

**REPORT TO: PLANNING & TRANSPORTATION COMMITTEE –
24 SEPTEMBER 2001**

**REPORT ON: DUNDEE CENTRAL WATERFRONT
DEVELOPMENT MASTERPLAN 2001-2031**

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 602-2001

1 PURPOSE OF REPORT

- 1.1 To finalise the Development Masterplan for the Central Waterfront and require the preparation of an Implementation Plan.

2 RECOMMENDATIONS

- 2.1 To note the results of the final consultation exercise on the Central Waterfront Project proposals and to approve the finalised Development Masterplan (copy attached).
- 2.2 To refer the finalised Development Masterplan to the Development Quality Committee for information as a material consideration for future planning applications.
- 2.3 To remit the Director of Planning & Transportation to liaise with Scottish Enterprise Tayside, the Tay Road Bridge Joint Board and other relevant Council Departments on the preparation of an Implementation Plan for the Central Waterfront proposals and report on this by April 2002.
- 2.4 To remit the Director of Planning & Transportation to widely publicise the finalised Development Masterplan including making it available on the Council's website.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report. An Implementation Plan which sets out the estimated costs of the proposed works and identifies the intended sources of funding will be the subject of a future report.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 This study seeks to facilitate the development of a new high quality and sustainable urban environment within Dundee's Central Waterfront area and is, therefore, in accordance with the Local Agenda 21 aims and objectives.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 The needs and aspirations of all sections of society have been addressed in the preparation of plans for the development of Dundee's Central Waterfront area.

6 BACKGROUND

- 6.1 The Planning & Transportation Committee on 26 February 2001 was advised of the findings of the public consultation exercise on the Dundee Central Waterfront Study

and approved a Final Draft Masterplan for the area. The Committee remitted the Director of Planning & Transportation to undertake a final consultation with relevant interests and to report back in September 2001 on this exercise.

6.2 Meetings have subsequently been held with the Board of Scottish Enterprise Tayside, the Dundee Partnership Forum and the Tay Road Bridge Joint Board to appraise them of the proposals for the Central Waterfront and to seek their comments on and support for these proposals.

6.3 Each of the above bodies has expressed their formal support for the Central Waterfront proposals and have offered the following comments;

a Scottish Enterprise Tayside

SET are keen to move the project forward and to be involved in the preparation of an Implementation Plan for the project which sets how the proposals will be funded, phased and managed.

b Dundee Partnership

The Partnership Forum is keen to maintain a high level of public involvement in the future of the project and suggests that the finalised Masterplan is communicated as widely as possible.

c Tay Road Bridge Joint Board

The Board wish to ensure that during the implementation of the project, bridge users are not adversely affected by construction works. They have also advised that their support for the project is based on the assumption that it will not result in any increased costs for bridge users.

It is considered that all of the above comments can be accommodated.

6.4 A finalised Development Masterplan for the Central Waterfront area has now been prepared (See Appendix). This short document sets out the historical background to the area, the masterplanning process which has been adopted and the proposed development plan for the area. It is intended that this be made publicly available both in printed form and on the Council's website.

6.5 The next stage should be to prepare an implementation plan which brings forward detailed proposals for the management, funding and phasing of the project. This work will require to be undertaken in conjunction with key potential project partners such as Scottish Enterprise Tayside and the Tay Road Bridge Joint Board

7 CONSULTATIONS

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

8 BACKGROUND PAPERS

- 8.1 Report on Dundee Central Waterfront Study to Planning & Transportation Committee
15 February 2001.

Mike Galloway
Director of Planning & Transportation

14 September 2001

MPG/MS

Dundee City Council
Tayside House
Dundee

Dundee Central Waterfront



Development Masterplan 2001-2031

Historical Background

Dundee's history is closely interlinked with its location on the north shore of the Firth of Tay. The city was important from the earliest of times and it gained its Charter in 1191 as one of King David I's new towns created to encourage trade and civilise the Scottish countryside. The site was strategically positioned, controlling the entry into the heart of Scotland, and was consequently the victim of numerous sieges and sackings. By the medieval period, however, Dundee was second only to Edinburgh in terms of commercial prosperity. Most early trade was by sea and Dundee was ideally located on shipping routes to and from the Baltic and North European ports due to it being closer than Edinburgh by two days sailing.

