amenity space, flats must have at least 15sqm of exclusive useable private space. The exclusive area may be reduced if flats have usable private balconies ie practical sitting out area.

Drying areas may be included within the gardens of houses but must be provided in addition to amenity space of flats.

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

Parking: Proposal HS45 seeks high quality housing. It is expected therefore that each house will have 2 car spaces in lock up garage provision within the curtilage. Each dwelling will have one off street visitor space. Where garages are detached they will be constructed with pitched roofs and in materials to match the adjacent dwelling. The flatted accommodation will have the same standards with parking contained in garage blocks or in the case of new build, possibly within the building structure to contribute to scale. Large areas of open parking are not acceptable. There should be adequate space for the storage of bicycles suitably distributed through the flatted part of the site.

Access: Access should be taken from Arbroath Road or from Murray Street. The Scottish Executive Trunk Road Division require the closure of Murray Street at Broughty Ferry Road and vehicular access must not be taken directly from Broughty Ferry Road. The access from Arbroath Road should be approximately 90m from Kenilworth Avenue. Scottish Executive has indicated that it will require a Traffic Impact Assessment if more than 100 units are developed. However, it is most unlikely that the site can accommodate more than approximately 60/65 units. Approximately 65% of units will be expected to access from Arbroath Road and 35% from Murray Street. The main access from Broughty Ferry Road may be retained for pedestrian purposes. Two access points are required to reduce internal traffic movement and for emergency access.

Landscaping: The Tree Preservation Order covering the site contains a number of outstanding specimens and these must be retained. This planting must be augmented along the south edge and on the inside of the drive. Developers should subtract the area of trees in assessing the net area of the site. A full tree survey and plan must be submitted with any application for planning permission as

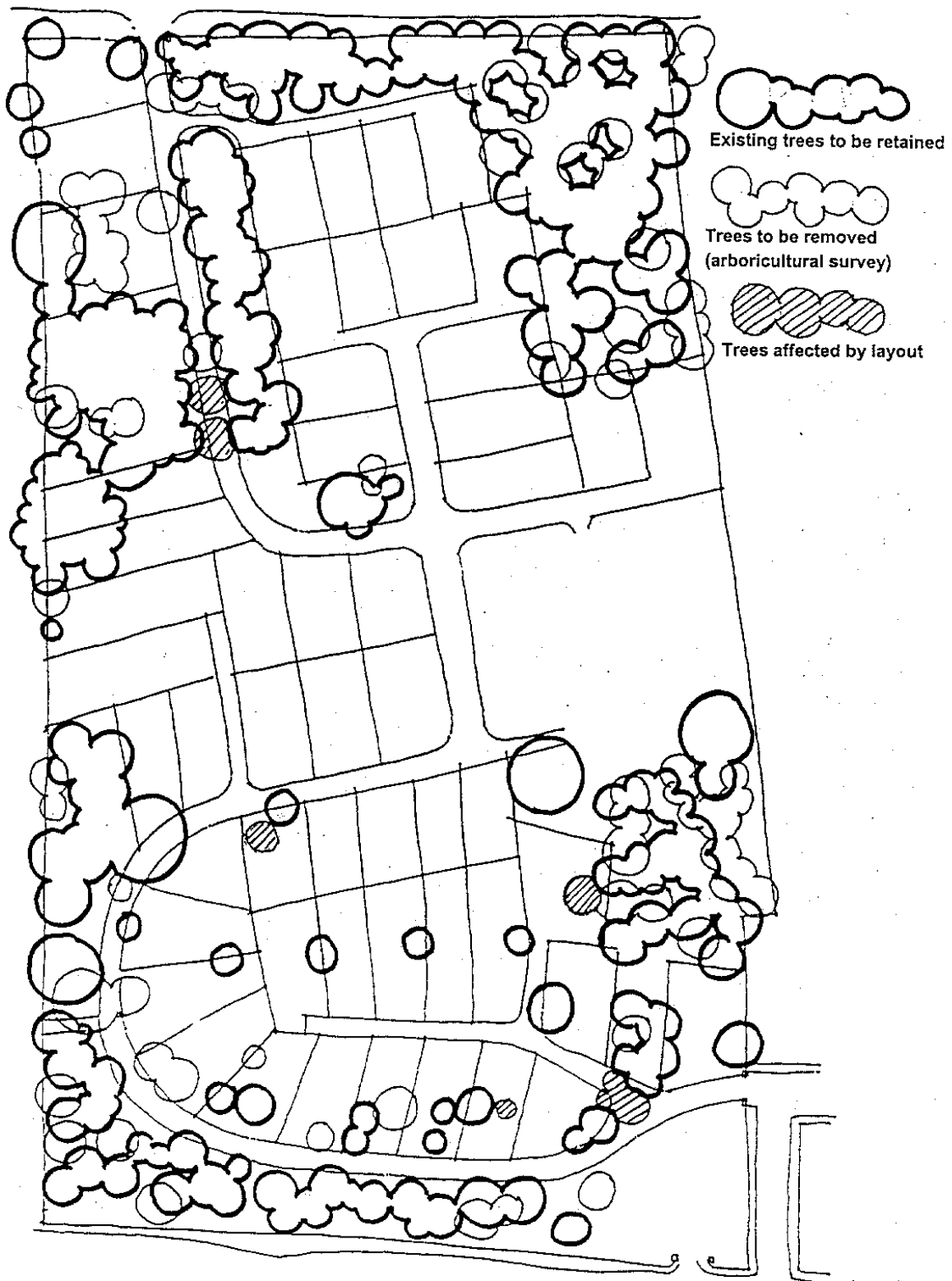
must a comprehensive landscaping plan. All existing trees and landscaping, including canopy and root area must be protected during construction works especially road, footpath and drainage construction to BS 5837. Any trees to be removed will be replaced on a 2 for 1 basis. If the original building is to be retained then an area of landscaping should remain undeveloped to provide a suitable setting for the building. Provision should be made to supplement the existing tree cover to create an 'arcadian' environment.

