

REPORT TO: PLANNING & TRANSPORTATION COMMITTEE – 26 FEBRUARY 2000

REPORT ON: DUNDEE CENTRAL WATERFRONT STUDY – PUBLIC CONSULTATION RESULTS AND FINAL DRAFT PROPOSALS

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 8-2001

1 PURPOSE OF REPORT

- 1.1 To advise the Committee of the findings of the public consultation exercise on the Dundee Central Waterfront Study and seek authority to consult further on a Final Draft Masterplan, proposed delivery mechanism and programme to implement the Central Waterfront Study Proposals.

2 RECOMMENDATIONS

- 2.1 It is recommended that the Committee:
- a Note the positive findings of the public consultation exercise.
 - b Approve the Final Draft Masterplan, proposed delivery mechanism and future implementation programme for the purpose of further consultation with relevant interests and the public and remit the Director of Planning & Transportation to report back in September 2001 on this exercise.
 - c Commend the Final Draft Masterplan to the Development Quality Committee as a material consideration for development control purposes.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report.
- 3.2 It is anticipated that the infrastructure costs associated with the redevelopment of the central Waterfront will be self-financed from the sale of associated development sites, though the phasing of development may require advanced public sector investment. This will be the subject of future reports.

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 24 January 2000 was informed of the findings of the Central Waterfront Study and remitted the Director of Planning & Transportation to undertake a public consultation programme.

6.2 The consultation programme was undertaken in several stages

- A public exhibition of a range of proposals and options was held for one month in Dundee Contemporary Arts during March of last year. The exhibition was launched at a public symposium held to discuss the proposals before an invited panel of guests. The proposals were also displayed in the foyer of Tayside House.
- During late spring and early summer, the exhibition was taken out to local libraries and neighbourhood centres in order to widen the consultation process to include local communities throughout the city.
- During the autumn, the Director presented the Study findings to meetings of the Dundee Civic Trust, Institution of Civil Engineers, Dundee Institute of Architects and the local chapter of the Royal Town Planning Institute at which further comment was invited.
- Finally, the exhibition was put on display for a further month at Tayside House. The consultation process was formally drawn to a close in mid November.

6.3 Responses to the exhibition were sought by the use of a questionnaire (Appendix 1). Broadly speaking the respondents were asked in a series of open and closed questions -

- Whether they liked the approach in general
- Which elements and uses they would like to see in any proposals
- Which transportation methods they would like to be included
- Which of the broad options they preferred
- For any other thoughts or ideas.

Appendix 2 illustrates graphically the responses to the questionnaire and consultation exercise.

6.4 **Consultation Findings** – Almost 200 responses were received. The analysis of the questionnaire results has revealed the following main conclusions:

- a Almost 100% of respondents consider the general approach to be a good idea, largely because the potential of the Central Waterfront location close to the river is too great to ignore. There was also strong views that the proposals will help the city centre connect with the river and improve the city's image and appearance.
- b With the exception of offices, the general view is that a broad range of uses should be developed to create a mixed use/24 hour economy bringing life and vitality to the area and much needed attractions with broad appeal for both locals and tourists.
- c There was strong support for walking, cycling and public transport, particularly buses and less support for cars and car parking. The strongest reason given was that these modes of transport would help maximise access for all, being more environmentally friendly. The introduction of pedestrianisation with safe and free movement also featured.
- d The proposals feature a number of broad ideas:
 - Removing and reconfiguring the Road Bridge ramps to create the new Central Waterfront site.
 - Creation of a continental style boulevard to replace the ring road aligned either at Dock Street or across the centre of the site, or both.
 - The creation of a major new civic space.

The findings indicate that all of these are strongly supported with almost unanimous support given to the removal of the Bridge ramps to create the new Central Waterfront.

- e A number of options for the creation of a major new civic space as part of the Central Waterfront were put forward
 - a civic/events space open to the waterfront
 - a civic/events space enclosed from the waterfront
 - a space which is part civic/events and part dock
 - a space which is mainly reclaimed dock.

The most strongly supported option was part civic space/part dock with just over half the respondents in support.

- f Finally respondents were asked for any other final views and comments. Responses were mixed, but all very positive, the biggest response being congratulatory on the proposal. Other common views related to the need to demolish the existing buildings in the area, the need to think big and act now, the need to connect activity with the River, provision of good accessibility, and the need for provision for Dundee's citizens.

6.5 There is absolutely no doubt that the approach, ideas and proposals being put forward have struck a chord with the considerable number of people who have visited the exhibition and made comment. This is particularly encouraging in view of past Central Waterfront initiatives which failed to meet with public support and expectation. It is therefore considered that there is a strong public remit to take the proposals forward. It can now be assumed that one of the key issues identified in the Study at the start of the process, that of creating a shared vision, has been addressed. Decisions are now required on how to take forward the proposals and in particular how to address the key transportation challenges.

6.6 **Next Steps** – As part of the Central Waterfront Study, the consultants EDAW were asked to identify ways to take the Study forward. In addition to the selection of a Final Draft Masterplan in order to cement the shared vision for the area, they recommended that some form of mechanism is required to manage and implement a long term strategy for the Central Waterfront and that a detailed implementation programme be established.