Although the earliest harbour is thought to have been to the east of the Castle Rock (adjacent to the existing Gellatly Street/Seagate junction), the port had moved westwards by the 16th Century to a point close to the current High Street at Whitehall Crescent. From here the harbour developed during the 17th and 18th Centuries, but still remained modest in scale. There were only a few buildings on the adjacent peninsula which protruded into the estuary (from the site of the existing railway station) towards St. Nicholas' Craig (at modern day Discovery Point).

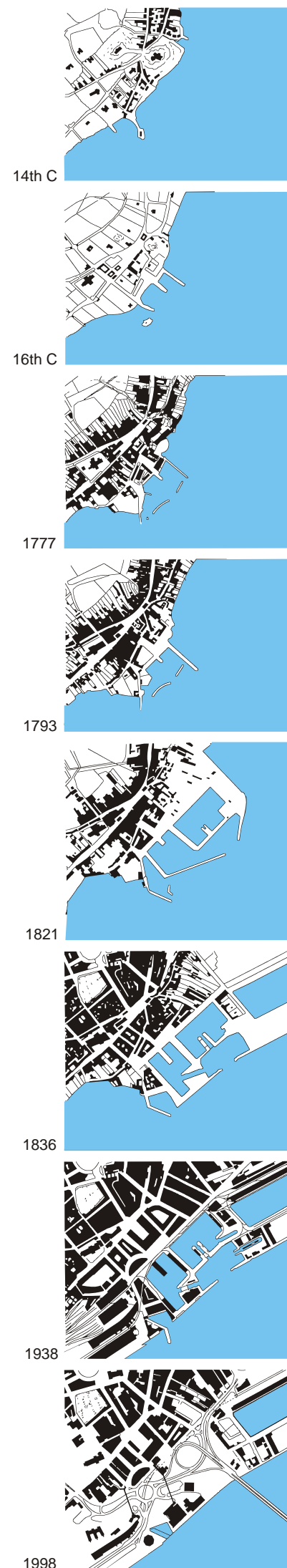
In 1793 Dundee's first commercial flax mills were built. By the 1830s, when flax gave way to jute, Dundee changed from a trading port to the world centre for the jute processing industry and the city rapidly expanded. Due to this trade being dependant on sea and rail transport, the result was the total transformation of its historic waterfront and harbour which, until then, had been tidal and inadequate for major shipping.

Thomas Telford was appointed to improve the harbour facilities and he built the King William IV Dock and the West Graving Dock, on the site of the old tidal harbour, between 1812 and 1825, plus a new tidal harbour to the south. The development of the docks then continued for the next 100 years, with Earl Grey Dock formed from the Graving Dock and Victoria and Camperdown Docks added to the east. Gradually the city was moving further and further away from the waterfront.

The railways followed soon after with the West Station, Goods Station and Tay Bridge Station all built to the west of the harbour. To the west of St. Nicholas' Craig, the estuary was in-filled to create a Goods Yard with the rail tracks lining the new shore and their retaining wall forming the Esplanade.

By the end of the 19th Century, the first signs of industrial decline were apparent and the docks were no longer being so heavily used. In 1911 the City Architect (James Thompson) prepared designs for a massive new Civic Centre on the site of the Central Waterfront, but the commencement of the World Wars meant that these ambitious proposals were never implemented.

In the 20th Century, the most significant factor which determined Dundee's relationship with its Waterfront was the siting of the northern landfall of the Tay Road Bridge. Although the engineer, Ove Arup, actually preferred a site further east at Stannergate in order that the bridge could join directly into the Kingsway, the city chose to land the bridge right into the heart of the city centre. As a result, the historic central dock complex was in-filled in the 1960s to accommodate the necessary ramps and road system. The Olympia Leisure Centre and Tayside House were then built in the 1970s as the only completed elements of an intended multi-level, modernist, civic and commercial centre. The resultant effect was the loss of the harbour and the severance of the waterfront from the city.