A Woodland Management Plan will be required, possibly reinforced by means of Section 75 Agreement to identify areas of trees in shared ownership and a prescription for their management, maintenance and replacement.

The site forms part of a wildlife corridor in terms of the Urban Nature Conservation Subject Local Plan. The design should make suitable provision for Nature Conservation. Development which would adversely affect the viability of the corridor will not normally be permitted. New development should permit the passage of wildlife through the site. The landscape proposals must contain indigenous species and attract wildlife. The developer must ensure the minimum disturbance of wildlife habitat during construction. Where disturbance is unavoidable, species should be transferred to alternative 'safe' locations within the site.

Drainage: The developer will satisfy the appropriate authorities that all existing subsoil drainage and water courses are identified and suitably renovated. On no account will surface water be permitted into the foul system. Best Management Practice in the form of detention/retention ponds incorporating suitable landscaping features in appropriate locations will be sought.

MAYFIELD HOSTEL SITE PLANNING BRIEF NOTIONAL LAYOUT



APPENDIX 1 – MAYFIELD PLANNING BRIEF CONSULTATION – REPORT 457/2001

RESPONDENT	COMMENT	RESPONSE	ACTION
University of Dundee	Comments awaited.		
Dundee High School	Comments awaited.	.	
Scottish Executive Trunk Road Dev	<ul style="list-style-type: none"> • Support brief • Requires closure of existing access to Broughty Ferry Road and closure of Murray Street at Broughty Ferry Rd 	Provided for in brief see also comments by Residents	No change
Craigie Community Group	Comments awaited		
Stobswell Environment Group	<ul style="list-style-type: none"> • Concerned for protection of trees • Supports terms of brief 	Trees are protected by TPO and will be further protected by conditions. Additional tree planting is required.	No change.
Dundee Civic Trust	<ul style="list-style-type: none"> • Supports terms of brief. • Brief seems excellent and would fully support its implementation. 	None	No change
Architectural Heritage Society	<ul style="list-style-type: none"> • Brief is favourably received. • Would suggest reference to sustainability in relation to materials. 	<ul style="list-style-type: none"> • This point is made in the brief but could be emphasised. 	Amend brief to emphasise sustainability.

RESPONDENT	COMMENT	RESPONSE	ACTION
Residents Kenilworth Avenue (4) Carolina Court (2) Arbroath Road (2) Broughty Ferry Road (2) Dalgleith Road (2) Murray Street (13)	<ul style="list-style-type: none"> Boundary walls not being maintained Right turn traffic from Kenilworth into Arbroath Road will be impeded by right turning traffic entering the site. Lack of trees at parts of west boundary. Lack of provision for "single" persons on "quality" sites. 	<ul style="list-style-type: none"> This is a legal issue between respective owners. By moving access eastwards this conflict is avoided. Kenilworth is a narrow residential street and should not be used as a short cut. Additional tree planting to be provided. 25% of units will be for other than 3 bedroom types. This should accommodate single persons 	No change
	<ul style="list-style-type: none"> Short cut to Kingsway will be removed. 	<ul style="list-style-type: none"> Alternative routes exist via Dalkeith Road and Dalgleish Road. 	No change.
	<ul style="list-style-type: none"> Property will be overlooked by new building. 	<ul style="list-style-type: none"> The full width of Broughty Ferry Road (20m) and the south landscaped belt in Mayfield (29m) lie between this property and the new build. There is also a major level change between the two developments. 	No change
	<ul style="list-style-type: none"> Loss of trees. 	<ul style="list-style-type: none"> Trees are protected (see above) 	No change.
	<ul style="list-style-type: none"> Relocation of Arbroath Road 	<ul style="list-style-type: none"> This will ease traffic 	No change

