



Dundee Local Development Plan 2014



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Foreword

The Dundee Local Development Plan sets out the land use strategy that will guide development across Dundee up to 2024 and beyond. Whilst this Plan is being written amidst a UK-wide recession, Dundee is looking forward with a justified optimism to an exciting period in the life of the City.

Over the past 15 years great strides have been taken to revitalise Dundee's City Centre, neighbourhoods, cultural offer and university areas. With Dundee's foundation as a centre of excellence in research and technology there is now the opportunity to further modernise the City and embrace new technologies, diversify its cultural and leisure base and maintain the high quality environment. However, Dundee does face challenges and positive development of the City will require foresight, determination, and a land use planning context that encourages investment.

The Dundee Waterfront project is the next major stage in the regeneration of the City. Its aim is *"to transform the City of Dundee into a leading waterfront destination for visitors and businesses through the enhancement of its physical, economic and cultural assets"* in a location once described as *"ludicrously ideal"* by actor and journalist Stephen Fry. The Waterfront project spans 240 hectares of land stretching 8 kilometres along the River Tay and involves £1 billion of investment including significant business, retail and residential space spanning five focused development zones. The Waterfront project and the City's cultural and leisure provision will be further bolstered through the delivery of the V&A at Dundee which will be an international visitor destination.

The potential offered by the growing renewable energies market is a great opportunity for the City to capture and develop new business and employment opportunities. Dundee has been recognised as ideally placed to be a main renewables hub for the offshore wind sector through the facilities at the Port of Dundee, the availability of high quality employment areas and a skilled local workforce.

Dundee's outstanding location is supported by a varied and high quality natural and built environment. The City contains valued natural heritage sites ranging from internationally important areas through to individual gardens and open spaces, important for the quality of life enjoyed by its residents. A positive approach to responding to the effects of climate change will ensure that the quality of the environment is maintained and improved for the benefit of future generations.

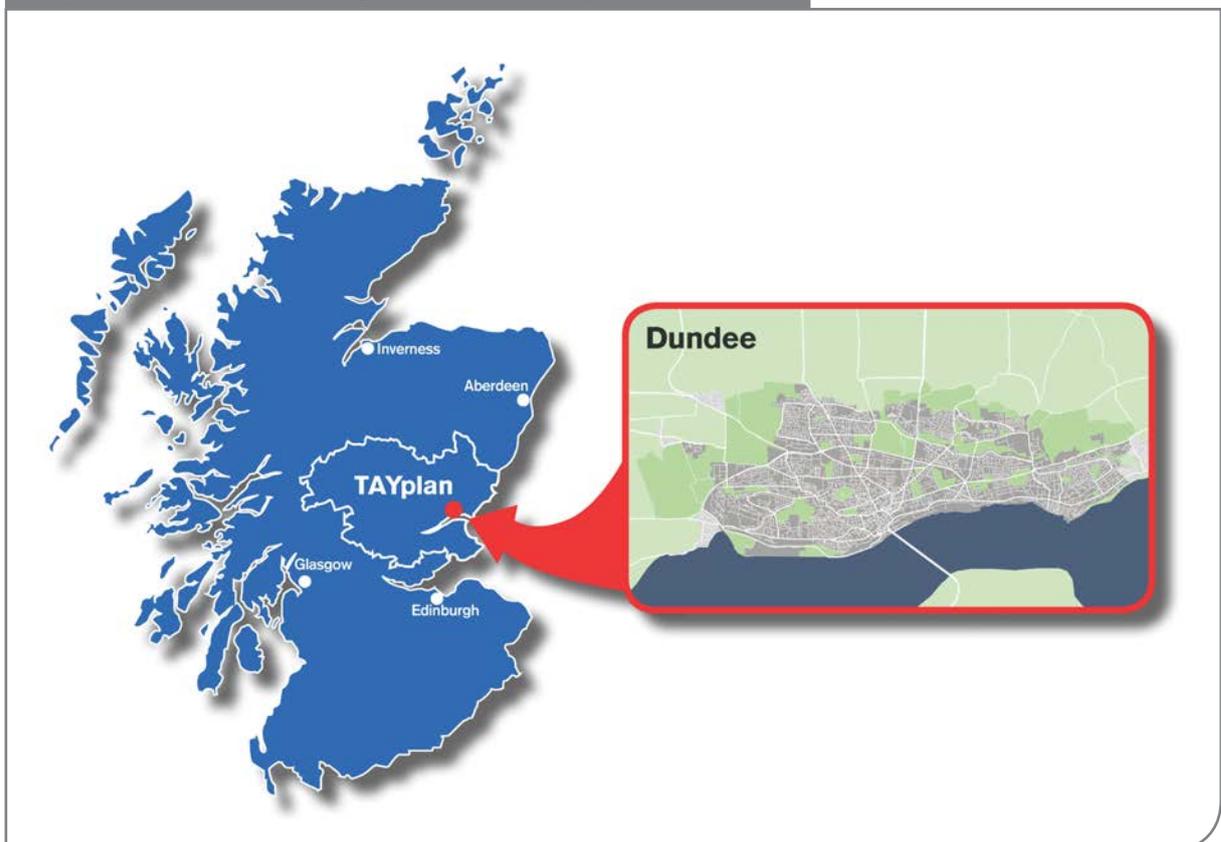
Within this context the Local Development Plan sets out to play its part in the delivery of the future vision for the City.



1. The Dundee Local Development Plan

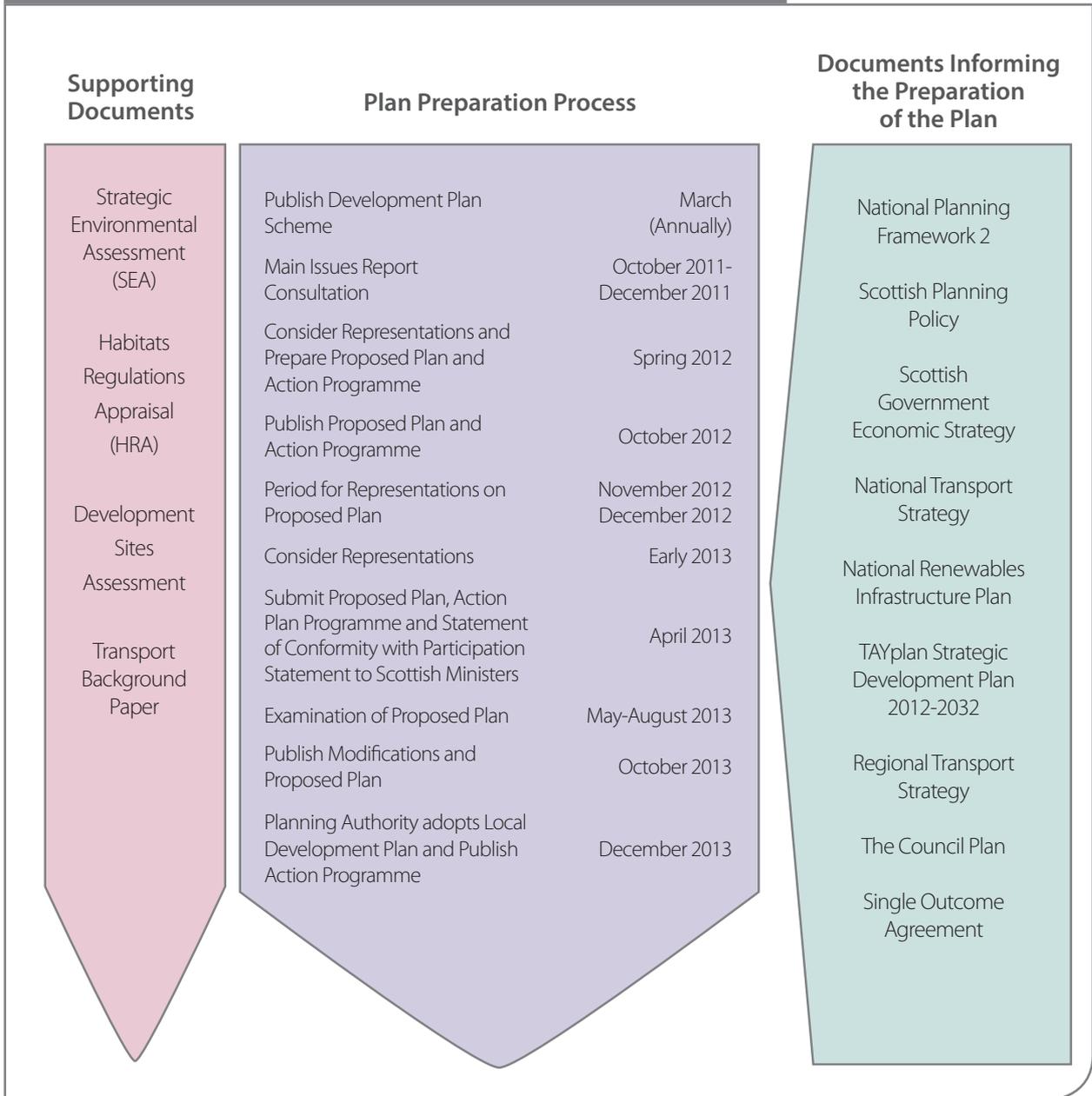
- 1.1 The Development Plan for Dundee consists of two documents; the Strategic Development Plan and the Local Development Plan. Supplementary Guidance will also be prepared to provide further detail to expand on the policies and proposals of these plans.
- 1.2 The Strategic Development Plan (TAYplan) was approved in June 2012. The Plan considers strategic land use planning issues, in particular issues of cross-boundary significance. The Local Development Plan is required to be consistent with TAYplan, further details of which can be found at www.tayplan-sdpa.gov.uk
- 1.3 The Local Development Plan for Dundee contains the spatial strategy that will guide future development up to 2024 and shows which land is being allocated to meet the City's development needs and where new development should and should not happen. The Plan contains policies and proposals covering the principal land use issues in the City and will provide the context in which decisions on planning applications will be made. The Local Development Plan will be reviewed at five yearly intervals to ensure that an up to date plan is in place at all times to guide future development in the City.