7 PROPOSALS

Masterplan

7.1 In order to take forward the results of the consultation exercise, a Masterplan (Appendix 3) has been prepared which responds to the main features of the EDAW Study which received the greatest public support while also resolving the key traffic and infrastructure issues involved. A fuller version of the Masterplan is available in the Members' Lounges.

7.2 The basis of this final draft Masterplan is Option 3b(2) in the EDAW Study and it contains the following key elements:

- a The replacement of some of the Tay Road Bridge ramps (which received 95% support from the public) while retaining the existing westbound on-ramp and off-ramp.
- b The transformation of Dock Street into a continental style, tree lined boulevard with dedicated bus priority lanes (this received the support of 81% of the public).

- c The creation of an additional new tree lined boulevard running east-west across the site (71% of the public supported this idea).
- d The formation of new urban space from the rear of the Caird Hall southwards to the River Tay (this received 82% of public support).
- e Within this space it is proposed that there be an area of re-opened dock and a major new civic square (overall 88% of the public supported these ideas).

In addition the following proposals have also been included:

- f The creation of a new civic square adjacent to a new Dundee Rail Station.
- g The formation of a further new square adjacent to the existing Custom House.
- h The landscaping of a major new space at the revised landfall of the Tay Road Bridge.
- i The construction of a new gateway building over the Tay Road Bridge at its entry point into the city.
- j The formation of 4.07 hectares (10.07 acres) of future development sites capable of being developed for a variety of mixed uses.

- 7.3 One of the key aims of the plan is to create an exciting balance between new development, which extends the city centre down to the river, and new urban spaces, which extend the river up into the city centre. Key land marks and visual axes have been positioned to bring dignity and civic presence to the area.

Implementation Mechanism

- 7.4 In order to implement the Central Waterfront strategy, some form of mechanism is required to draw together the various strands of the proposals and to access the necessary resources both financial and otherwise. Dundee has an excellent track record in delivering major projects through successful partnership and there is a need to ensure that this approach is also adopted by the key agencies in the Central Waterfront area, including:

- Dundee City Council
- Scottish Enterprise Tayside
- Tay Road Bridge Joint Board
- Scottish Homes
- Forth Ports plc
- Private Landowners and Developers

In addition, consideration needs to be given as to how to bring other interests on board such as the wider community and the Scottish Executive.

- 7.5 The EDAW Study recommended that there should be a focused implementation mechanism which has a clear project objective of delivering the proposals on the ground in accordance with an agreed Masterplan. There are a range of suitable options for such a delivery mechanism and these include:

- a partnership agreement
- a joint project
- a joint venture company
- a charitable company

and each of these has its own advantages and disadvantages which are detailed in the full version of the Final Draft Masterplan available in the members lounges.

- 7.6 From an appraisal of the available options, it is recommended that the potential to establish a joint venture company between the relevant key agencies be explored further. This approach is similar to that being successfully utilised in the City Challenge process in England (eg Leeds city centre and Newcastle's Grainger Town) and in the recently formed Edinburgh Waterfront Project. The company (Dundee Waterfront Ltd) would have shares and capital and could also have an ownership stake in land in the area. It would have a board made up initially from the core partners involved in the project (ie Dundee City Council, Scottish Executive, Scottish Enterprise Tayside and the Tay Road Bridge Joint Board), but would also seek the involvement of other agencies and private sector interests as and when appropriate.

Implementation Programme

- 7.7 The EDAW Study Team were asked to work to a 30 year time horizon when considering the redevelopment of the Central Waterfront. Although their recommendations are based on an implementation period of that length, they also reported that, if necessary, the project could be completed more quickly within a minimum timescale of 15 years, depending upon budget availability and development demand.
- 7.8 They also recommended that there were a series of initial priority steps which require to be taken by the key agencies in order to progress the project:

	<u>Proposed Timescale</u>
i Agreement to 'Shared Vision'	Feb 2001
ii Preparation of Final Draft Masterplan	Feb 2001
iii Consultation on Final Draft Masterplan, Delivery Mechanism and Implementation Programme	Feb to Sep 2001
iv Detailed discussions with other interested parties	Feb to Sep 2001
v Agreement to Masterplan, Delivery Mechanism and Implementation Programme	Sep 2001
vi Establishment of Delivery Mechanism	Sep 2001 to Apr 2002
vii Detailed Site Investigations	Sep 2001 to Apr 2002
viii Design and Programming of Phase 1 Infrastructure Works	Dec 2001 to Jun 2002
ix Preparation of Planning Briefs and Design Guidelines for Development Sites	Sep 2001 to Jun 2002
x Preparation of overall master programme	Sep 2001 to 2002

- 7.9 Following the approval of the final Masterplan for the site, an overall development programme will be prepared and this will take into account the existing buildings and uses in the Central Waterfront area. It should be noted that the Masterplan is a 30 year vision for the development of the area and that there is no intention to disturb any existing businesses and uses. On this basis, the proposed Masterplan does not require the removal of any of the major buildings in the area such as Tayside House, the Olympia Centre or the Hilton Hotel. It is, however, anticipated that the lifespan of these buildings is likely to be less than 30 years and that the Masterplan will determine the shape and form of their redevelopment at the appropriate time. In order to ensure that the needs of existing businesses are properly accounted for, there will be a targeted consultation exercise with these parties (eg Hilton Hotels) prior to the finalisation of the Masterplan.