The Masterplanning Process

In 1998, the Dundee Partnership decided to look at potential options for re-integrating the Central Waterfront with the City Centre. We want to think 30 years ahead with a Masterplan which aims to realise the exceptional opportunity provided by the Central Waterfront and prepare a shared vision for the area that can create not only a distinctive identity and sense of place, but also provides a robust framework for investment & decision making.



An initial Consultants Report by EDAW in January 2000 identified a number of visionary development options for the Central Waterfront which;

- Ranged from modest to more radical proposals
- Were all capable of phased implementation over 30 years
- Had identifiable core and optional components
- Allowed the integration of the city centre grid with the waterfront area
- Maximised connectivity to all adjacent areas including the East and West
- Ameliorated the barrier effect of the road bridge and inner ring road
- Built on the waterfront's current attributes and location

These options were then the subject of a wide consultation exercise involving a public exhibition and symposium in DCA, a community road show around Dundee and a joint seminar with the Dundee Civic Trust and the local branches of the relevant professional institutes. From this a consensus view emerged; in particular, there was general agreement that the Project needed to happen, on what it should contain and on its physical form.



Following a further consultation exercise with key parties during 2001, the Dundee Partnership approved a final Masterplan for the area and this document outlines its main components;



- the extension of the city centre down to the waterfront
- the creation of a new grid iron street pattern
- improved provision for walking, cycling and buses
- the reduction of the effect of cars and parking
- the removal of some of the Tay Road Bridge ramps
- the creation of a pair of east/west tree lined boulevards
- provision of sites for a variety of mixed use developments
- the formation of a major new civic space and re-opened dock
- the provision of a new rail station and arrival square

The next important step will be to ensure the successful implementation of the project. The intention is now to build the Masterplan into the forthcoming review of the Dundee Local Plan and to establish an appropriate delivery mechanism, such as a formal project partnership or a joint venture company. The aim is to drive the project forward and avoid the current sense of momentum from being lost.



In conclusion, there is now real belief in the city that the creation of a quality new waterfront is possible; a window of opportunity is currently available and the Dundee Partnership is committed to taking action.

There is public support in favour of the key principles and Dundee now intends to capitalise on this general consensus in order to realise its ambitions for one of the most forward thinking and important projects in the city.