Figure 1 - Area covered by the Local Development Plan



2. Preparing the Dundee Local Development Plan

Figure 2 - Preparing the Dundee Local Development Plan 2014



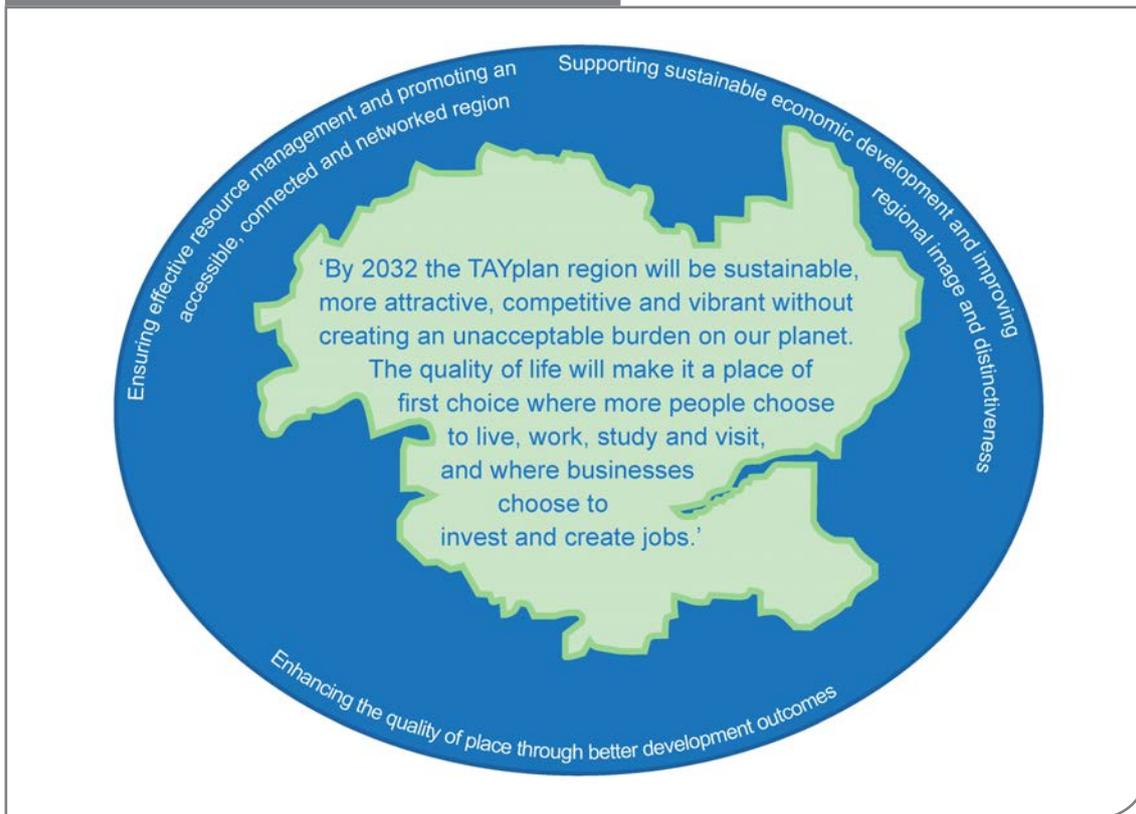
3. National Planning Framework 2: Key Drivers for Dundee

- 3.1 National Planning Framework 2 (NPF2) sets out the Scottish Government's strategy for the long-term development of Scotland's towns, cities and countryside. It guides Scotland's development to 2030, setting out strategic development priorities to support the Scottish Government's central purpose - sustainable economic growth.
- 3.2 Dundee and its region are recognised by NPF2 as having a key role as a driver of economic activity and growth within Scotland, with the Dundee Waterfront considered to be a key location offering substantial strategic growth potential.
- 3.3 In order to develop this potential it is considered that there is the need to ensure that:
- Dundee is well connected to its wider region, the central belt and the rest of the world.
 - Investment in new or improved infrastructure reflects economic development priorities and the need to support sustainable growth.
- 3.4 NPF2 recognises that Dundee has made great strides in improving the quality of the City Centre, enhancing cultural facilities and establishing new centres of expertise in key areas of the knowledge economy. A key challenge identified in NPF2 is to create the opportunities which allow a higher proportion of young people who come to the City for further education to stay.
- 3.5 To further build on Dundee's improvements the strategy of NPF2 for the City is to:
- promote regeneration - Central Waterfront.
 - further develop the Port of Dundee to serve the renewable energy sector.
 - continue to improve the quality of urban living within the City - Western Gateway.
 - further develop connectivity to important growth centres at the Digital Media Campus, Technology Park and Medi-Park.
 - pursue neighbourhood renewal.
- 3.6 The importance of wider connectivity is also in NPF2 with the need to:
- improve the rail journey time to Edinburgh to under an hour to assist in attracting more high value jobs to the City.
 - increase the scope for providing more services from Dundee Airport.
 - develop the opportunities the East Coast corridor offers in relation to knowledge economy links.

4. From Vision to Strategy

- 4.1 The TAYplan Strategic Development Plan 2012-2032 sets out the vision, principles and objectives for the TAYplan area and provides the context for the preparation of the Dundee Local Development Plan.

Figure 3 - TAYplan Vision and Objectives

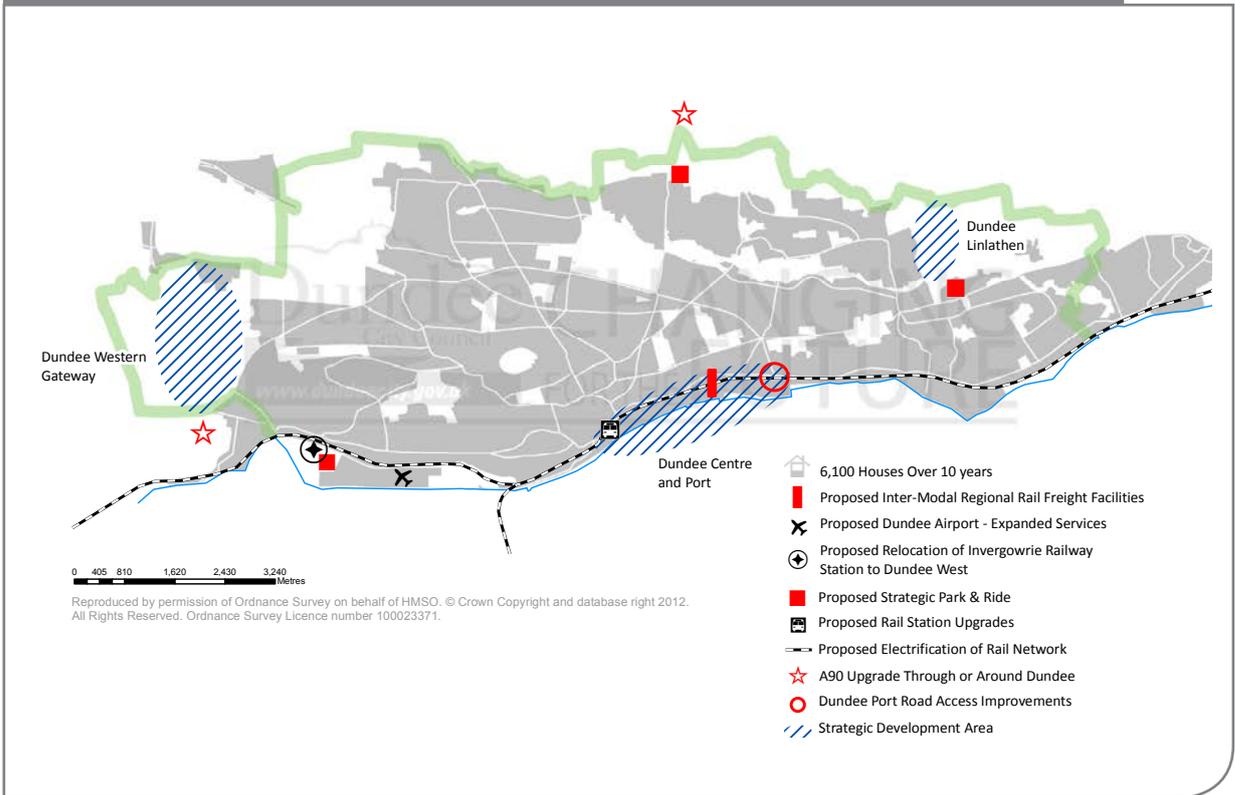


- 4.2 The vision set out in the TAYplan Strategic Development Plan 2012-2032 takes into account the individual visions set out by each of the constituent councils in their Council Plans and Single Outcome Agreements. For Dundee this was the Dundee Council Plan and the Dundee Partnership's Single Outcome Agreement.

- 4.3 The vision for Dundee agreed through our Partnership is:
- Dundee will have a strong and sustainable city economy that will provide jobs for the people of Dundee, retain more of the universities' graduates and make the city a magnet for new talent;
 - will offer real choice and opportunity in a city that has tackled the root causes of social and economic exclusion, creating a community which is healthy, safe, confident, educated and empowered;
 - will be a vibrant and attractive city with an excellent quality of life where people choose to live, learn, work and visit.

4.4 The TAYplan Strategic Development Plan identifies three Strategic Development Areas in Dundee along with the housing land requirement for the Plan period. In addition, major infrastructure and transport projects are identified. These are set out below in Figure 4.

Figure 4 - Strategic Development Areas and Projects within Dundee



4.5 In the preparation of the Dundee Local Development Plan, the TAYplan vision and principles have been developed into a land use planning strategy to guide the future development of the City up to 2024. The Plan also takes forward the local land use planning elements of the Dundee Council Plan 2012-2017 and the Dundee Partnership's Single Outcome Agreement 2012-2017. The strategy has taken these main elements and set out the principal land uses that will deliver them. Figure 5 sets out the Local Development Plan Strategy for the City.

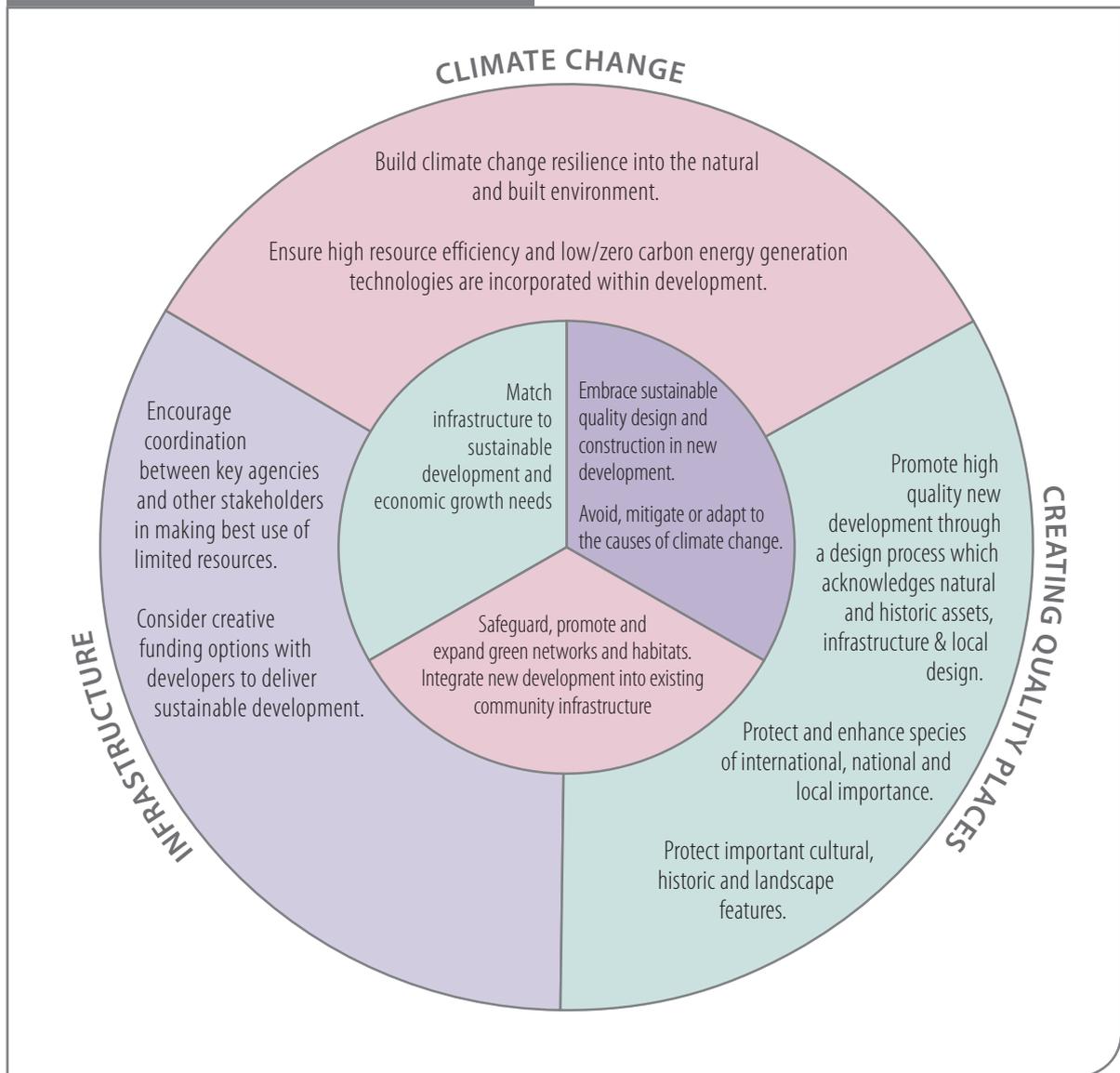
Figure 5 - Local Development Plan Strategy

Delivering the vision requires a spatial strategy to guide the various sections of this plan as set out below:



- 4.6 Several cross cutting themes have informed the Local Development Plan, influencing and underpinning the choices and direction of the policies, proposals and development sites. They are also woven through the preparation of the Environmental Report, Habitats Regulations Appraisal Record and Transport Background Paper.