8 CONSULTATIONS

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

9 BACKGROUND PAPERS

- 9.1 Dundee Central Waterfront Study Final Report – January 2000.
- 9.2 Report to Planning & Transportation Committee Dundee Central Waterfront Study.

Mike Galloway
Director of Planning & Transportation

15 February 2001

KW/PMJ/MS

Dundee City Council
Tayside House
Dundee

DUNDEE CENTRAL WATERFRONT EXHIBITION

Have your say !

We want you to have an opportunity to comment on the ideas illustrated in the exhibition panels presented by Dundee City Council and Scottish Enterprise Tayside so please complete this form and hand it in at the exhibition.

1 THE APPROACH

Do you consider the general approach being proposed for the long-term regeneration of the Central Waterfront to be a good idea?

YES

NO

Why ?

2 USES AND ACTIVITIES

To what extent would you like to see the following uses & activities in the Central Waterfront Area ?

	Strongly Agree	Agree	Disagree	Strongly Disagree
Hotels				
Leisure				
Residential				
Cafes/Bars				
Visitor attraction				
Offices				
Shops				
Open space				

Please tick one box only for each use or activity

Why ?

3 TRANSPORT AND MOVEMENT

To what extent would you like to see the following methods of transport provided for in the Central Waterfront Area ?

	Strongly Agree	Agree	Disagree	Strongly Disagree
Walking				
Cycling				
Buses				
Trains				
Motor Vehicles				
Car Parking				

Please tick one box only for each form of transport

Why ?

3 CHOICES & PREFERENCES

a) Do you support the general objective of replacing some of the Tay Road Bridge ramps to help create the new Central Waterfront Area (shown on all Options) ?

YES NO

b) Do you support the idea of Dock Street becoming a 'continental style' tree-lined boulevard with Bus Priority Lanes (as shown on Option 1) ?

YES NO

c) Do you support the introduction of an additional central tree-lined boulevard across the site (as shown in Option 2) ?

YES NO

d) Do you support the creation of a major new civic space in the new Central waterfront Area (as shown in Option 3) ?

YES NO

e) If you would like to see a major new civic space in the Central waterfront Area would you prefer ?

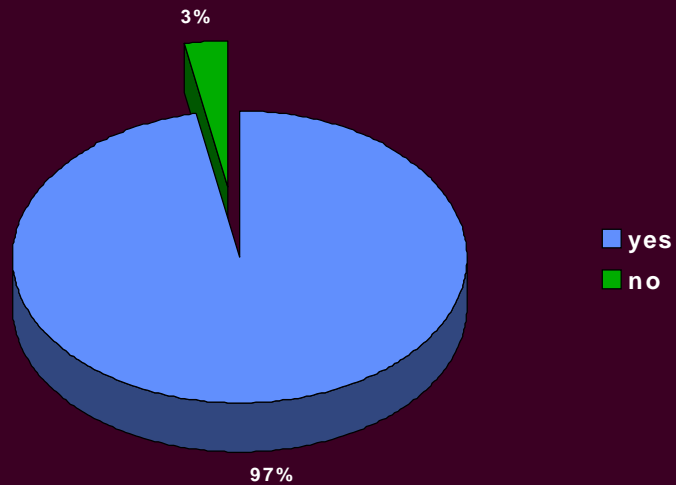
- 1) a major civic square (open) –plan 3a
- 2) a major civic square (enclosed) – plan 3b
- 3) part-square and part-dock – plan 2b and 3c
- 4) mainly a re-opened dock - plan 1a and 2a

DO YOU HAVE ANY OTHER COMMENTS ON THE PROPOSALS ?

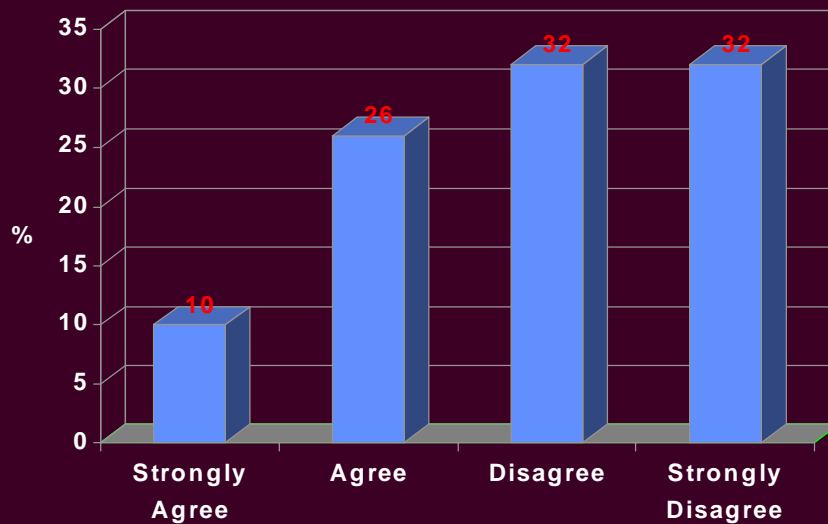
Name
Address

Thank you for your views.

