

ANGUS COUNCIL

**RECREATION AND CULTURAL SERVICES COMMITTEE
PLANNING AND TRANSPORT POLICY COMMITTEE
ROADS COMMITTEE**

**7 OCTOBER 1999
14 OCTOBER 1999
14 OCTOBER 1999**

SUBJECT: MONIFIETH SEAFRONT, PROPOSED STUDY

JOINT REPORT BY DIRECTOR OF PLANNING AND TRANSPORT, DIRECTOR OF RECREATION SERVICES AND DIRECTOR OF ROADS

Abstract: This report recommends that the study into the opportunities for the development and enhancement of the seafront at Monifieth proceeds in accordance with the attached consultant's brief.

1 RECOMMENDATION

It is recommended that the Committee:-

- (a) agrees that the study into the development and enhancement of the seafront at Monifieth proceeds in accordance with the attached consultant's brief;
- (b) agrees to meet the cost of the study up to a maximum of £10,000, this expenditure to be met from the Roads Capital Budget for 1999/2000; and
- (c) awaits a further report on the outcome of the study in due course.

2 INTRODUCTION

2.1 Members will recall that, in December 1998, it was agreed that consultants be appointed to carry out studies of Monifieth town centre and the seafront. The studies were delayed as a result of uncertainty surrounding the Capital Budget for 1999/2000.

2.2 It was subsequently agreed that the study of the town centre be carried out by the Council's retained property consultants, Lickley, Proctor & Burnett and this is the subject of a separate report to the Planning and Roads Committees.

3 PROPOSED STUDY

3.1 A copy of the proposed consultants' Study Brief is attached. Essentially, the consultants are being asked to produce an overall master plan for the seafront area which contains specific proposals for those areas within Council control and establishes a policy framework for the other areas. The study report will contain, amongst other things, a detailed cost breakdown of the concept designs and an indication of how expenditure could be phased over a number of years if necessary.

- 3.2 Subject to Committee approval, it is intended that the consultants be appointed by competitive tender without delay and the study completed by the end of the current financial year.

4 FINANCIAL IMPLICATIONS

- 4.1 It is recommended that a ceiling of £10,000 be set for the cost of the study (including expenses but excluding VAT). This expenditure can be met from the Roads Capital Budget for 1999/2000.
- 4.2 Clearly, the proposal contained in the study will have financial implications on the Council but these cannot be quantified at this stage. This will be considered in detail in subsequent reports to Committee.

5 CONSULTATION

- 5.1 The Chief Executive, Director of Finance and Director of Law and Administration have been consulted in the preparation of this report.

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/RM/SP
28 September 1999

Alex Anderson
Director of Planning and Transport

MONIFIETH SEAFRONT

CONSULTANT'S STUDY BRIEF

Introduction

Monifieth with a population of 7,150 is part of a linear urban development which stretches along the northern shore of the Tay Estuary. Originally a small fishing village, Monifieth has become a major residential area primarily meeting the needs of the Dundee housing market. The town centre provides for local needs with larger stores and more specialist services being available in Dundee.

The coastal setting of the town provides Monifieth with much of its character. The beach front area represents a major environmental resource and incorporates a number of local leisure uses including golf courses and open space provision as well as two caravan parks. These act as attractions for both local residents and tourists but parts of the seafront area have suffered from a lack of investment over recent years.

The Council therefore wishes to undertake a study to assess the opportunities for the development and enhancement of the seafront at Monifieth.

Background

The study area is located on the seaward (south) side of the Dundee - Aberdeen railway line and extends from the footbridge over the railway at Albert Street in the west to the boundary with the MoD property in the east (see attached plan).

The core of the area is the extensive public open space bounded by South Union Street, Riverview Drive and Marine Drive. This area is owned and maintained to a high standard by Angus Council. Facilities include:-

- Children's play area
- 18 hole putting green
- Crazy golf
- Tennis/multi-purpose courts
- Bowling green
- Public toilets (unmanned)/shelter
- Seating area/barbecue
- Tarmac go-kart track (unused)
- Car parking

The facilities are overall in good condition but limited in extent and in some cases rather dated. As a consequence, levels of usage are very low even amongst residents.