Figure 6 - Cross Cutting Themes



5. Sustainable Economic Growth

- 5.1 Dundee is the Economic Hub of its City Region and a key player in 21st Century Scotland. It is home to a diverse economy with a growing life sciences community and a groundbreaking digital media industry. Dundee's key sectors also include higher and further education, health, financial services, retail, tourism and renewable energy (Locate-Dundee, 2012).
- 5.2 The Local Development Plan supports sustainable economic growth, providing a land use planning context for Dundee that encourages businesses to invest and create jobs. It aims to create a supportive business environment that will;
- “respond to diverse needs and locational requirements of different sectors and sizes of businesses and take a flexible approach to ensure changing circumstances can be accommodated and new economic opportunities realised”* (paragraph 45, Scottish Planning Policy 2010).
- 5.3 Dundee's continuing revitalisation is dependent on a robust and forward looking economic foundation. Strong, dynamic and sustainable economic development is crucial for the future prosperity of the City.
- 5.4 The Local Development Plan supports existing employment activity and encourages further growth through the designation of appropriate and effective Economic Development Areas.
- 5.5 While this Local Development Plan is being produced at a time of continuing recession with the resultant low demand for all types of properties and land, there is strong cause for optimism within Dundee with expected increased employment to be generated in the Renewable Energy Sector as well as Tourism and the Arts. This is in addition to those industries such as Life Sciences and Digital Media for which Dundee already has a strong reputation.
- 5.6 It is also recognised that new developments within Economic Development Areas should be integrated with public transport, active travel and green infrastructure networks rather than encouraging dependence on the car.

Strategic Development Areas

- 5.7 TAYplan identifies the following sites in Dundee as Strategic Development Areas:
- Dundee Western Gateway: 50 hectares of employment land
 - Linlathen: 40 hectares of employment land
 - Dundee Centre and Port (Dundee Waterfront): mixed uses including business, commercial retail, residential and port related uses
- 5.8 Strategic Development Areas demonstrate that the region is business ready and offers a competitive and quality place for people and businesses to be. These sites are safeguarded in the Local Development Plan for future growth opportunities in key sectors with the exception of the Western Gateway. This is a long term (post 2024) allocation in TAYplan and as such is not included in the figures for effective employment land in the Local Development Plan.

Principal Economic Development Areas

- 5.9 Due to its location on the east coast of Scotland and its ready access to deep water wharfage, Dundee has been identified as a key location for offshore renewable energy related developments. The City is well equipped with sites and facilities and a number of specific measures are in place to accommodate this category of development.
- 5.10 The Scottish Government's National Renewables Infrastructure Plan Stage 2 Report identifies the Port of Dundee as a potential location for the manufacturing, installation and maintenance of offshore renewable energy devices and supporting infrastructure. This designation allows access to the Scottish Government's National Renewables Infrastructure Fund (N-RIF) which has been established to support the development of port and near-port manufacturing locations for offshore wind turbines and related developments, with the overall aim of stimulating an offshore wind supply chain in Scotland.
- 5.11 This Fund is in addition to Regional Selective Assistance (RSA) and other funding that will be available for companies creating new jobs in this industry in Scotland.
- 5.12 The Scottish Government's Economic Strategy established a new Strategic Priority - Transition to a Low Carbon Economy - to reflect the excellent opportunity available to secure investment and jobs from this growing sector and ensure that the benefits of this transformational change are shared.
- 5.13 As part of this commitment Dundee Port is recognised as one of two Low Carbon/ Renewables Enterprise Areas to encourage businesses in this sector to set up and grow in Scotland. Land within the Port area itself is limited so a complementary area of land within the Claverhouse East Energy Park has also been given Enterprise Area status to accommodate developments not requiring immediate quayside access.
- 5.14 The Enterprise Area has a five year timescale from April 2012 and offers a range of incentives for private investors and businesses including Enhanced Capital Allowances and a commitment through a protocol for all partners to work together to facilitate the planning process to deliver economic benefit expeditiously.
- 5.15 To further support the potential of this new and developing industry, a generous supply of land has been identified in Energy Parks at Claverhouse East and West on the Forfar Road.
- 5.16 Dundee also has a number of long established and well located economic development areas that remain well suited for their purpose and capable of providing future employment opportunities either through their retention, regeneration or modest expansion.
- 5.17 These sites include the Gourdie, Dryburgh and Dunsinane areas in the west and the West Pitkerro, Claypotts and Linlathen sites in the east of the City. They also include the Port of Dundee area which is recognised as an ideal site for the renewable energies industry. Between them they offer a range of economic development options and make a substantial contribution to economic activity in the City.

- 5.18 The important contribution of brownfield sites in economic development should be recognised and positive support given to the regeneration of such locations where appropriate. These sites provide quality environments in locations that are proven to be highly suitable to both the transport network and their workforce accessibility.
- 5.19 The maintenance of a good range and distribution of sites available for development over time is required to actively assist economic development. It is also necessary to safeguard employment and business land from other development pressures. This is particularly important for sites with good accessibility to and visibility from the trunk road network.

Policy 1: Principal Economic Development Areas

Principal Economic Development Areas are of City-wide significance and as such will be safeguarded for Class 4 “Business”, Class 5 “General Industry” and Class 6 “Storage and Distribution”. Uses other than these will be resisted.

Any development at the Port of Dundee Principal Economic Development Area should not have an adverse effect, either alone or in combination with other proposals or projects, on the integrity of any Natura Site.

Specialist Economic Development Areas

- 5.20 Specialist Economic Development Areas can provide prestigious and unique locations varying from high quality landscaped settings, to those adjacent to complementary centres such as Ninewells Hospital or Dundee’s Universities. It is important that these locations are safeguarded and promoted for Class 4 (Business) development, as they provide the potential for inward investment and the growth of indigenous industry. There are four Specialist Economic Development Areas identified in the Plan.

Dundee Technology Park

- 5.21 Originally established as a location for high technology uses, the Technology Park now provides a substantive, high quality, Business Park location on the western approach to the City.

Ninewells Medi-Park

- 5.22 This allocation adjacent to Ninewells Hospital provides the opportunity for complementary uses to take advantage of synergies with medical and biological research and development at the hospital.

Hawkhill Technopole

- 5.23 Located in close proximity to the University of Dundee, this provides small scale ‘incubator’ opportunities for economic activities resulting as a spin off from research and development work at the University.

The Creative Media District

- 5.24 Located at Seabraes near the City Centre and the University, this area already has a core of uses in the digital media sector and can provide innovative, low cost start up accommodation to encourage such uses.

Policy 2: Specialist Economic Development Areas

Encouragement will be given to the establishment and retention of uses within Class 4 (Business) on the Specialist Economic Development Areas identified on the Proposals Map, particularly those uses which are in accordance with the distinctive nature of each area.

General Economic Development Areas

- 5.25 General Economic Development Areas form an important part of the economic development land supply in the City. They tend to attract a broad range of businesses and provide a variety of sites and premises in terms of size and cost.
- 5.26 Cumulatively, small businesses employ a significant number of people and are an important element of the local economy. General Economic Development Areas fulfil an important role in providing for the expansion and growth of existing firms, as well as an attractive location for new enterprises.
- 5.27 Within General Economic Development Areas, opportunities may arise for changes of use of existing premises, redevelopment of vacant sites and the expansion of existing businesses. While uses within Classes 4, 5 and 6 of the Use Classes (Scotland) Order 1997 will be encouraged, a wider range of uses such as car showrooms, wholesaling and scrap yards, may also be permitted in accordance with other Plan policies.
- 5.28 Class 1 Retail uses in General Economic Development Areas will not be supported. When granting permission for the sale or display of motor vehicles the planning authority will impose conditions preventing subsequent changes into Class 1 Retail use. In terms of wholesaling, the principal users should be trade customers rather than the general public.
- 5.29 Where existing industrial areas are close to housing, the protection of residential amenity will be key in assessing the acceptability of new development proposals. Proposals for new business/industrial development or expansion of existing businesses provide an opportunity to improve the environmental quality of business and industrial areas in terms of landscaping, building design, air quality, energy efficiency and waste management.

Policy 3: General Economic Development Areas

In areas designated as General Economic Development Areas, proposals for Class 4, 5 and 6 developments will be supported. Other uses of a wider industrial nature such as car showrooms, wholesaling and scrap yards may be permitted provided;

- 1) *there is no detrimental impact on neighbouring uses and local residential amenity,*
- 2) *there is no unacceptable traffic impact; and*
- 3) *the scale of development is appropriate to the size and location of the site.*

Other uses within these areas will not be supported.

Ancillary Services within Economic Development Areas

- 5.30 Economic Development Areas may on occasion benefit from the inclusion of other land uses, such as catering facilities. Small scale ancillary facilities that support business and industrial uses may be permitted where they enhance their attraction and sustainability. Such facilities should be aimed at primarily meeting the needs of businesses and employees within the Economic Development Area.

Policy 4: Ancillary Services within Economic Development Areas

Within Economic Development Areas, appropriate small scale ancillary services which, can be demonstrated to meet the needs of employees and complement existing businesses, will be supported.

Tourism and Leisure Developments

- 5.31 Tourism and leisure are important economic activities for a city and can generate a wide range of opportunities for business and employment opportunities for residents. Tourist attractions such as museums, visitor centres, conference facilities, in addition to leisure developments such as multiplex cinemas, bowling alleys, entertainment complexes and theatres can draw significant numbers of people into an area. The Waterfront Project, for which a Masterplan has been prepared, and the establishment of the V&A at Dundee will significantly boost the tourist and business appeal of the City and bring major benefits to the local economy.
- 5.32 Dundee's growing reputation for tourism and cultural activity will be promoted through the encouragement of a wide range of cultural and leisure related facilities. The main focus and location for new developments of this nature will be the City Centre. The existing leisure parks within the City will also play an important role in accommodating leisure uses serving the City. Through this the promotion of Dundee as a significant visitor and tourist destination will be encouraged.

Policy 5: Tourism and Leisure Developments

a) Tourist Attractions

Proposals for tourist attractions capable of strengthening the appeal and attraction of Dundee to a wide range of visitors will be supported. Proposals should complement existing visitor facilities and be located in the City Centre unless activity-specific issues indicate that this is impractical.

b) Leisure Developments

Proposals for major leisure uses will be directed firstly towards the City Centre and the District Centres followed by the existing leisure parks at Douglasfield and Camperdown and to The Stack to support its redevelopment. Proposals for leisure developments outwith these locations will only be acceptable where it can be established that:

- 1) no suitable site is available, within and thereafter on the edge of the City Centre or District Centre or within the existing leisure parks; and*

- 2) *individually or cumulatively it would not prejudice the vitality or viability of the City Centre or District Centres; and*
- 3) *the site is readily accessible by modes of transport other than the car; and*
- 4) *activity-specific issues indicate that this is impractical.*

Any development in the City Centre should not have an adverse effect, either alone or in combination with other proposals or projects, on the integrity of any Natura site.