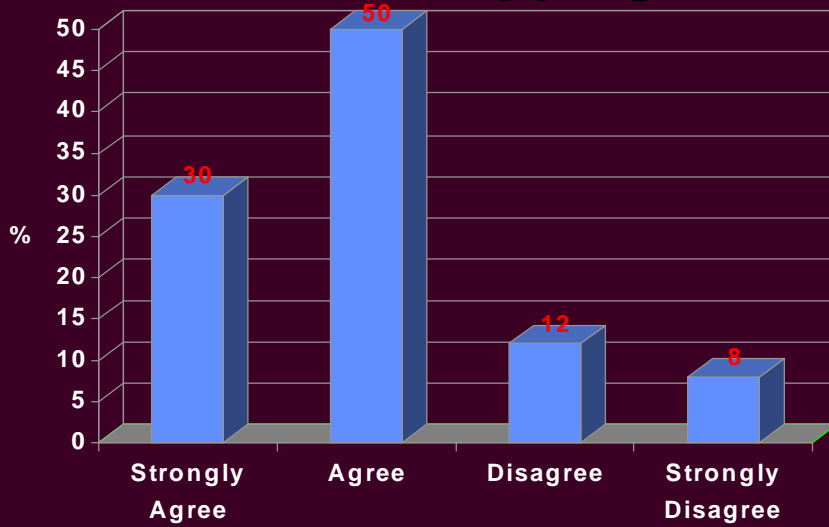
Is the Overall Approach a Good Idea?



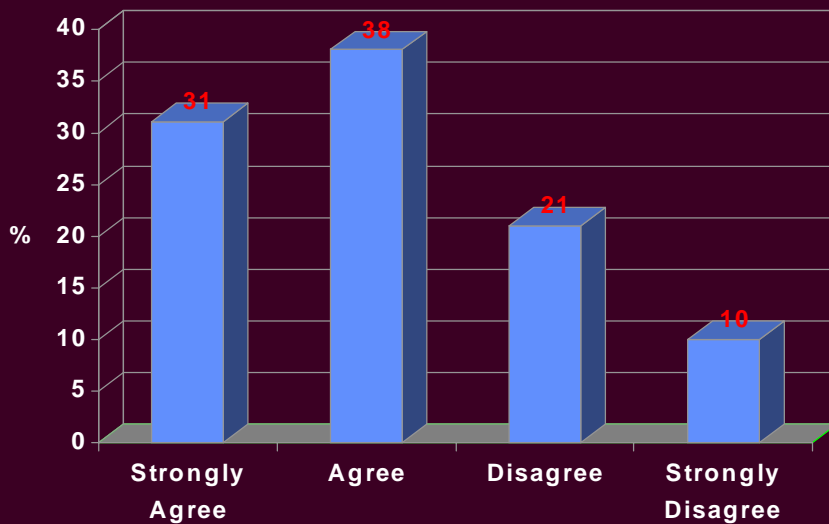
Should the Waterfront include Offices?



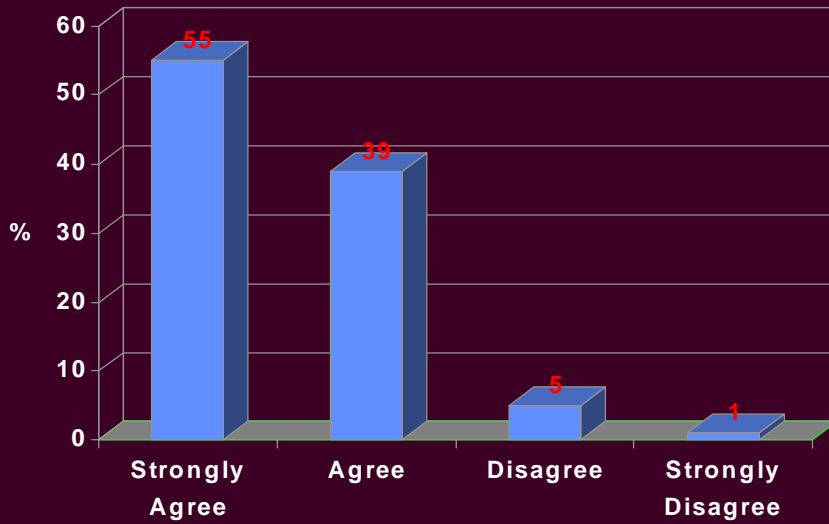
Should the Waterfront include Shopping?