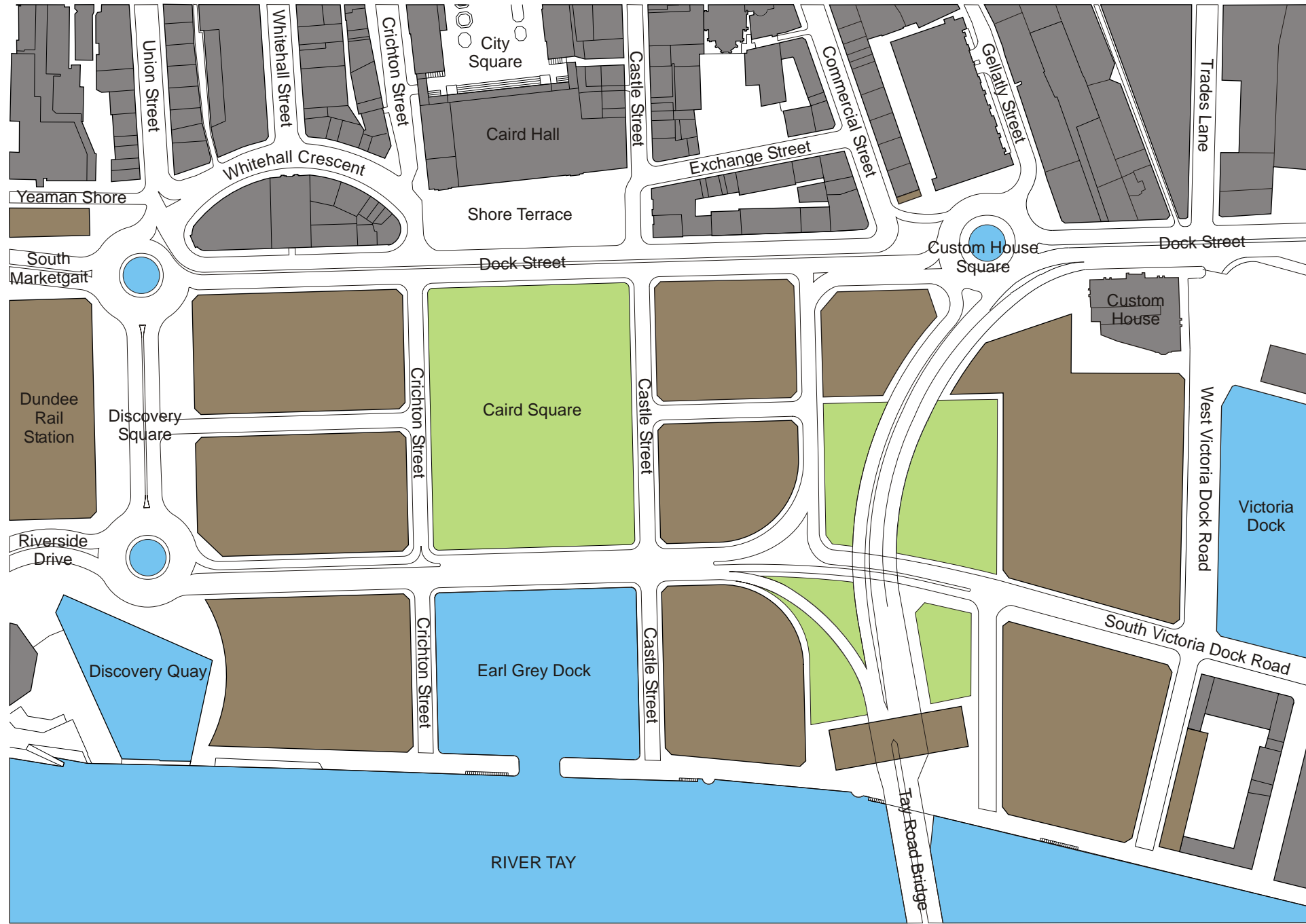


2031

Dundee Central Waterfront Masterplan 2001 - 2031

The Development Masterplan for the Central Waterfront area includes certain key components;

- the extension of the city centre's built form down to the waterfront;
- the creation of a new grid iron street pattern based on the historical routes to the north;
- improved provision of facilities for walking, cycling & buses;
- the reduction of the existing environmental effect of cars & parking;
- the removal and replacement of some of the Tay Road Bridge vehicle ramps;
- the creation of a pair of east/west tree lined boulevards to replace the existing inner ring road;
- the formation of attractive sites for a variety of new mixed use developments;
- the creation of a major new civic space & re-opened dock stretching from the Caird Hall to the river;
- the provision of a new rail station & arrival space at the western edge of the area.