Visitor Accommodation

- 5.33 It is important that the City provides a range of visitor accommodation to meet the needs of tourists and business visitors. This is particularly important in the City Centre where the potential exists to achieve the greatest economic benefit from visitors to the City in terms of shops, restaurants and other visitor facilities. The majority of quality hotel and visitor accommodation is currently located in the City Centre with a smaller scale cluster in Broughty Ferry. Given the City Centre's role as a location of retail, business, leisure and tourist related activities, visitor accommodation will be encouraged to locate in the City Centre.
- 5.34 Outwith the City Centre there exists a wide range and choice of visitor accommodation, particularly related to the Kingsway and other main routes through the City. In order not to undermine the provision of new visitor accommodation in the City Centre there will be a general presumption against additional accommodation throughout the City.

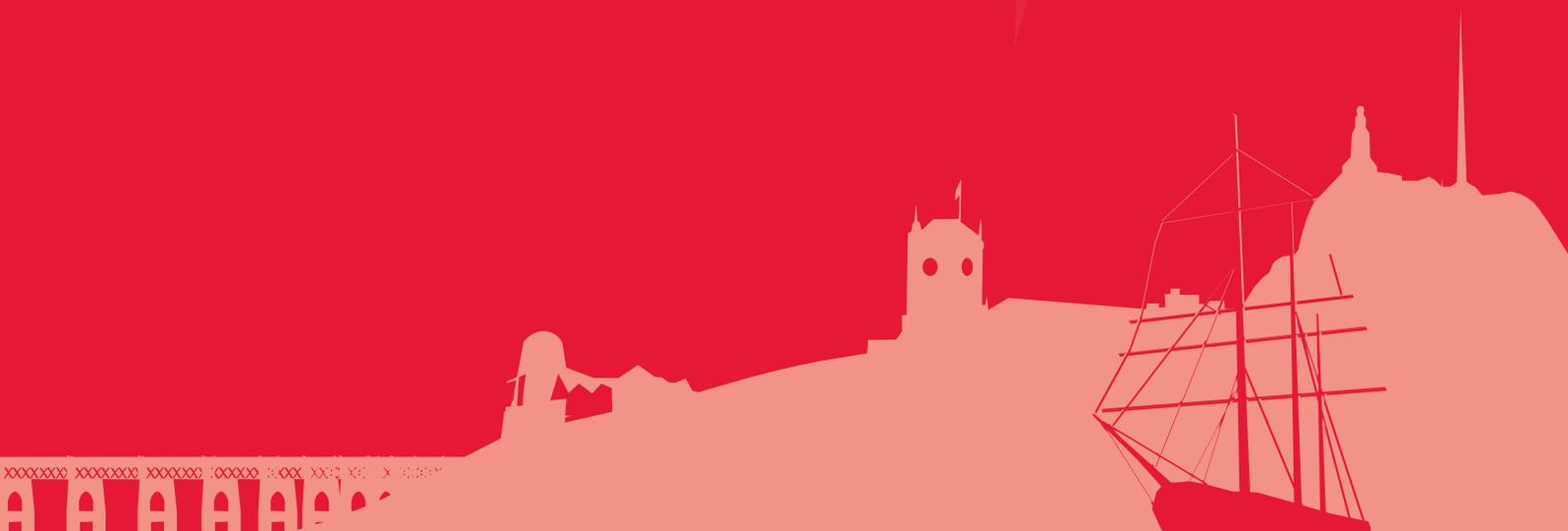
Policy 6: Visitor Accommodation

The provision of a range of high quality visitor accommodation within the City Centre is supported. Additional visitor accommodation that is complementary to the existing townscape, will be supported within the Central Broughty Ferry area to further enhance its attractiveness as a location for smaller scale tourism.

Visitor accommodation, with the exception of small scale B&B and guesthouse style accommodation, will not be supported outwith the City Centre or Central Broughty Ferry except where these involve enhancements to existing facilities.

Any development in the City Centre should not have an adverse effect, either alone or in combination with other proposals or projects, on the integrity of any Natura site.

PROMOTING HIGH QUALITY DESIGN



6. Promoting High Quality Design

- 6.1 Scottish Planning Policy (2010) advises that *“the planning system should proactively support development that will contribute to sustainable economic growth and to high quality places”*. Scottish Government policies ‘Designing Places’, ‘Designing Streets’ and ‘A Policy on Architecture for Scotland’ have all been published with the aim of raising design quality and producing places of quality.
- 6.2 Creating and maintaining sustainable communities are also key national and local policy objectives through Community Planning and Development Planning frameworks. Central to the creation of sustainable communities is the desire to live in an attractive place which provides for our social, economic and environmental needs. The Single Outcome Agreement for Dundee sets out strategic outcomes in relation to communities. These are that *“our people will live in strong, popular and attractive communities”* and *“our communities will have high quality and accessible local services and facilities.”*
- 6.3 The term, ‘placemaking’ is now widely used to describe a comprehensive policy approach to the design, development, management and maintenance of the places in which we live to reflect local character and context. Well designed places will be where, in years to come, people will want to live and work and spend recreational time. Places should be designed to support the development of a community and leave a positive legacy. Good design brings benefits for the developer in increasing returns, providing a competitive investment and reducing public opposition to development. For the public, good design can reduce energy consumption, increase safety, provide health benefits, create civic pride and foster social inclusion.
- 6.4 Public art can also make a significant contribution to enriching the quality of developments, open spaces and the cultural heritage by adding to the visual interest and quality of the City’s environment. The inclusion of public art within developments will be promoted through the public art programme. Developer contributions toward public art in relation to the scale of the development will be sought.
- 6.5 Development must promote good architecture, foster excellence in design, involve the community whilst, ensuring that value for money and sustainable development is achieved. The design of new development will be based on an understanding of its context and respond to its location, both in terms of landscape fit and design quality. In seeking to achieve quality places, consideration needs to be given to incorporating design into new developments and how they will fit in and enhance active travel routes, green infrastructure networks and public transport links.
- 6.6 The following policy reinforces other policies within the Plan, and seeks to ensure that new development safeguards and enhances environmental quality, creating quality places and mitigating potential negative impacts.

Policy 7: High Quality Design

All development must contribute positively to the quality of the surrounding built and natural environment and should be planned and designed with reference to climate change, mitigation and adaptation.

The design and siting of development should respect the character and amenity of the place and should create and improve links within the site and into the surrounding area beyond the site. Proposals should also incorporate new landscape and planting works appropriate to the local context and the scale and nature of the development.

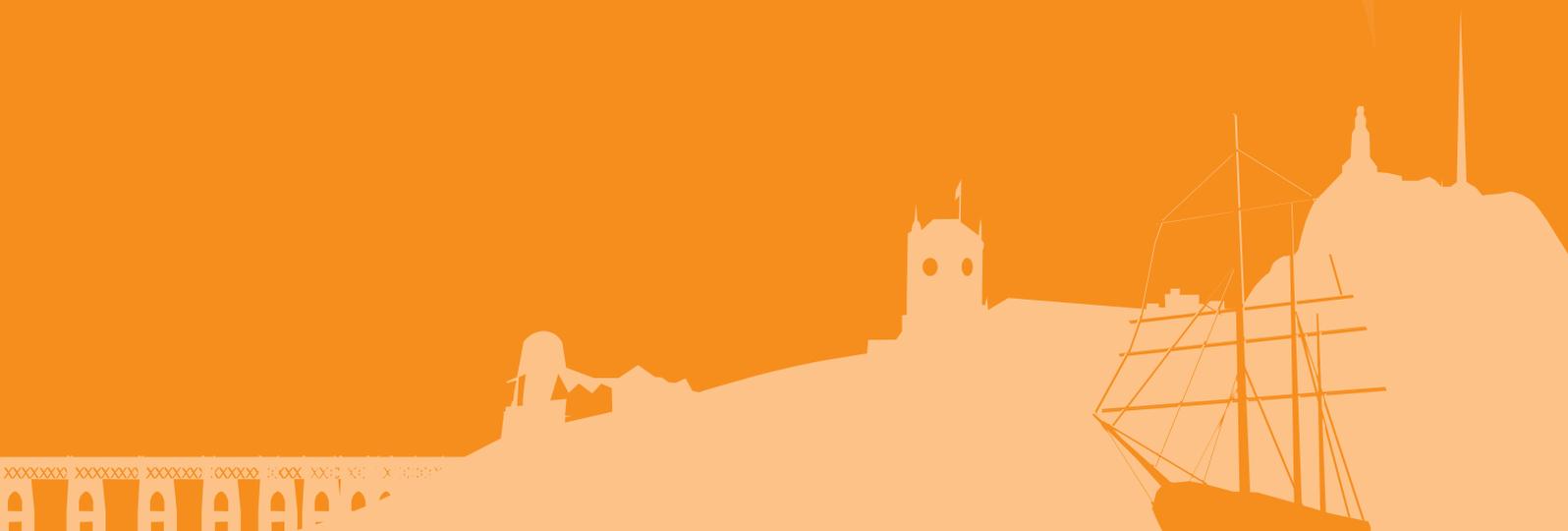
All proposals should also meet the following design criteria:

- 1) consider and respect site topography and any surrounding important landmarks, views or skylines.*
- 2) contribute to a sense of identity by developing a coherent structure of streets, spaces, and buildings that are safely accessible, respecting existing building lines where appropriate.*
- 3) the design should complement its surroundings in terms of appearance, height, scale, massing, materials, finishes and colours.*
- 4) all buildings, streets, and spaces (including green spaces) should create safe, accessible, inclusive places for people, which are easily navigable, particularly on foot, bicycle and public transport and designed with future adaptability in mind.*
- 5) existing buildings, structures and natural features that contribute to the local townscape should be retained and sensitively integrated into proposals.*

All developments in Dundee with construction costs of £1 million or over will be required to allocate at least 1% of construction costs for the inclusion of art projects in a publicly accessible/visible place or places within the development.

- 6.7 Design statements will be required to accompany a planning application for all National and Major developments and Local developments where it affects the character and/or appearance of a Conservation Area, Historic Garden/Designed Landscape, curtilages of Category A Listed Buildings and the site of a Scheduled Monument. A design statement may also be required to accompany a planning application for other forms of development where design sensitivity is considered a critical issue.

QUALITY HOUSING AND SUSTAINABLE COMMUNITIES



7. Quality Housing and Sustainable Communities

- 7.1 *“The planning system should enable the development of well designed, energy efficient, good quality housing in sustainable locations and allocate a generous supply of land to meet the identified housing requirements across all tenures.”*
(paragraph 66, Scottish Planning Policy 2010)
- 7.2 Access to good quality housing is a key component of quality of life. To deliver this it is important to ensure an effective supply of land for housing is available at all times and to provide for a balance and choice in the type, size, tenure and location of housing within the City.
- 7.3 The Local Development Plan seeks to encourage the creation of successful places and achieve quality residential environments in the process of delivering new housing and in guiding the changes to existing housing and residential areas. The aim is to create places that complement the distinct character and identity of the different parts of the City and promote a well integrated mix of land uses including well designed, energy efficient homes of different types and tenures.