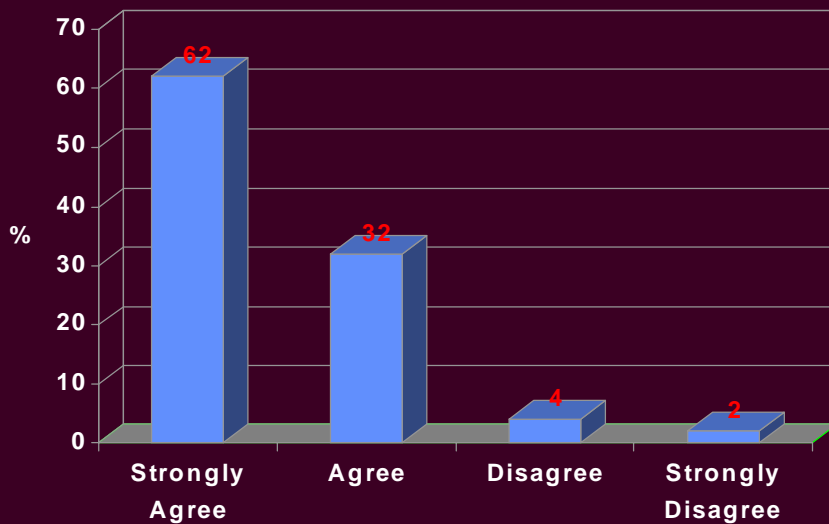
Should the Waterfront include Residential?



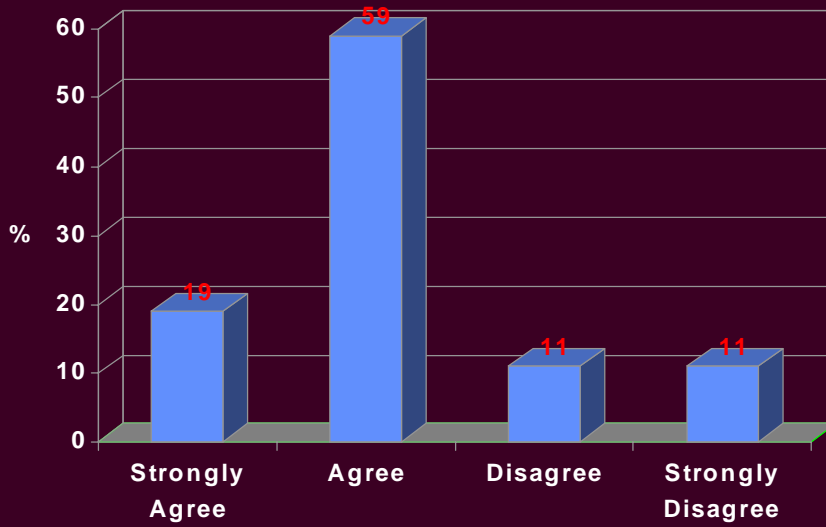
Should the Waterfront include Leisure?



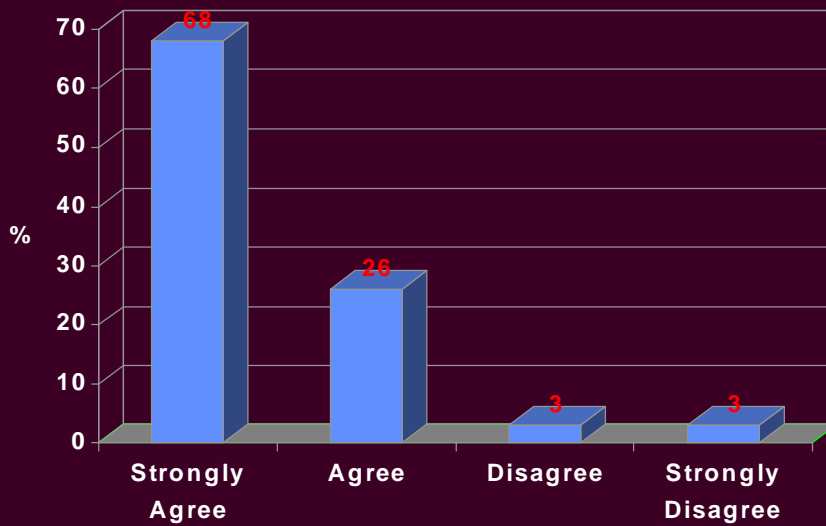
Should the Waterfront include Visitor Attractions?



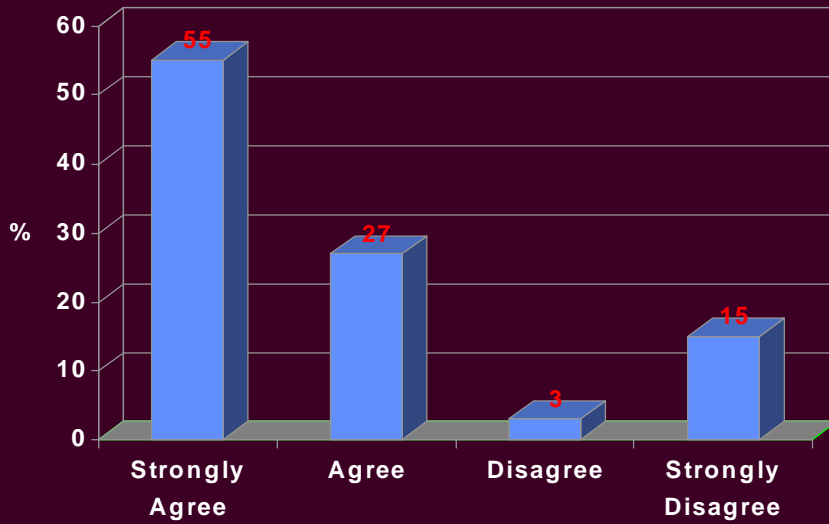
Should the Waterfront include Hotels?