RESPONDENT	COMMENT	RESPONSE	ACTION
	entrance eastwards	manoeuvres.	
	<ul style="list-style-type: none"> Additional Rush hour traffic 	<ul style="list-style-type: none"> This will be minimal 	Clarify likely number of units to access by Arbroath Road. Emphasise lack of direct through route.
	<ul style="list-style-type: none"> Prefer Educational use 	<ul style="list-style-type: none"> Local Plan "Education" allocation is not prejudiced by the brief. 	No change.
	<ul style="list-style-type: none"> Bus stop in Arbroath Road may impede sight lines 	<ul style="list-style-type: none"> Bus stop relocation will accommodate sight lines. 	No change.
	<ul style="list-style-type: none"> Objection to number of houses (100 families referred to) 	<ul style="list-style-type: none"> Maximum possible units is approximately 60. 	Clarify appropriate capacity of site.
	<ul style="list-style-type: none"> Increased traffic on Murray Street 	<ul style="list-style-type: none"> South entrance will serve only 20 units approximately. 	Clarify likely number of units to access from Murray St. Emphasise lack of direct through route
	<ul style="list-style-type: none"> Conflict with existing parking. 	<ul style="list-style-type: none"> Increase in traffic will be minimal. 	See above
	<ul style="list-style-type: none"> Treatment of redundant Murray Street. 	<ul style="list-style-type: none"> This will still be on the list of highways. 	No change.
	<ul style="list-style-type: none"> Provide access onto main road. 	<ul style="list-style-type: none"> This is not acceptable to the Trunk Road Authority. 	No change.

RESPONDENT	COMMENT	RESPONSE	ACTION
	<ul style="list-style-type: none"> Murray Street busy street due to commercial premises. Use of Murray Street will increase by over 100%. 	<ul style="list-style-type: none"> Murray Street will serve approx 20 units only. There are 36 units in Murray Street including commercial premises. Traffic will not increase by 100%. 	See above
	<ul style="list-style-type: none"> Murray Street has no off street parking 	<ul style="list-style-type: none"> Removal of through traffic will ease congestion. 	
	<ul style="list-style-type: none"> Existing through traffic not a problem. 	<ul style="list-style-type: none"> Comment on through traffic contradicts other residents. 	
	<ul style="list-style-type: none"> Garage entrances often blocked by cars at hotel. 	<ul style="list-style-type: none"> This is a police issue. 	
	<ul style="list-style-type: none"> Additional traffic will add to congestion at Murray Street/Dalgleish Road and Dalgleith Road/Broughty Ferry Road. 	<ul style="list-style-type: none"> Approx 20 units will access from Murray Street therefore increase in traffic volume and noise will be minimal and offset by removal of through traffic. 	
	<ul style="list-style-type: none"> Noise levels will increase. 	<ul style="list-style-type: none"> This is not likely due to minimal increase in traffic and reduction in through traffic. 	
	<ul style="list-style-type: none"> Reduction in privacy 	<ul style="list-style-type: none"> Height of garden walls and difference in levels between road and dwellings mean privacy will not be reduced. 	No change

RESPONDENT	COMMENT	RESPONSE	ACTION
	<ul style="list-style-type: none"> Lack of width in Murray St to accommodate existing on street parking and additional traffic. 	<ul style="list-style-type: none"> Murray St is 8.6 m wide. 	No change.
	<ul style="list-style-type: none"> Possibility of through access to Arbroath Road. 	<ul style="list-style-type: none"> Use of appropriate road standards will discourage through access. Through access will not be easier than by Dalglish Road or Dalkeith Road. 	Emphasise issue of appropriate road standards and lack of direct through road.
	<ul style="list-style-type: none"> Single access to Arbroath Road preferred. 	<ul style="list-style-type: none"> Single access likely to cause heavier movements within the site and prejudice aspirations of appropriate road standards within layout. 	
	<ul style="list-style-type: none"> Property devalued. 	<ul style="list-style-type: none"> This is not a planning issue but in any event this is not thought likely. 	
	<ul style="list-style-type: none"> Fears for Road safety 	<ul style="list-style-type: none"> The likely increase in traffic would be minimal. 	Clarify likely number of units to access from Murray St.
	<ul style="list-style-type: none"> Concern that this will add to high volume of through traffic. 	<ul style="list-style-type: none"> Contradicts other points made above. 	No change
	<ul style="list-style-type: none"> Construction traffic will cause noise and pollution. 	<ul style="list-style-type: none"> This will be short lived. No confirmation that construction traffic will use Murray Street. 	No change
	<ul style="list-style-type: none"> Additional houses will increase risk of criminal 	<ul style="list-style-type: none"> This could be said of any new development. Police 	No change

RESPONDENT	COMMENT	RESPONSE	ACTION
	tendency.	Architectural Liaison Officer must be consulted.	
	<ul style="list-style-type: none"> Close Murray Street at west end and access via Broughty Ferry Road. 	<ul style="list-style-type: none"> Insufficient room for a turning head. Scottish Executive Trunk Roads Division seek Murray St to be closed at Broughty Ferry Road. 	No change
	<ul style="list-style-type: none"> Generally support housing use. 	<ul style="list-style-type: none"> No comment 	No change.

Comments include letters, e-mails, telephone calls from and meetings with residents in
Kenilworth Avenue (4)
Carolina Court (2)
Arbroath Road (2)
Broughty Ferry Road (3)
Dalgliesh Road (2)
Murray Street (13)

A petition with 40 names was submitted representing 27 households in the Murray Street area, of these 3 had submitted letters, 6 e-mails, 4 had phoned, 2 had meetings and whose comments are also included in the appendix.

A total of 38 households made comment.