Housing Land Requirement

- 7.4 The TAYplan Strategic Development Plan requires the identification of housing land within Dundee to accommodate an average annual build rate of 610 houses. This equates to a total requirement over the period of the Local Development Plan (2014 to 2024) of around some 6100 houses. The Housing Land Audit (March 2012) for Dundee identified that there was already an existing generous supply of land for housing across the City. At current build rates that would provide a supply of around 4337 units by 2014 (Appendix 1). The remaining units required to make up the supply for the 10 year period of the Plan are to be accommodated on the sites identified in Appendix 1 and 2 and on the Proposals Map.
- 7.5 The strategy for identifying additional housing land necessary to meet the identified build rate has been to give priority to the reuse of brownfield land within the existing urban area and to focus the limited greenfield land release to the Strategic Development Area (Policy 4 TAYplan Strategic Development Plan) identified at the Western Gateway.
- 7.6 To ensure the strategy is delivered, the development of brownfield land will require to be carefully managed to ensure that the benefits of new developments are fully realised, particularly to ensure public/private investment in regeneration/ neighbourhood renewal areas and the Waterfront is maximised.
- 7.7 Substantial public and private investment in infrastructure provision has been put in place to remove constraints and facilitate the development of the housing sites at the Western Gateway. To ensure that this investment is not undermined, no further additional greenfield sites have been allocated elsewhere in the City over the first 5 year period of the Plan (2014-2019). Further greenfield sites have been identified to the north and east of the City for the second 5 year period of the Plan (2020-2024) to ensure that a range of housing choices is provided for over the period of the Plan. Progress on the release of housing land will be monitored through the Action Programme.

Policy 8: Housing Land Release

Priority will be given to the development of the allocated brownfield and the greenfield sites.

To ensure that an effective 5 year supply of housing land is maintained over the plan period the sites allocated in Appendix 2 shall not be developed for other uses.

Housing land release on brownfield sites, in addition to the allocations set out in Appendix 2, may be acceptable where it can be demonstrated that it will improve the tenure mix in an area where existing choice is limited and would make a positive contribution to the regeneration objectives of the area.

Design of New Housing

- 7.8 Promoting the development of well designed, energy/resource efficient, good quality housing in sustainable locations is a key objective of this Local Development Plan. The availability of high quality housing across all tenures is critical to ensuring that all Dundee's citizens can enjoy a high quality of life as sought by the vision for the City.
- 7.9 New housing must reflect the aspirations of today's households and be of a quality that will last, be energy efficient and adapt to different needs of residents. People's expectations of their homes are constantly changing with people increasingly working and entertaining more from home. Gardens are used for a wider range of activities including secure and convenient children's play with increasing levels of parking and garaging required.
- 7.10 It is also recognised that new housing developments should be integrated with public transport and active travel networks, such as footpaths and cycle routes, rather than encouraging dependence on the car. New streets should connect well with existing streets and with walking and cycling networks and link into and develop the green infrastructure network across the City.

Policy 9: Design of New Housing

The design and layout of new housing developments in Dundee should be of a high quality and contribute to creating places that build on and enhance the distinct character and identity of the different parts of the City.

All new housing development will require to conform to the guidance on the Design of New Housing set out in Appendix 3.

Small scale housing development for less than 5 units and the formation of new residential accommodation through the conversion of existing residential accommodation or change of use will need to ensure that the design and layout respects and enhances the character of adjoining properties and the surrounding area and does not have a detrimental impact on parking.

Householder Development

- 7.11 It is recognised that there will be the requirement to allow for the adaptation and extension of existing houses and development within the associated garden ground to meet the changing needs and demands of residents. Changes to existing houses can come in various forms including alterations, extensions, development of additional buildings within the garden ground e.g. sheds, garages, fences and walls. The impact on the property, neighbouring property and the surrounding area as a result of any of these changes requires to be given careful consideration. Supplementary Guidance will be prepared to provide advice and best practice on the design, scale and location of householder development.

Policy 10: Householder Development

Householder development will be supported where it:

- 1) does not have a detrimental impact on the character or environmental quality of the house and the surrounding area by virtue of size, design and materials; and*
- 2) does not result in a significant loss of private/useable garden ground; and*
- 3) does not have a detrimental effect on the neighbouring properties in terms of physical impact, overshadowing or overlooking; and*
- 4) does not have a significant adverse effect on the existing level of parking provision; and*
- 5) the development is consistent with all other policies of the Plan.*

Formation of New Residential Accommodation

- 7.12 New residential accommodation can be created through the conversion of existing housing including, the subdivision of existing houses or the development of roofspace or basement accommodation. New housing can also be created through the change of use of a property. In considering such proposals it is important that the residential accommodation being created is of a high quality and that a satisfactory level of amenity is provided. It is also important to ensure that the new accommodation created does not reduce the environmental quality of the existing residential accommodation particularly in terms of loss of garden ground and parking provision.

Policy 11: Formation of New Residential Accommodation

The creation of new residential accommodation through the development of existing roof/basement space or the subdivision of existing residential accommodation or change of use will be supported where:

- 1) *the requirements for the design of new small scale housing (Policy 9 and Appendix 3) are met; and*
- 2) *all new dwellings created will have a quality surrounding environment with main living areas being located on a principal elevation; and*
- 3) *it will not have a detrimental effect on the environmental quality enjoyed by existing residents by virtue of the loss of amenity/garden ground, the loss of both off/on street parking provision and increased traffic movements; and*
- 4) *the change of use is consistent with all other policies of the Plan.*

Development of Garden Ground for New Housing

- 7.13 Throughout the City there have been proposals for the subdivision of the garden ground of existing houses to accommodate new houses. These proposals can take many forms, from the subdivision of large gardens in generous plots to small scale backland developments. Whilst these proposals can provide for new housing in existing areas they do need to be given careful consideration. The subdivision of existing garden ground can potentially have a significant impact on the environmental quality of the existing house and the surrounding area. This can be in the form of reduced garden ground, loss of off street car parking provision and the detrimental impact on the setting of the original house and character of the surrounding area.
- 7.14 In determining applications for the subdivision of garden ground the consideration of the design and layout of the new house is important and all proposals should meet the requirements for new small scale/infill housing developments. It is also important to ensure that it fits in with the character of the surrounding area and enhances rather than detracts from the visual quality. Equally important is to ensure that the existing house also maintains its environmental quality and continues to contribute to the quality of the surrounding environment.

Policy 12: Development of Garden Ground for New Housing

The development of garden ground for new houses will be supported where the proposal meets the following criteria:

- 1) *the proposed new house/s meet/s the requirements for the design of new small scale housing (Policy 9 and Appendix 3); and*
- 2) *no new building is proposed in front of the principal elevation of the existing house; and*
- 3) *both the curtilage of the existing house and the proposed house maintain the prevailing density of the surrounding area; and*

- 4) *that the useable private garden ground of the existing house is maintained to a level in keeping with the scale of the house and that of similar houses in the surrounding area; and*
- 5) *that sufficient off street car parking is maintained/provided with the existing house in accordance with its size; and*
- 6) *the development will not have a detrimental effect on the neighbouring properties in terms of physical impact, overshadowing or overlooking; and*
- 7) *the development is consistent with all other policies of the Plan.*

Non-Mainstream Residential Uses

- 7.15 Non-mainstream residential uses are important in providing the full range of living choices in the City and are critical in meeting the housing needs of particular groups in society. Such uses include sheltered housing, residential and nursing homes, housing for people with special needs, purpose built student accommodation and houses in multiple occupation.
- 7.16 Non-mainstream housing can have specific requirements and the need for proximity to a range of services and facilities. Such developments may require housing of a specific design and form. Because of these particular requirements, it is recognised that it is often neither practical nor appropriate for non-mainstream housing developments to satisfy the standard housing design requirements. Notwithstanding this, it is important that appropriate amenities such as parking and open space are provided.
- 7.17 With an ageing population, demand for particular types of non-mainstream housing in the City will increase in the future. Care in the community may also necessitate other types of special needs housing. With a large student population there is a steady demand for houses in multiple occupation. Over the past years there has been a significant programme of new and replacement purpose built student accommodation developed. It is considered unlikely that there will be the need over the short to medium term for any significant additions to the supply of purpose built accommodation for students. To ensure that there is not an over supply of this type of accommodation future proposals will need to demonstrate that there is a need in the areas for the accommodation proposed.
- 7.18 In order to maintain a balance in any community it is considered that there should not be an excessive concentration of non-mainstream housing in a particular area. It will also be necessary to ensure that non-mainstream housing is retained for the purposes for which it was approved and may not be permitted to be occupied for mainstream housing in the future if it cannot meet the relevant design standards.

Policy 13: Residential Accommodation for Particular Needs

The development of residential accommodation for particular needs such as the elderly, special needs and varying needs will be supported where:

- 1) a high quality residential environment will be created with appropriate amenity space provided for the scale of development, in a sheltered, private location that is not overshadowed for most of the day; and*
- 2) the design reflects the scale, massing and materials of adjacent buildings and does not impact adversely on the amenity of neighbours by virtue of layout, overshadowing, overlooking, parking and traffic movement, noise or smell; and*
- 3) the site is well connected to a range of local services and facilities in the surrounding area; and*
- 4) the site is accessible by public transport and by other modes of travel as well as by the private car; and*
- 5) appropriate car parking provision is made relative to the needs of occupants, visitors and support staff; and*
- 6) it will not lead to an excessive concentration of non-mainstream residential uses to the detriment of the character of the particular area.*

Conditions may be applied to permissions to ensure that they do not change into mainstream residential accommodation without an assessment that they can meet the necessary requirements in terms of design and layout in Policy 9 and Appendix 3.

Policy 14: Student Accommodation

Student accommodation will only be supported where:

- 1) it can be suitably demonstrated that a demand exists within the particular area for the level and type of student accommodation proposed; and*
- 2) it is within convenient walking distance of the higher education institution to which a need exists and is well connected to local services and facilities; and*
- 3) the design and layout of the proposed development is of a high quality and provides an appropriate level of amenity space, car parking provision, refuse/recycling storage space and secure bike storage facilities.*

A Section 75 obligation may be required to restrict occupancy to students unless a higher education institution is a partner in the proposed development, in which case planning conditions may be appropriate.

Policy 15: Houses in Multiple Occupation

Houses in Multiple Occupation (HMO) that require planning permission will be supported where:*

- 1) *they do not involve the change of use of a tenement flat** or other form of flat with a common stair or a shared entrance, unless in the City Centre; and*
- 2) *they will not be detrimental to traffic or pedestrian safety on account of increased parking pressures and must not lead to or exacerbate existing parking problems in the surrounding area; and*
- 3) *they will not have a detrimental impact on the residential amenity. In this regard each proposal must provide adequate refuse storage space, garden ground, car parking and secure bike storage space; and*
- 4) *the approval of a planning application for an HMO would not result in the proportion of licensed HMOs in any Census Output Area (excluding the City Centre) exceeding 12.5% of the total residential stock***.*

The occupation of new mainstream residential developments and substantial conversions by 3 or more unrelated people within the Waterfront and in close proximity to higher education institutions (including Ninewells Hospital) will be prevented. The Council will secure this objective through obligations under Section 75 of the Town & Country Planning (Scotland) Act 1997.

*(*Planning permission is required for the occupation of a house by more than 5 unrelated people and by 4 or more unrelated people in a flat.)*

*(**Flat: means a separate and self-contained set of premises whether or not on the same floor and forming part of a building from some other part which it is divided horizontally. Part 1 (2) Town & Country Planning (General Permitted Development) (Scotland) Order 1992)*

*(***Purpose built HMO accommodation will be excluded from this assessment)*

Small Scale Commercial Uses within Residential Areas

- 7.19 A high quality and popular residential area is the sum of much more than simply houses in a neighbourhood. Of equal importance is the availability of a range of facilities nearby including shops, open spaces, good schools, leisure facilities, public transport and other social infrastructure. Other commercial uses are important too, providing local employment and services to the surrounding area.
- 7.20 Residential areas in Dundee display great diversity. This is necessary to satisfy the different aspirations and available choices of individual households. It is also important in giving the City a vibrant urban fabric and each neighbourhood a varying character, much of which is the result of the varied mix of uses that exists.
- 7.21 This mix of uses and the availability of a range of services and facilities locally helps to create strong, stable and sustainable communities. It is also an important means of providing opportunities to reduce the need to travel to meet everyday needs and therefore makes an important contribution to the promotion of sustainable development. Operating ancillary businesses from home is also an area which may increase in the future and the impacts on neighbours requires to be considered.