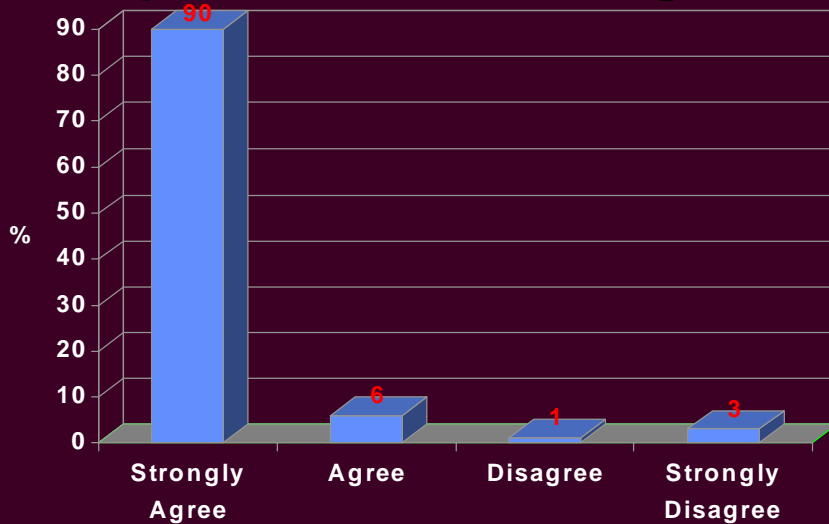
Should the Waterfront include Cafes & Bars?



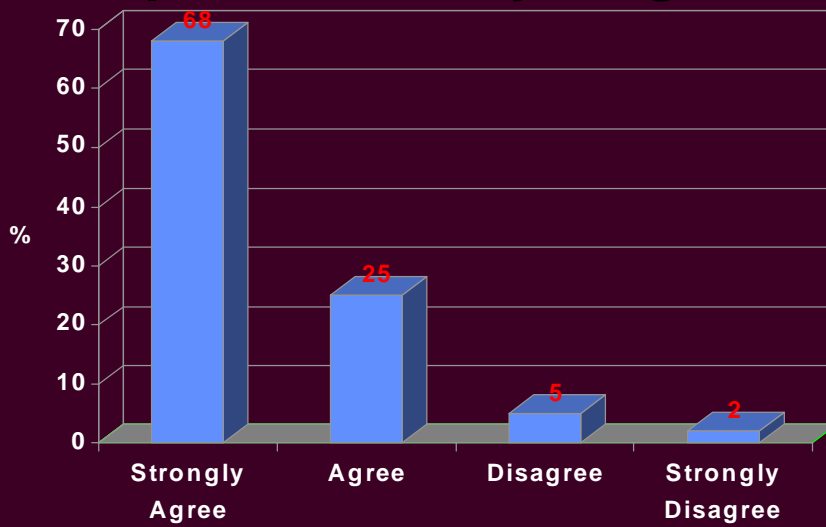
Should the Waterfront include Open Space?



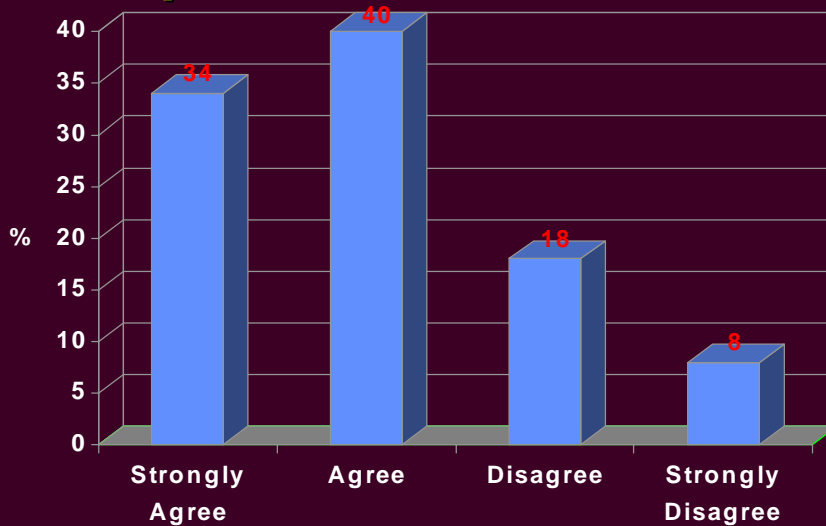
Should the Waterfront provide for Walking?