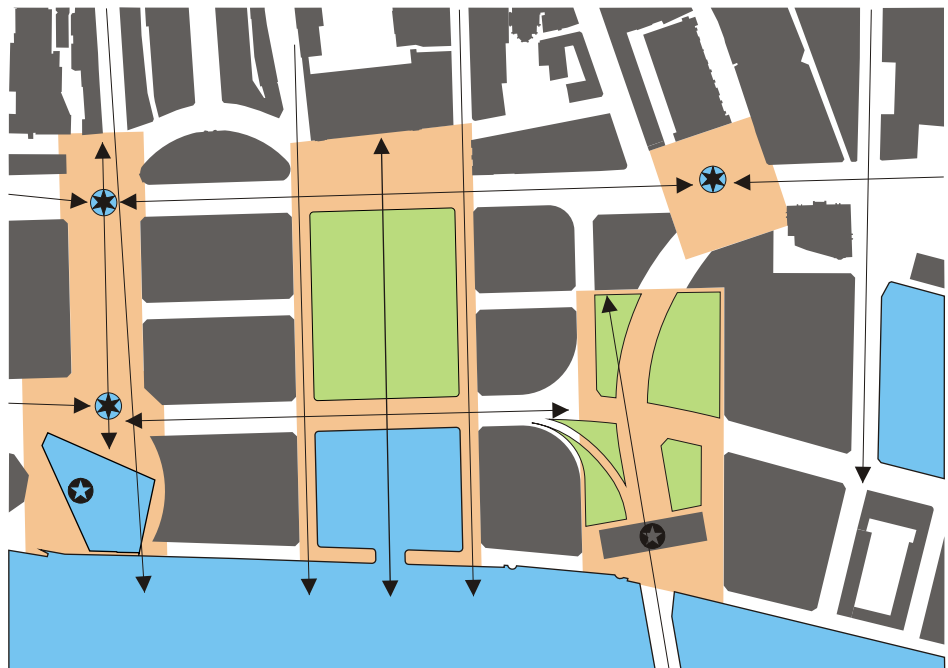
The plan is to tame the negative environmental effects that the existing roads and ramps have on the area, but at the same time to properly allow for necessary vehicular access and through traffic.

The favoured way of doing this will be to create a pair of matched east/west boulevards which will carry external traffic through the area and channel the bridge traffic in and out of the City Centre. The main junctions between these boulevards, the inner ring road, Riverside Drive and the Bridge ramps will take the form of feature roundabouts with part-time traffic light signals.

Within this basic pattern, smaller access streets will be formed to service the area and its associated new uses. Together this hierarchy of roads will create a much more understandable street pattern for residents and visitors alike

Pedestrian movement will be facilitated by the provision of light controlled crossing points on key desire lines from the city centre to the waterfront.

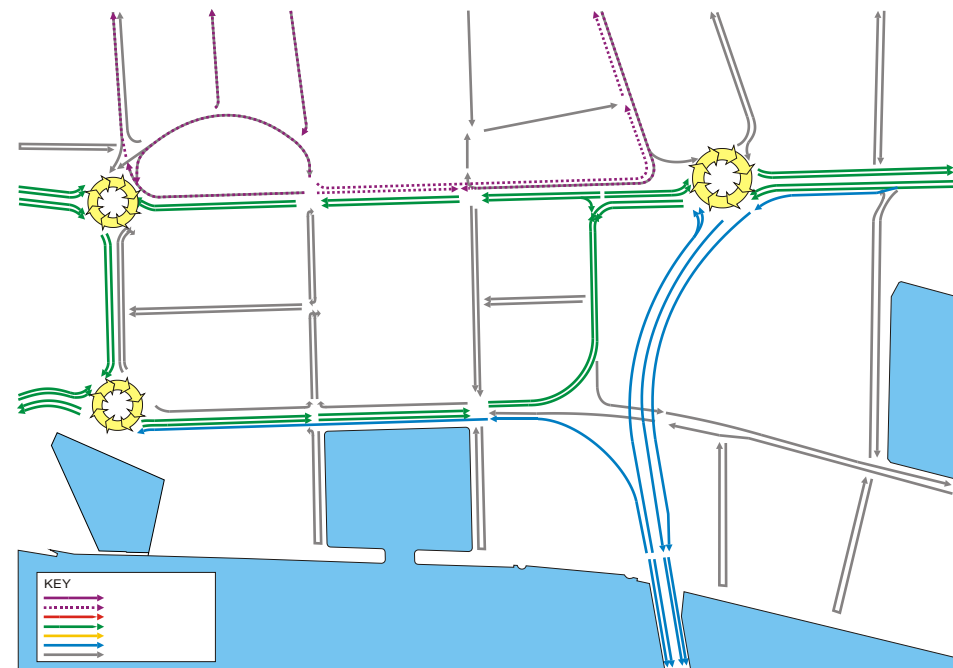
A dedicated public transport corridor has been retained along the line of the existing route along Dock Street. This will ensure that easy bus access is maintained within the city centre while also easily serving the new Central Waterfront developments.