- 7.22 In new residential developments there is a need to encourage proposals that include an appropriate range of facilities to serve the needs of the communities that will emerge. New housing development can also be a catalyst for the introduction of facilities into existing neighbourhoods where there is currently a lack of provision. Whilst this can be contentious, with the requirement for provision being known early in the planning process and sensitive design, the long term benefits of such provision can be achieved.
- 7.23 The creation of large areas in the City where housing is the sole use is to be avoided. However, there is a need to ensure that the amenity of existing and proposed residential areas is not adversely affected by inappropriate development. This policy approach will not apply within the City Centre or District Centres where other policy provisions are in place.

Policy 16: Small Scale Commercial Uses within Residential Areas

The City Council will support the development of a range of small scale commercial services and facilities close to and within existing and proposed housing areas.

The development of small scale commercial services and facilities will need to ensure that they do not have a detrimental effect on the environmental quality enjoyed by local residents by virtue of design, layout, parking and traffic movement, noise or smell.

Community Facilities

- 7.24 It is important that all sectors of the community enjoy access to a wide range of facilities which support and enhance education, health, safety and the overall quality of life by providing essential services, resources and opportunities. The Council Plan and the Single Outcome Agreement are aligned in seeking to support the improvement of and access to quality community facilities. The Local Development Plan has a role to play in outlining where and how facilities might be provided within the context of creating and enhancing sustainable communities.
- 7.25 There has been a major programme of modernising schools within the City over the past years. Further replacements of both primary and secondary schools will take place over the period of the Plan. The new schools will provide modern educational facilities for communities across the City and will also provide a valuable resource for the community. The future programme of school replacement will result in former school sites no longer being required for educational purposes. The Plan identifies some of these sites for alternative uses. It will be important that the future use of these sites is properly planned, in accordance with the land use strategy of the Plan.
- 7.26 There has also been a move towards combining the provision of combined healthcare and other services in a single place to serve the needs of the local community in locations accessible for all users and by all modes of transport. Further such provision is encouraged.

Policy 17: Community Facilities

Proposals for new community facilities should be in locations convenient to the community they serve and readily accessible, particularly by public transport, pedestrians and cyclists. Joint developments with other agencies providing diverse but integrated community facilities will be encouraged.

Where land or buildings formerly in community use become surplus to current or anticipated future requirements, alternative uses or developments which are compatible with adjoining uses and any remaining community uses, will be supported. Large sites or sites in sensitive locations will be subject to a Planning Brief or Masterplan.

Private Day Nurseries

- 7.27 Private day nurseries are important facilities providing childcare and contributing towards meeting the early education needs of young children. Encouraging a good distribution of such facilities is beneficial to the convenience of parents and guardians of children attending nurseries as well as contributing to the requirements of the Council's transportation objectives including the promotion of active travel. A policy approach that supports nursery proposals close to homes and workplaces together with other accessible locations is considered appropriate. Planning policy can also positively influence the quality of facilities provided by requiring high quality outdoor play space provision, adequate levels of car parking and dropping off space and safe and suitable pedestrian access. It is also important to ensure that the provision of such facilities is accommodated without detriment to the amenity of neighbouring residents. Small scale nursery provision operating ancillary to the main use of a house where, planning permission is required, would fall to be considered under Policy 16 Small Scale Commercial Uses within Residential Areas.

Policy 18: Private Day Nurseries

Proposals for private day nurseries will be supported where they meet the following criteria:

- 1) outdoor play space* of 100 square metres for up to 10 children and 5 square metres per additional child will be provided.*
- 2) staff parking of one dedicated space per 3 members of staff will be provided.*
- 3) Where on street parking restrictions exist, dropping off provision of 3 spaces for up to 25 children and 4 spaces for more than 25 children (up to a maximum of 50) will be accommodated within the curtilage of the premises, where a car can enter and leave in a forward gear.*
- 4) they are situated wholly or predominantly on the ground floor.*

Within the City Centre the requirements of the criteria may be relaxed subject to suitable alternatives being put in place e.g. dedicated indoor play space, proximity to car parks and public transport.

Proposals will not be supported where they are:

- 1) *within tenement buildings/flatted accommodation.*
- 2) *accessed from a cul-de-sac or residential street of less than 4.8 metres width.*
- 3) *within a radius of 250 metres from an existing private nursery.*

In general proposals that provide for more than 50 full time places (or equivalent) will not be supported.

*(*Outdoor play space must be attractive, useable, safe and enjoy a sunny aspect.)*

Funding of On and Off Site Infrastructure Provision

7.28 Infrastructure provision, for example roads, schools, open and green space, street lighting and drainage, is a necessary part of most development proposals. As part of the development process it is normal for the developer to meet the capital costs for infrastructure such as roads, footways and street lighting within the site area of the development. In some instances, the impact upon the infrastructure extends beyond the boundaries of the development site. In these instances, where it can be recognised that the need for infrastructure improvement or provision in a surrounding area is as a result of the development of a site within the area, it is not unreasonable to expect the development to make a contribution to these improvements. In addition, the opportunity to also seek the improvement of green infrastructure through developer contributions should be considered.

7.29 It is recognised that the need for investment in infrastructure improvements principally arises from new residential development. It is also recognised that a flexible and creative approach to front funding of infrastructure may be required in the current economic climate. Supplementary Guidance will be prepared to ensure land owners, developers and the local authority have certainty about the likely level of developer contributions and the nature of requirements for sites from the outset.

Policy 19: Funding of On and Off Site Infrastructure Provision

The City Council, where necessary and appropriate, will seek to secure developer contributions towards the cost of infrastructure provision both on and off site.

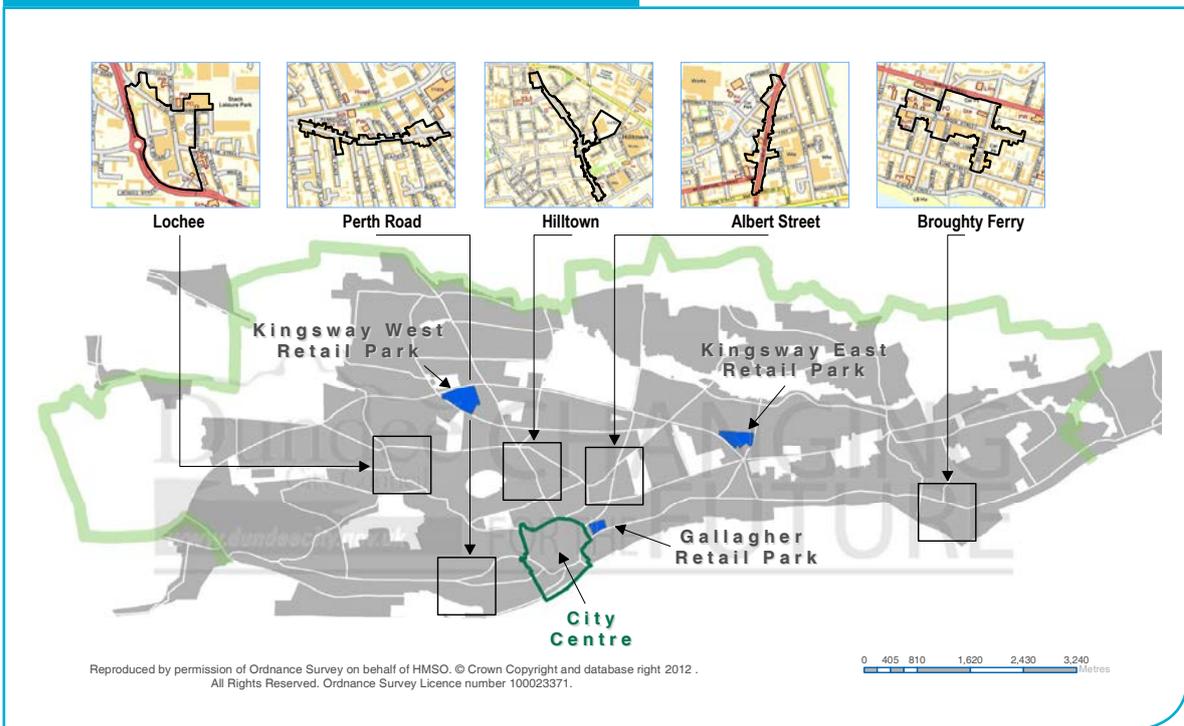
The principles that guide the preparation of the Developer Contributions Supplementary Guidance are:

- 1) *fair and proportionate developer contributions for all developments on sites allocated in either the Dundee Local Development Plan or in terms of windfall development;*
- 2) *developer contributions will be sought where a need for new or improved services, facilities or infrastructure has been identified that relates directly to the proposed development;*
- 3) *flexibility in approach to ensure that development can be brought forward in difficult economic circumstances while ensuring that the development has no net detriment; and*
- 4) *facilitate informed decision making by those involved in the development process, allowing potential financial implications to be factored into development appraisals prior to commercial decisions and actions being undertaken.*

8. Town Centres and Shopping

- 8.1 *“Town centres are a key element of the economic and social fabric of Scotland, acting as centres of employment and services for local communities and a focus for civic activity and make an important contribution to sustainable economic growth.”*
(paragraph 52, Scottish Planning Policy 2010)
- 8.2 Dundee is an important regional shopping destination and this is recognised in TAYplan. Shopping along with a wide range of services and facilities are focused in the City Centre and supported by five District Centres and three Commercial Centres. Combined, these play a major role in the commercial, economic and social life of Dundee and the surrounding area.
- 8.3 The Local Development Plan promotes the City Centre as the first choice location for the development of new shopping provision within the City. This approach seeks to build on the existing advantages of the City Centre and further develop Dundee’s regional shopping role. With the progression of the Dundee Waterfront and the V&A there will be the need to ensure that these integrate with the City Centre and strengthen its shopper and visitor appeal.
- 8.4 In Dundee the term ‘town centre’ also covers the five District Centres - Albert Street, Broughty Ferry, Hilltown, Lochee and Perth Road (see Figure 7 and Appendix 6). Together with the City Centre these form the traditional nucleus of shopping provision in the City. Over the years significant investment has been put into the District Centres to ensure that they continue to provide for the needs of the surrounding communities. Investment in the District Centres will continue over the period of the Plan in line with recent frameworks and studies.
- 8.5 The City Centre and District Centres are supported by a network of smaller local shopping centres, shopping parades and individual shops geared to meeting more localised needs in the inner city and the outer suburbs. Shopping facilities are also provided at Kingsway West Retail Park, Kingsway East Retail Park and at Gallagher Retail Park which have been identified as Commercial Centres by TAYplan. There are also a number of freestanding foodstores and retail warehouses across the City.
- 8.6 The approach to shopping provision in the Plan is in line with TAYplan and builds on the locational and accessibility advantages of the City Centre, District and Commercial Centres. In doing this it seeks to maintain and enhance the provision of shopping, services and facilities ensuring that the community as a whole has the benefit of convenient access to the full range of shopping and related services.

Figure 7 - Dundee's Main Shopping Centres



City Centre

8.7 The City Centre is the region's main shopping destination and it is important to maintain and improve the visitor experience on offer while enhancing Dundee's competitiveness. The City Centre is also home to a range of restaurants, pubs, cultural destinations such as the McManus Galleries as well as businesses and residential properties. It is vital for the future prosperity of Dundee that the City Centre is promoted as a safe, attractive, accessible and well connected place which contributes to an improved quality of life. Since the economic downturn there has been little growth in available retail expenditure and it is likely this position will take some time to improve. The shopping habits of people are also changing particularly with the increase in shopping on the internet. The potential effect of this will need to be considered over the period of the Plan as it could see changes to the format and offer of shops within the main shopping area of the City Centre.

