

ANGUS COUNCIL

DEVELOPMENT CONTROL COMMITTEE

9 JANUARY 1997

**SUBJECT: CONSULTATION FROM DUNDEE CITY COUNCIL IN
RESPECT OF PLANNING APPLICATIONS FOR RESIDENTIAL DEVELOPMENT AT
ARBROATH ROAD, DUNDEE BY
WIMPEY HOMES AND TULLOCH HOMES**

REPORT BY DIRECTOR OF PLANNING, TRANSPORT & ECONOMIC DEVELOPMENT

Abstract: This Council has received a consultation regarding two planning applications for residential development at Arbroath Road, Dundee by Wimpey Homes and Tulloch Homes. In total between 350-450 houses could be developed depending upon density. Both applications are contrary to Structure Plan and Local Plan housing policies and it is recommended that a formal objection be lodged with Dundee City Council. However if either application is approved by Dundee City Council then Angus Council recommends a Section 50 Agreement should be entered into and conditions attached regarding the provision of services and flood prevention.

1 RECOMMENDATION

1.1 It is recommended that the Committee agree to formally object to planning applications D22367 and D22366 for residential developments at Arbroath Road, Dundee on the following grounds:-

1. the proposed developments are contrary to policy P66 of the Tayside Structure Plan 1988:
2. the proposed developments are contrary to housing policy 7 of the Finalised Tayside Structure Plan 1993:
3. the proposed developments are contrary to the Dundee District Local Plan Draft 1994.

1.2 It is further recommended that if either application is approved that:-

1. Planning consent be subject to a Section 50 or other appropriate legal agreement to provide for a pedestrian route from West Grange Road to the existing footway north of Palnackie Road junction at the applicant's expense prior to the occupation of any dwelling.
2. A condition of planning consent be that a suitable corridor be reserved to provide for the dualling of the A92 and the provision of suitable landscaping.
3. Prior to the commencement of any development a scheme for surface and foul water management be submitted to and approved by Dundee City Council.

2 INTRODUCTION

- 2.1 Dundee City Council have received two outline planning applications from Wimpey Homes and Tulloch Homes for residential development on the south side of Arbroath Road between Dundee and Monifieth. The application by Wimpey Homes is for 11.04 hectares of land and is bounded on its east side by West Grange Road, to the south by part of the Grange Estate and on the west by the land that forms Tulloch Homes application.
- 2.2 The application by Tulloch Homes is for 7.85 hectares of land and is bounded to the south by the site of the Panmurefield Wastewater Treatment Plant and to the west by Panmurefield Road. No further information has been provided regarding the number of houses that are proposed but it is anticipated that the combined developments could accommodate between 350 - 450 houses depending on the density.
- 2.3 Both applications have been advertised by Dundee City Council as being contrary to the Tayside Structure Plan 1988 and the West Ferry/Monifieth Local Plan 1985. The Tayside Structure Plan 1988 provides guidance on housing land allocation until 1996. The Tayside Structure Plan 1993 is with the Secretary of State which when approved will provide guidance beyond the period. Both applications could have cross boundary implications and it is for that reasons that the Council has been consulted. Angus and Dundee form a joint Structure Plan area

3 CONSULTATIONS

- 3.1 The Director of Roads has advised that a joint overall traffic assessment dealing with both applications would be advantageous. Without this he is not in a position to comment fully on the application. Notwithstanding that it is anticipated that the vast majority of traffic generated by the overall development will travel to and from Dundee with only a small impact on Angus Council roads. The Director of Roads does not anticipate that a significant level of traffic will utilise Drumsturdy Road as this will involve crossing the main traffic flow which will be difficult particularly at peak times and would therefore be less attractive to commuter traffic in this area south of Arbroath Road. The Director of Roads anticipates that it is perhaps more likely that commuter traffic may favour the A930, Monifieth/Dundee road. Irrespective of the proposed developments however it is intended to install traffic lights at the Grange Road/Ferry Road junction which will permit the control of traffic movements at this junction and as a result problems are not foreseen at this location. The Director of Roads expects that on the West Grange Road ex adverso the site, Dundee City Council will require a footway to be constructed leaving a short section between the site boundary and the existing footway which commences just north of Palnackie Road junction. As this would be the main pedestrian route from the housing developments leading to the town centre of Monifieth and the nearby Grange Primary School this section which is within Angus Council would, in the opinion of the Director of Roads, require to be completed at the developer's expense.
- 3.2 This Council is committed to the improvement of the A92, Dundee-Arbroath road and has, in conjunction with Dundee City Council, agreed to the submission of a bid for challenge funding to the Scottish Office linked with the private finance initiative

method of procurement for the dualling of this road, including the section adjacent to these sites. The success of this bid cannot be assured, however, if successful the Director of Roads anticipates that the dualling will be based largely on the road's current alignment and as such land and properties directly adjacent thereto may be affected by any future scheme including ground within the development sites.