The Masterplan aims to achieve a good balance between buildings and open space; it is right that sizeable new public spaces are re-incorporated into the area, but these will only function properly if they are framed and enclosed by quality new buildings of appropriate scale and height. There will also be a healthy balance between hard and soft landscaping in these spaces so that they can accommodate a variety of different uses.

Although a grid iron pattern of streets is proposed for the Waterfront, a considerable amount of visual variety has been sought by making that grid respond to the characteristics of the area. The overall effect is that no one street or space will be identical to any other, thus encouraging diversity and local identity while also forming viable development sites.

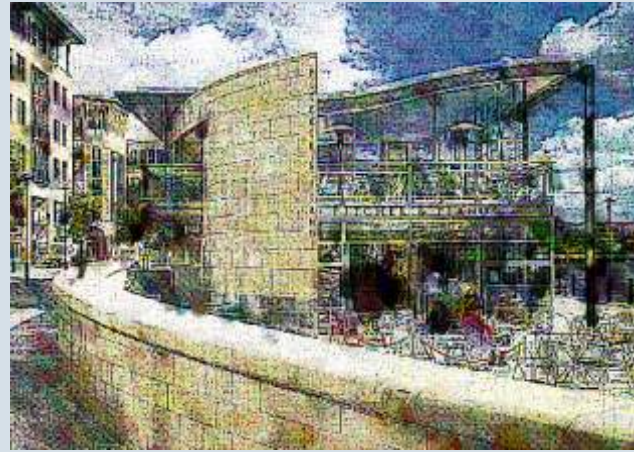
A number of new landmark features are proposed at prominent locations which will both bring added visual interest to the area and create a series of dramatic views and vistas through and within the waterfront. It is thought that Water Features in particular would be suitable landmarks in this type of location. The cumulative effect will create a real sense of dramatic arrival for travellers entering the city from all directions and modes of transport.



The Process of Implementing the Plan

The long term development framework which has been prepared for the Central Waterfront permits a phased and progressive approach to its implementation over a flexible timescale. Some developments, such as the new hotel at City Quay, can start virtually immediately while others are envisaged as being more long term.

Dundee City Council have adopted this Masterplan for the purposes of controlling future development in the Central Waterfront area; all applications for planning permission will be expected to be in conformance with the Masterplan in order to protect the long term development potential of the area.



The plan will not, however, be implemented solely by guiding the form and nature of future developments. There are a number of key items of new infrastructure which will require to be constructed if the area is to realise its full potential within the period of the plan. The next stage of the project will be to prepare an Implementation Plan which brings forward detailed proposals for the management, funding and phasing of these infrastructure works and the associated development of new buildings. This work will be jointly undertaken by all of the key potential project partners including Scottish Enterprise Tayside and the Tay Road Bridge Joint Board as well as Dundee City Council.



One of the most significant construction issues for the project will undoubtedly be the management of vehicular and pedestrian movement during the extensive engineering works which will be necessary. Careful management procedures will be developed to ensure that any disruption is kept to the absolute minimum and that public safety is placed at the forefront of this work.

Consideration has already been given to the type of mechanism required to manage and implement what is effectively one of the largest and most important long term projects in the City. To ensure success this mechanism will require to undertake;