City Centre Retail Frontages

8.8 The main shopping area within the City Centre (the High Street, Murraygate, Wellgate and Overgate) accommodates a number of national multiples and a variety of independent retailers. This concentration and variety of retailers in this area attracts substantial numbers of shoppers and visitors, bringing spin-off benefits for the wider City Centre and for Dundee as a whole. It is therefore viewed as a desirable location by other types of business hoping to draw trade from people visiting the area for its shopping. There is a need however, to ensure that the vitality and visual appeal of the main shopping area is not diluted by an over-representation of non retail businesses. These types of uses lack the visitor attraction potential of shops and can deaden frontages causing the shopping street to fragment and change character.

- 8.9 In support of this it is considered that the City Centre Retail Frontage area should be kept in retail use but with acceptable complementary Class 3 (Food and Drink) uses. Within the Overgate Centre this will apply to all floor levels and in the Wellgate it will apply to the ground floor only.
- 8.10 Planning permission is not normally required for change of use from Class 3 (Food and Drink) to Class 2 (Financial, Professional and Other Services). In order to prevent this permitted change of use taking place conditions will be attached to planning permissions preventing a change from Class 3 to Class 2.
- 8.11 Outwith the retail frontage areas, there are a range of less mainstream retailers including speciality, independent and niche shops. There are also uses such as banks, building societies and insurance and personal services such as hairdressers and dry cleaners. It is important to support the role of these shops and services and the area outwith the retail frontage area to ensure it continues to provide an appropriate mix of retail and related services, essential for the diversity and vitality of the City Centre and meeting the needs of City Centre residents. Currently, the majority of these uses tend to be located within secondary streets such as Union Street, Castle Street and Exchange Street. As Dundee's Waterfront develops there is the opportunity to further develop the potential of these streets (Union Street, Castle Street and Exchange Street) as they will be key pedestrian links between the City Centre and the Waterfront.

Policy 20: City Centre Retail Frontages

a) City Centre Retail Frontage Area

Within the City Centre Retail Frontage Area (see Appendix 6 City Centre Retail Frontage Area), proposals for Class 1 (Shops) use will be encouraged. Proposals which would result in the loss of ground floor retail uses to uses other than Class 3 (Food and Drink) uses will not be permitted. Conditions will be applied to prevent the permitted change from Class 3 to Class 2.

b) City Centre Speciality Shopping and Non Frontage Area

Within the Speciality Shopping and Non Frontage Area uses within Classes 1 (Shops), 2 (Financial, Professional and Other Services) and 3 (Food and Drink) of the Use Classes Order will be supported. Proposals for ground floor premises involving uses falling outwith these Classes will not be permitted.

c) City Centre Extending and Upgrading Shopping Provision

The following locations (See Appendix 6 City Centre Extending and Upgrading Shopping Provision) will be supported as capable of accommodating a major element of new shopping floorspace in the City Centre:

- *The Overgate Centre (extension)*
- *The Wellgate Centre (extension and internal remodelling)*

The Waterfront Masterplan includes a limited element of small scale shopping floorspace at ground floor level. This should be complementary in nature to the shopping provision in the City Centre.

Any other proposals for new shopping floorspace must demonstrate that they will be well located, connected to and will not undermine the existing shopping provision in the City Centre.

District Centres

- 8.12 Dundee's District Shopping Centres are part of a historic legacy of shopping and service centres which have traditionally served as the focus for distinct communities within the City. They provide a range of shops, services and leisure facilities in locations which are accessible by public transport. Albert Street, Hilltown, Lochee and Perth Road lie at the heart of inner city communities, while Broughty Ferry serves the suburban population on the eastern edge of the City. It is important they are developed in a manner that maintains and enhances their vitality and viability as sustainable shopping locations.
- 8.13 Due to the important role that District Centres provide for local communities the City Council has, over the years, invested in and implemented a range of measures to maintain and improve their attractiveness for businesses and residents.
- 8.14 There are certain areas of the District Shopping Centres that tend to accommodate many of the key retailers and services underpinning the centre as a whole. These tend, as a result, to be the most vibrant parts of these centres with the greatest potential for drawing shoppers and visitors. For the health of the centres as a whole it is important that their main retail areas retain a strong representation of such operators and their more specialised roles are maintained. These areas are defined as the District Centre Retail Frontage (Appendix 6).
- 8.15 Outwith the District Centre Retail Frontage areas there is a range of less mainstream shops which are important in supporting the vitality and vibrancy of the District Centres.

Policy 21: District Centres Retail Frontage

a) District Centres Retail Frontage Area

Within the areas defined on the Proposals Map and Appendix 6, the City Council will encourage new retail and other uses within Classes 1, 2 and 3 of the Use Classes Order which would contribute to the vitality and viability of the District Centres. Uses outwith these Use Classes will not be supported.

b) District Centres Outwith Retail Frontage Area

Outwith the defined retail frontage areas, proposals which help support the role and function of the District Centre will be acceptable.

The Stack

- 8.16 The Stack was a leisure park developed during the early 1990s. In recent times it has suffered from increased competition from newer Parks at Camperdown and Douglasfield offering more modern facilities. The result has been that only the bingo hall remains. The consequence of this is that its future viability as a leisure park has been undermined.

- 8.17 The Dundee Local Plan Review 2005 supported the possibility of a non-food retail development to act as a catalyst for the redevelopment of the site which was planned to bring beneficial spin-offs for Lochee District Centre as a whole. Whilst planning permission was granted for non-food retailing this was never implemented. The re-use of The Stack is important for the surrounding area and Lochee District Centre. A mix of uses within the Park, including retailing, that would complement and strengthen the links with the District Centre offers the best opportunity to bring The Stack back into use.
- 8.18 A Framework has been approved for the regeneration of Lochee District Centre with significant investment in the public realm already carried out with the aim of providing a high quality retail and leisure core that is able to support local services. It is important that the redevelopment of The Stack complements rather than undermines this investment.
- 8.19 Owners of the Stack intend to prepare a masterplan for the rejuvenation of the Park with a mix of uses.

Policy 22: The Stack

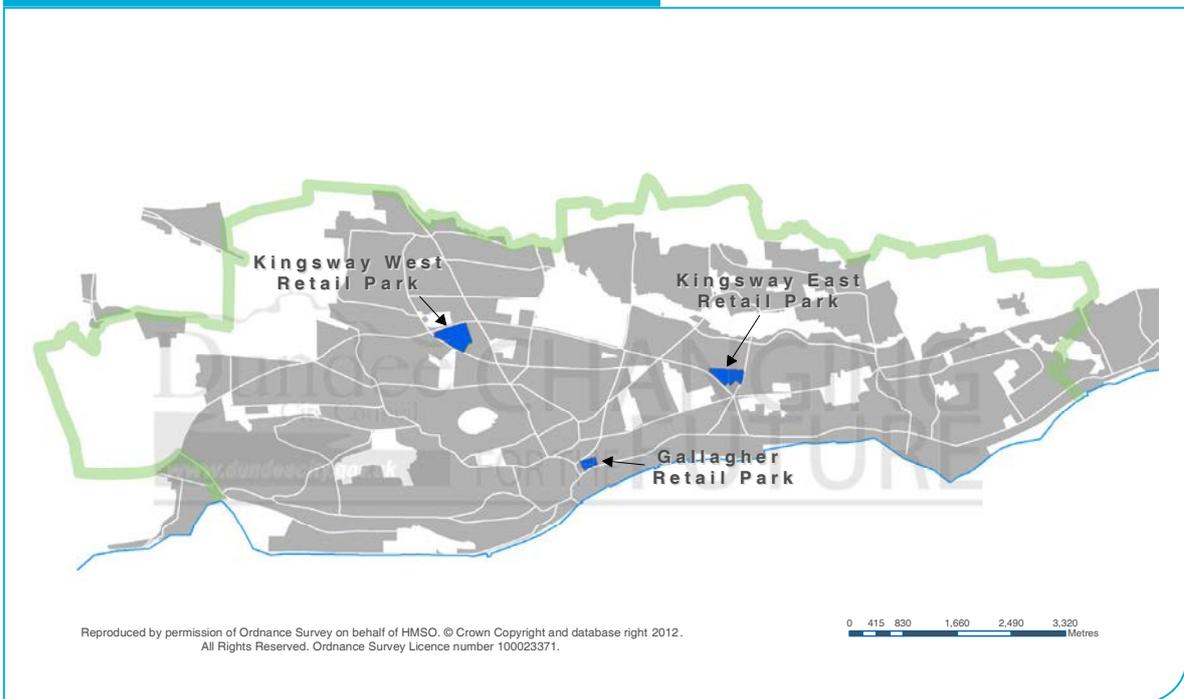
Within the area identified on the Proposals Map, the City Council supports a mixed use development including housing, retail and leisure. Any development within The Stack will need to demonstrate that it will complement the role of Lochee District Centre and strengthen the pedestrian link to it along Methven Street. Any retail development in The Stack will need to ensure that it is complementary to the District Centre. An assessment of the potential impact on the existing shopping provision on the District Centre will be required.

Any development on this site will be considered on the basis of an agreed masterplan prepared by the owners.

Commercial Centres

- 8.20 TAYplan identifies three commercial centres in Dundee. These are Kingsway East Retail Park, Kingsway West Retail Park and Gallagher Retail Park as shown in Figure 8. Commercial Centres provide an important complementary role as part of the shopping hierarchy within the City. They have become an important focus for shopping and are distinct from town centres as their range of uses and physical structure makes them different in character and sense of place.

Figure 8 - Commercial Centres



- 8.21 The growth of non food sales in Commercial Centres and food stores is recognised to draw trade from retailers within existing shopping centres. In order to ensure that they do not jeopardise the vitality and viability of the City Centre and District Centres, the Commercial Centres are subject to special goods range restrictions and related controls to limit the amount of floorspace that can be given over to non-food goods. The aim of these controls is to avoid a potentially damaging diversion of expenditure away from these centres and to ensure that they continue to provide a valuable and accessible service for shoppers. The main aim for the Kingsway East and West Retail Parks is to maintain their current predominantly household goods roles. Gallagher Retail Park provides for retail warehousing selling certain goods including clothing and footwear, leisure goods and toys, which are either prohibited or restricted at Kingsway East and West Retail Parks and this role is to be maintained.
- 8.22 It is recognised that retailing is changing and that this will require to be monitored over the period of the Plan to establish whether any review of or changes to the goods range restrictions is necessary.

Major Food Stores

- 8.23 In terms of major food shopping provision, concerns exist regarding the scale of comparison goods being sold and the potential impact of this on the City and District Centres. Where new major food provision is permitted therefore, appropriate controls on the sale of comparison goods will be applied.

Policy 23: Goods Range Restrictions

Commercial Centres

The Commercial Centres at Kingsway East Retail Park, Kingsway West Retail Park and Gallagher Retail Park shall have their goods ranges restricted by legal agreements and planning conditions. Reference should be made to Appendix 4 regarding the restricted goods ranges at these locations.

New proposals involving the sale of any of the restricted goods ranges at these locations will only be supported where it can be established that:

- 1) they will not affect, either on their own or in association with other built or approved developments, the Local Development Plan strategy in support of the City Centre and the District Centres;*
- 2) they will be capable of co-existing with the City Centre and the District Centres without individually or cumulatively undermining their vitality and viability; and*
- 3) they will tackle deficiencies in qualitative or quantitative terms which cannot be met in or at the edge of the City Centre and the District Centres.*

Food Stores

Within food stores the sale and display of comparison goods shall be limited to no more than 30% of the net sales area of the store, subject to the limitations that no single group of goods (as set out in Appendix 4) shall occupy more than 50% of the sales area devoted to comparison goods.