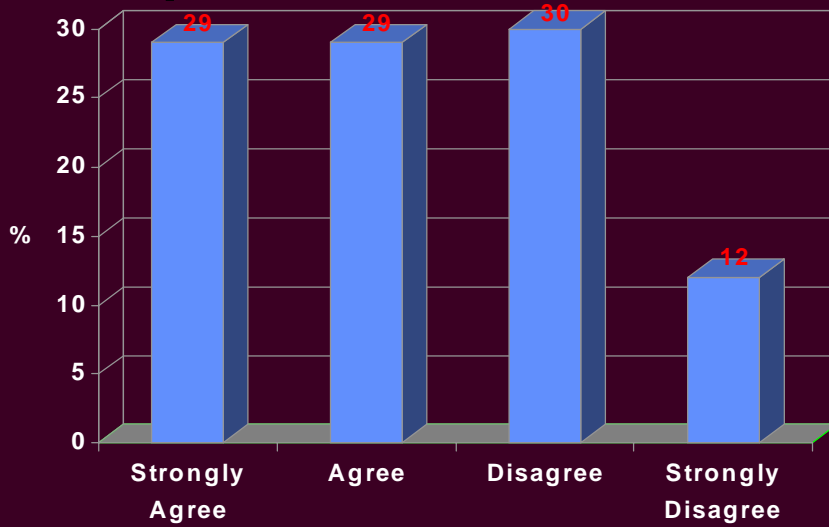
Should the Waterfront provide for Cycling?



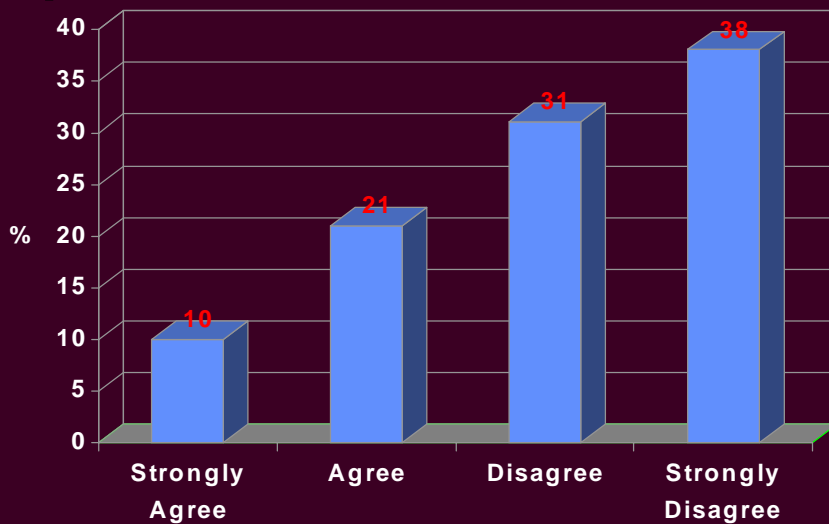
Should the Waterfront provide for Buses?



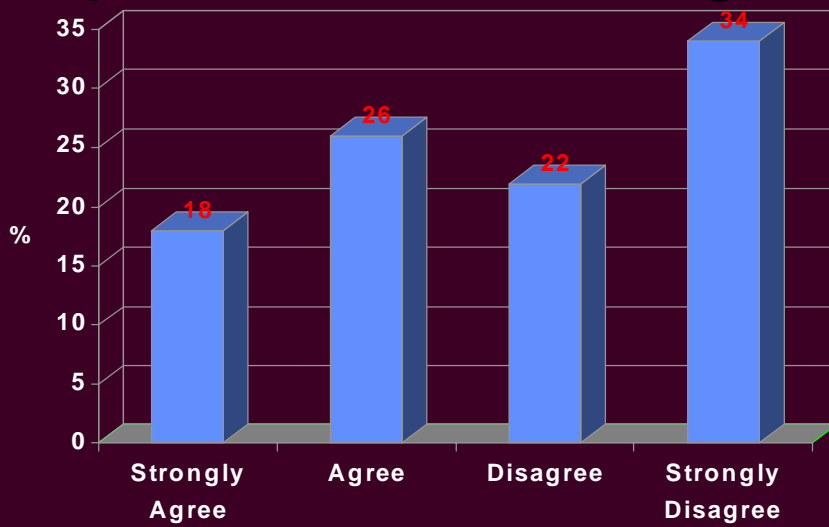
Should the Waterfront provide for Trains?



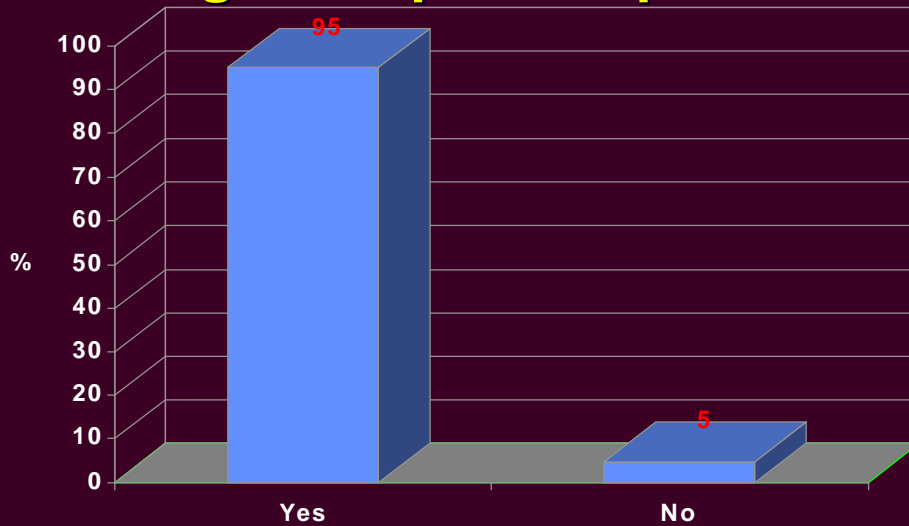
Should the Waterfront provide for Motor Vehicles?