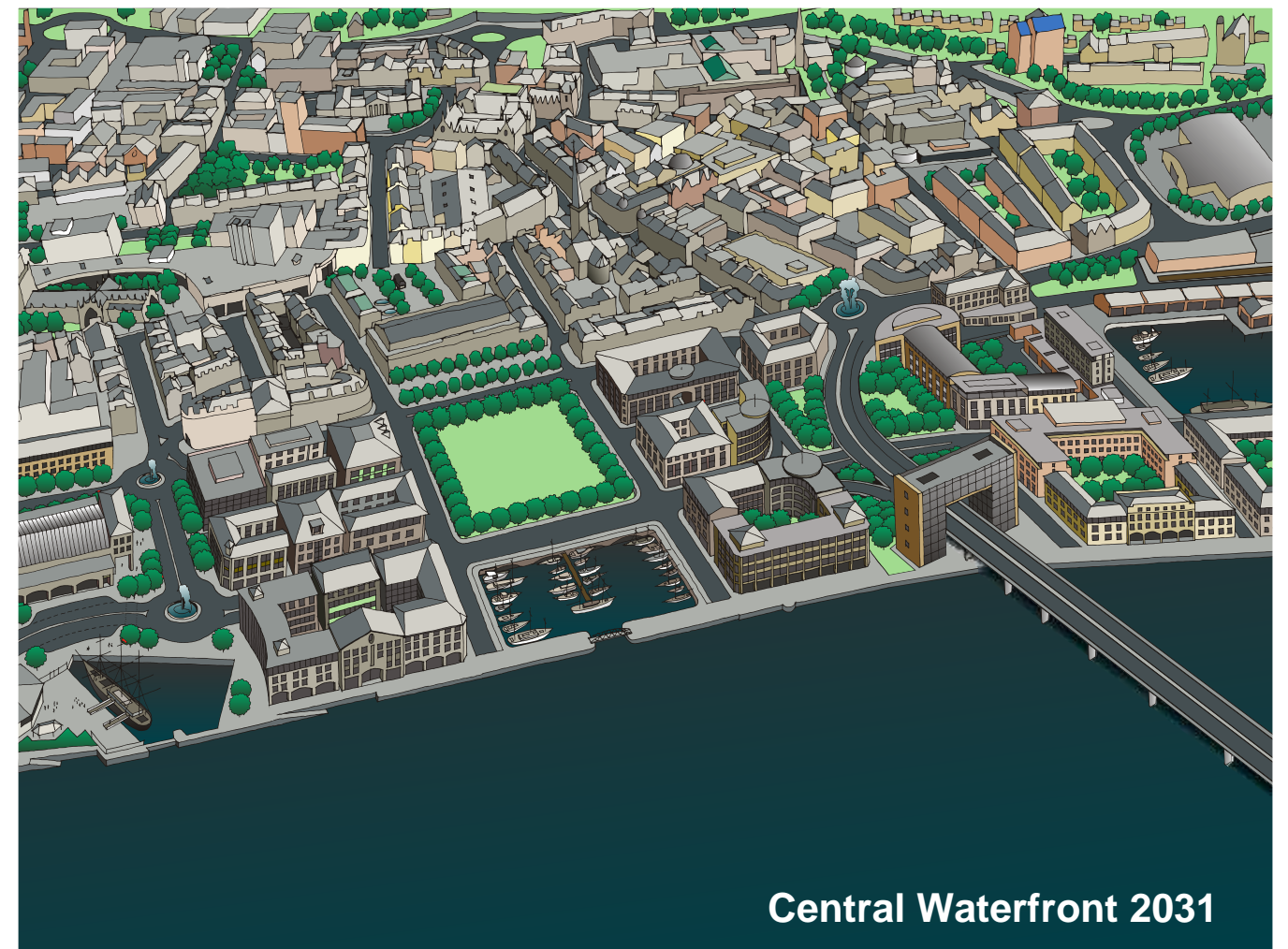
- Consultation and agreement with key parties
- The detailed design of major infrastructure and environmental improvements
- Funding and implementation of major works
- Marketing of development sites to prospective developers



A number of possible options are available for this mechanism; it could for example be a Partnership Agreement, a Joint Project, a Joint Venture Company or a Charitable Trust. Each of these will be assessed in detail as part of the preparation of an Implementation Plan. The continuing key to success will however be the ongoing involvement of Dundonians themselves.



Central Waterfront 1999



Central Waterfront 2031