- 3.3 The Director of Education has confirmed that there is space in the two local primary schools in the burgh of Monifieth and also in Monifieth High School to accommodate reasonable increases in the rolls of each of these three schools. He comments however that the level of detail provided in the applications makes it very difficult to accurately predict the likely number of school children who would be resident in these two new developments but as a very rough guide, estimates that there is scope to accommodate approximately 25 pupils per stage in the local mainstream schools. This would equate to accommodating approximately 300 additional school age pupils.
- 3.4 SEPA have stated that in consultation NOSWA have indicated that capacity is available in the Dighty valley sewer for all development proposed in the Wimpey and Tulloch Homes applications. With regard to surface water/flow risk, SEPA comment that Abertay University have undertaken a flood study of the Dighty Water and their guidance will be required in order to achieve a satisfactory solution to this aspect of the developments. Overall and subject to satisfactory foul and surface water management strategies being agreed, SEPA offer no objection in principle to either development.

4 PLANNING CONSIDERATIONS

- 4.1 Examination of the relevant Development Plans indicates that the proposal are contrary to:-
- Tayside Structure Plan 1988 (Approved):
 - West Ferry - Monifieth Local Plan 1985 (Adopted).

Approval of the applications would also be contrary to the most recently published planning guidance for the area:-

- Finalised Tayside Structure Plan 1993 (submitted to the Secretary of State for Scotland):
 - The Dundee District Local Plan Draft (awaiting Inquiry Reporter's findings).
- 4.2 The Finalised Structure Plan development strategy for Dundee seeks to provide a range of housing opportunities more closely related to the main employment areas. In recognition that house building has been concentrated in the eastern sector of the city and that the majority of the effective greenfield supply is also located in this area, housing Policy 7 of the Tayside Structure Plan 1993 seeks to direct development to the western sector of Dundee. The submitted Structure Plan identifies for "a maximum of 250 houses as additional greenfield allocations to the north-eastern and eastern sectors".

- 4.3 The housing land allocations made in the Dundee District Local Plan were broadly in accord with the Tayside Structure Plan 1993 and excluded the area covered by the current applications for housing purposes. These allocations do not include the recent application at Ballumbie House for a minimum of 150 houses. The Ballumbie House site although agreed to in principle by the former City of Dundee District Council, was not allocated by the Dundee District Local Plan 1994. Negotiations regarding the Balumbie House site are continuing and following this Council's agreement in principle the applicants are hopeful of concluding a Section 50 Agreement in the near future to enable the issue of a planning consent.
- 4.4 The current applications, if approved, will add 350-450 houses to the large supply provided by Dundee District Local Plan and undoubtedly maintain an emphasis for development towards the east rather than west as was initially advanced by the Tayside Structure Plan 1988 over the latter period of the plan and confirmed by the Tayside Structure Plan 1993.
- 4.5 The Secretary of State in his proposed modifications has indicated an intention to remove the stated maximum figure of 250 houses permitted by housing policy 7 of the Finalised Tayside Structure Plan 1993. Angus Council has proposed a compromise between the submitted Structure Plan and the draft Modification to the effect that the 250 limit should apply up to 2001. The current proposals alone or in combination with existing allocations have the potential to exceed that limit. In terms of the allocation required by the Tayside Structure Plan 1993 and provided by the Dundee District Local Plan there is no requirement for either of the Arbroath Road proposals.
- 4.6 The applications raise issues of service provision for Angus Council. If either application were approved then the Director of Roads would expect a footway between West Grange Road and the existing footway north of Palnackie Road junction to be constructed at the applicant's expense. Part of the section of footway would be in Angus and I would advise that any consent be subject to a Section 50 Agreement to ensure that no financial burden fell on the Council.
- 4.7 This Council is committed to the improvement of the A92 Dundee-Arbroath road and it is recommended that if consent is granted then it be subject to appropriate land reservation for dualling of the road and landscaping. The A92 forms the main eastern approach to and from the City of Dundee and it is important this approach is set in an appropriate landscape setting.
- 4.8 SEPA have raised the issue of flood risk with regard to the Dighty Water. This matter does not appear to have been fully resolved and I would advise that if consent were to be granted it should not be in advance of the resolution of the flooding issue.

5 FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications.

6 CONCLUSION

- 6.1 Both proposals are contrary to Structure Plan and Local Plan policy. In Dundee at Balgillo Road Betts are currently undertaking a substantial residential development.

This in combination with the recent intention to approve the Ballumbie House application and the substantial Local Plan allocations indicated in section 4.3 of this report should provide for a reasonable locational choice. In these circumstances the additional allocation which the proposals at Arbroath Road is not necessary and may result in approved allocations in the Dundee Housing Market area being developed more slowly than would otherwise be the case.

- 6.2 It is recommended that a formal objection to both applications be lodged with Dundee District Council. However if either of the applications were to be approved then it would be necessary to ensure that the Director of Roads and Transport's requirements are taken into account, and appropriate measures are undertaken to provide for a surface water management strategy.

NOTE

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

AA/IM/IAL
27 December 1996

Alex Anderson
Director of Planning, Transport & Economic Development