To the east of the open space is the "Riverview Caravan Park". Although owned by Angus Council, the site is leased and operated by a third party operator who has run the site very successfully for two seasons and has undertaken significant improvements to the on-site facilities. An extension into the sports ground to the north has been proposed by the operator and this is being considered.

The public football pitches beyond (No. 4) are well used particularly at the weekends but suffer from differential settlement as the area was originally a local landfill site.

At the western end of the study area is the privately owned and operated "Tayview Caravan and Camping Park". This is a predominantly static caravan site but towing vans are catered for. It is known that the owner is keen to redevelop the site but has not yet come forward with firm proposals.

North of the open space, bounded by the railway line and Riverview Drive is a small commercial area. This accommodates two small businesses, Council storage yard and a Recycling and Civic Amenity Centre. This use is to be retained at least in the short term but its longer term sustainability should be assessed. There may also be opportunities for screening/boundary treatment particularly along Riverview Drive.

Vehicular access to the area is restricted to underpasses below the railway line at Marine Drive and South Union Street. Headroom at the former is 3.15m (10'4") but is limited to 1.8m (6') at the latter. Heavy vehicles, caravans etc. must therefore take access via the Marine Drive underpass. This may place restrictions on the development of the seafront area and could impact on the development potential of Tayview Caravan Park.

Monifieth has previously suffered from coastal erosion and a range of measures have been adopted to combat this. Extensive use has been made of rock armour and, whilst this appears to be effective, it has reduced the attractiveness of the area and restricted access to the beach. However, a section adjacent to the "Tayview Caravan Park" has not been protected and has suffered significant erosion. As a result, a footpath link through the dunes to the open space to the west and the Dundee Green Circular cycle route beyond has been lost.

Within the wider context, there are concerns relating to the long-term viability of Monifieth town centre. Consequently, Angus Council recently commissioned a study to assess the current retail situation and to identify possible options for town centre redevelopment. Whilst this does not impact directly on the seafront cognisance must be taken of it in the seafront study.

The Study

The study should identify the opportunities to significantly improve the appearance of the seafront area and upgrade and develop the range of facilities available. An overall master plan is required which contains specific proposals for those areas within Council control and establishes a policy framework for the other areas. The proposals should be imaginative and unique to Monifieth but be practical and capable of delivery within a reasonable timescale. A key aim is to develop the seafront area as a tourism asset as well as a valuable resource for locals.

It is not the purpose of the study to bring forward proposals for either of the caravan parks but the consultants will be expected to consult with the operator/owner regarding their plans and aspirations. Account should be taken of these when developing the proposals for the public areas. Further, the consultants will be expected to advise the Council, as Planning Authority as well as landowner, on what forms of development of the Tayview Caravan Park would be appropriate/acceptable. The consultants should also form a view on the possible expansion of the Riverview Caravan Park and advise if this is the most appropriate use of the sports ground within the overall development of the seafront.

The study should also assess what other forms of private sector investment may be appropriate at the seafront to complement its development as a tourism asset. This assessment should include location, nature and scale and viability of any proposed development.

Finally, the study should identify the opportunities for establishing a permanent pedestrian and cycleway link between the seafront and the Dundee Green Circular route to the west. The proposed route of the cycleway and any associated works should be clearly identified.

Bid Information

Consultants should set out clearly the approach and methodology proposed for undertaking the study. The lead consultant will be responsible for providing and delivering a range of professional services as necessary.

The lead consultant will closely liaise with Angus Council (particularly Planning, Roads and Recreation Services) and will report on progress at suitably staged intervals. A study development programme should be prepared which details the proposed reporting stages and highlights appropriate milestones. The consultants will also be required to assist with consultations and meetings with land owners, Community Council and other key local interests.

An overall master plan for the seafront area and accompanying report is required. Proposals should be developed to concept design only (upto 20% design stage) and should include plans, elevations and perspective sketches or axonometric views to clearly illustrate the designs. These should be suitable for public display and consultation purposes. A detailed cost estimate with a breakdown of the key cost components and an indication of how the cost could be phased over a number of years if necessary should be prepared.

The total budget available for this study is £10,000 inclusive of expenses but excluding VAT. Should the development of the seafront proceed, it is envisaged that the consultants would be retained to develop their concepts to full detail design and implementation but this cannot be guaranteed. Future fee agreements would be subject to negotiation once the value and extent of the work is known.