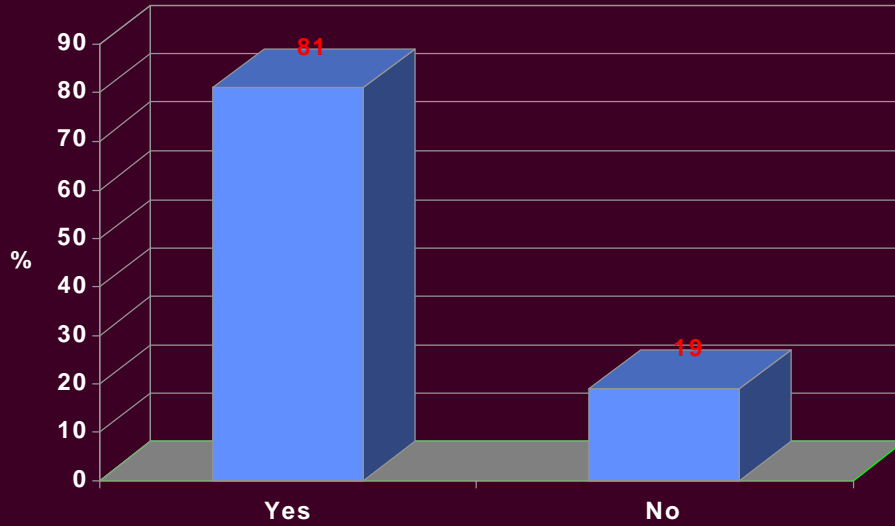
Should the Waterfront provide for Car Parking?



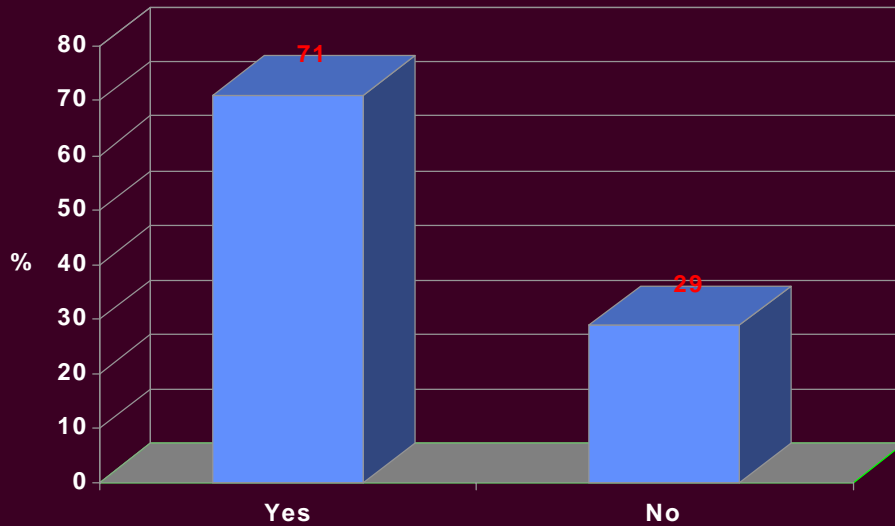
Should some of the Road Bridge Ramps be replaced?



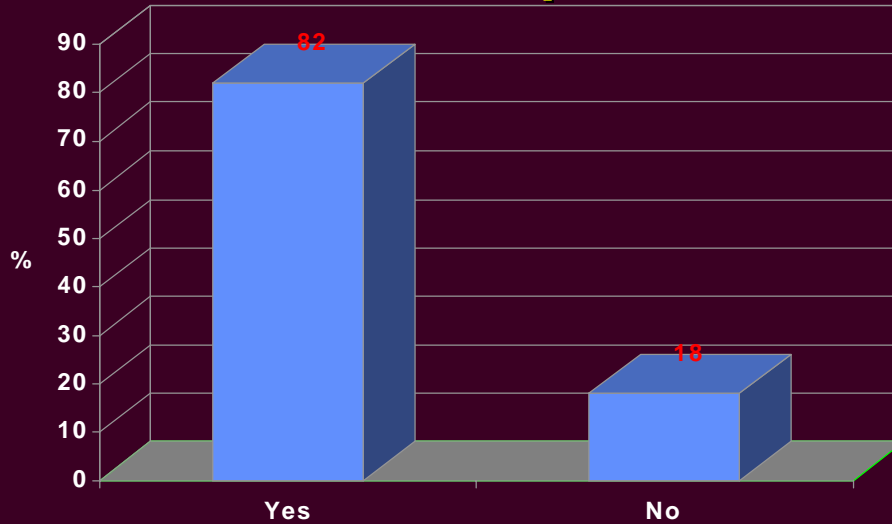
Should Dock Street become a tree-lined Boulevard?



Should there be an additional tree-lined Boulevard?



Should there be a major new Civic Space?



What kind of Space would you like?