Location of New Retail Developments

- 8.24 Scottish Planning Policy (2010) places strong emphasis on the need to protect and enhance the vitality and viability of town centres and to build on their advantages as a focus for a variety of activities. As part of this it advocates a sequential approach to new shopping developments with first preference being the town centre which in Dundee includes the City Centre and five District Centres.

Policy 24: Location of New Retail Developments

Proposals for new or expanded retail developments, not already identified in the Local Development Plan, will only be acceptable where it can be established that:

- 1) no suitable site is available, in the first instance, within the City Centre or District Centres then, edge of centre and then, Commercial Centres identified in the Local Development Plan; and*
- 2) individually or cumulatively it would not prejudice the vitality or viability of the City Centre, District Centres or Commercial Centres; and*
- 3) the proposal would address a deficiency in shopping provision which can not be met within or on the edge of these centres; and*
- 4) the site is readily accessible by modes of transport other than the car.*

Gallagher Retail Park Extension

- 8.25 The opportunity exists to accommodate part of the City's future household goods retail floorspace requirements on the site of the existing bus depot in Dock Street. While not itself an edge-of-centre site, it lies adjacent to the edge-of-centre Gallagher Retail Park which is within relatively easy walking distance of the City Centre. It has the scope to complement and enhance the attraction of the existing retail park and its offers.
- 8.26 However, in order to avoid undermining the retail strategy, the site will need to be subject to goods range restrictions to ensure that it operates as a focus for retail warehousing trading primarily in bulky household goods. In addition, safeguards are required to afford prior opportunity for edge-of-centre retail warehouse development to proceed at The Stack. It will also be important to ensure suitable advance arrangements are in place for the relocation of the bus depot operations currently accommodated by the site.

Policy 25: Gallagher Retail Park Extension

The City Council supports the redevelopment of the Dock Street bus depot site for retail warehousing in bulky household goods. The range of goods to be sold at this location will require to comply with Appendix 4 Goods Range Restrictions.

Development at the bus depot site will not be authorised to proceed until there is clear evidence of the commencement of redevelopment at The Stack. The City Council will monitor the progress in redeveloping The Stack and the situation will be reviewed through the Action Programme.

In addition the City Council will require to be satisfied that suitable arrangements are in place for the relocation of the current bus depot operations to an alternative site within the City.

Local Shopping Provision

- 8.27 Dundee has a number of local shopping areas across the City not large enough to form part of the identified retail hierarchy. These play an important role in supporting local neighbourhoods and making communities more sustainable. The Local Development Plan aims to protect District Centres whilst allowing new local shops in areas of low provision and for extensions to existing centres and parades. There is a need to control the scale of development in order to ensure that it is genuinely local in nature and is not of such a scale as to impact on the vitality and viability of existing shopping centres.

Policy 26: Local Shopping Provision

New Local Shops

In areas where it can be demonstrated that provision is low and subject to satisfactory demonstration of need, the Council will support the provision of a new local shop with maximum gross floorspace of 250 square metres.

Existing Centres and Parades

At local shopping centres and parades the City Council will support:

- 1) measures for upgrading of existing shopping provision; and*
- 2) where appropriate, the provision of additional shopping floorspace up to a maximum of 500 square metres gross.*

Class 2 Office Developments

- 8.28 There are certain Class 2 uses such as doctors' surgeries, banks, insurers, property agents and other offices which people expect to find and benefit from having in convenient and accessible locations. Whilst individually these may not be large in scale put together they draw significant numbers of visiting members of the public. By locating them in the City and the District Centres they are accessible to the public, can be visited in conjunction with trips to shops and other facilities in these centres and contribute to their vitality and viability.

Policy 27: Class 2 Office Developments

Proposals for new out of centre developments within Class 2 of the Use Classes Order where the services are provided principally to visiting members of the public will only be acceptable if it can be demonstrated that:

- 1) no suitable site is available, in the first instance, within and thereafter on the edge of the City Centre or District Centres; and*
- 2) the site is readily accessible by modes of transport other than the car.*

Public Houses, Restaurants and Hot Food Takeaways Outwith the City Centre

- 8.29 The sale of alcohol for consumption on the premises and the sale of hot food raise amenity issues. The problems associated with them can be minimised by restricting such uses in close proximity to housing, limiting their operation and hours and requiring adequate car parking. In the District Shopping Centres, these standards may be relaxed in recognition that the impact of proposals for licensed premises or hot food takeaways will be relatively less severe and also that they are important uses within these areas if they are to fulfil their function as District Centres.

Policy 28: Public Houses, Restaurants and Hot Food Takeaways Outwith the City Centre

In District Centres hot food takeaways, public houses and restaurants other than sandwich shops/coffee shops/tea rooms are not supported in premises directly adjoining (i.e. directly above or to either side) residential property which is not within the control of the proprietor/operator.

Outwith the District Centres proposals for public houses, restaurants and hot food takeaways, including beer gardens and extensions to existing operations will only be supported where:

- 1) the proposal has a gross floor area up to 150 square metres and is more than 30 metres* from existing or proposed housing or;*
- 2) the proposal has a gross floor area in excess of 150 square metres and is more than 45 metres* from existing or proposed housing.*

Hot food takeaways and sandwich shops/coffee shops/tea rooms which would not meet the above requirements may be permitted subject to:

- 1) the hours of operation being limited to between 7.00am and 7.00pm; and*
- 2) the hot food only requiring heating by means of a microwave oven or other method which would not cause a nuisance to surrounding residential property by virtue of smell.*

** (Distance measured from curtilage of proposal to facade of existing or proposed houses.)*

9. Sustainable Natural and Built Environment

- 9.1 The quality of Dundee's local environment is a vital ingredient in the quality of life for people living, working or visiting the City. The impact of climate change challenges our duty to protect and enhance the environment for this and succeeding generations. Sustainability has been put at the heart of the Local Development Plan in recognition of this duty. However, while climate change presents particular challenges to the environment it also offers significant opportunities for the promotion of sustainable economic growth. The policy framework of the Local Development Plan seeks to meet these challenges through protecting the environment by avoiding the negative effects that development can have in its construction, operation or use, and demolition life cycles. Where avoidance cannot be fully achieved it is expected that development proposals will include measures designed to mitigate any significant negative impacts. Other impacts require us to adapt to the effects of a changing climate in order to ensure long term sustainable environmental quality in the built and natural environment.

Low and Zero Carbon Generating Technology

- 9.2 The Building Standards Regulations require that by 2011 a reduction of 30% in carbon emissions arising from new development when compared with standards acceptable in 2007. This followed the findings of the Sullivan Report which recommended further staged improvements amounting to 60% from the 2007 standard by 2013 and the achievement of net zero carbon by 2016/17. The Scottish Government is expected to carry out further reviews of the current Building Standards in 2013 and 2016.
- 9.3 The Climate Change (Scotland) Act 2009, which amended the Planning etc (Scotland) Act 2006, specifically requires Local Development Plans to contribute to the reduction of CO₂ emissions quoted above by encouraging the installation of low and zero carbon generating technology such as solar panels, wind turbines or ground source heat pumps in new development. The percentage contribution that low and zero carbon technology is expected to make to the overall reduction in carbon emissions must increase over the lifespan of the Local Development Plan.

Policy 29: Low and Zero Carbon Technology in New Development

Proposals for all new buildings will be required to demonstrate that at least 10% of the carbon emissions reduction standard set by Scottish Building Standards (2007) will be met through the installation and operation of zero-carbon generating technologies. This percentage will increase to 15% from the beginning of 2016 and will be reviewed in 2018.

This requirement applies to all new buildings with the following exceptions:

- 1) Alterations and extensions to buildings.*
- 2) Change of use or conversion of buildings.*
- 3) Ancillary buildings that stand alone and cover an area less than 50 square metres.*
- 4) Buildings which will not be heated or cooled, other than by heating provided solely for frost protection.*
- 5) Buildings which have an intended life of less than two years.*

A statement will be required to be submitted demonstrating compliance with this requirement.

Renewable Energy

9.4 The impact, knowledge and understanding of the various methods of energy generation is developing at a fast pace and the favoured methods of energy production are under constant review. In these circumstances it would not be prudent for the Local Development Plan to specify a preference for some forms of energy generation over others. However, there will be a range of energy technologies that are more suited to urban locations. There are also particular issues with the different forms of production which must be taken into consideration. These include the following:

a) Biomass

9.5 Major energy generating plants require to be supplied with large quantities of virgin biomass materials, waste materials, or a combination of both. These require to be transported to the site via road, rail or sea. Given the scale and nature of the operation of these plants they are more suited to existing employment areas. District Heating Schemes would be supported in preference to a large number of individual biomass schemes and may be acceptable out with existing employment areas. All major biomass plant will be expected to mitigate emissions by installation of appropriate abatement technology. An air quality assessment may be required as an integral part of the planning process for applications for biomass energy generating schemes. Guidance related to air quality assessments will be contained in the Supplementary Guidance being prepared for Air Quality.

Policy 30: Biomass Energy Generating Plant

Major biomass plants, not ancillary to wider development proposals, will be directed to the existing Principal or General Economic Development Areas. Any development at the Port of Dundee Principal Economic Development Area should not have an adverse effect, either alone or in combination with other proposals or projects, on the integrity of any Natura Site.

Proposals for small scale biomass or district heating schemes outwith existing Principal or General Economic Development Areas, other than single user or domestic appliances, will only be acceptable where their primary function is the production of heat or combined heat and power for local residential or business consumption.

Development may be acceptable where:

- 1) the Council is satisfied that there will be no significant negative effects in terms of their scale, design, location, emissions, landscape setting, storage facilities, and cumulative impact, odour, noise and storage requirements; and*
- 2) levels of pollutants have been minimised through the use of best available technology, including abatement technology.*

b) Wind Turbines

- 9.6 Dundee is unable to accommodate large scale wind farms due to proximity to residential and urban areas. However, a number of smaller scale wind turbine developments have come forward in recent years.

Policy 31: Wind Turbines

Proposals involving the production of energy from wind turbines will be supported subject to:

- 1) the Council being satisfied that there will be no unacceptable negative effects in relation to number, height, visual impact, landscape impact, shadow flicker, noise, residential amenity, electro-magnetic interference, proximity to roads and railway lines, or historic and nature conservation interests including impact on birds, and cumulative impact.*

Development within the Open Countryside

- 9.7 The present City boundary is drawn closely around the existing urban area. In accordance with the spatial strategies of both the TAYplan and the Local Development Plan a number of development proposals have been identified on greenfield sites around the City. It is, however, an objective of these spatial strategies to adhere to the principles of sustainability by, among other things, reducing the need to travel, supporting community regeneration and the re-use of brownfield sites thereby minimising the requirement for greenfield sites. In support of this therefore, it is the approach of the Local Development Plan that new development in the open countryside, outwith those areas designated for such in the Plan, will only be permitted in specifically defined circumstances and that there will otherwise be a general presumption against all such development.

Policy 32: Development within the Open Countryside

Within the areas designated as Open Countryside on the Proposals Map there will be a presumption against all new development unless:

- 1) the proposed development consists of no more than one additional building in a group of up to seven buildings or by two additional buildings in a larger group; or*
- 2) the proposed development involves the restoration of an existing stone building of architectural merit and that has four walls surviving to wall head height; or*
- 3) the proposed development is supported by an agricultural justification.*

National and International Nature Conservation Designations

- 9.8 Dundee has several nationally and internationally important natural heritage designations that focus on the Tay Estuary as it relates to the Council's administrative boundary. Any development proposal that is likely to have a significant effect on, and directly connected with, the conservation management of the Natura Site must include a Habitats Regulations Appraisal of the implications on the conservation objectives of the designations. Only in exceptional circumstances will development which has a significant impact on these designations, either alone or in combination with other sites or projects, be supported.

Policy 33: National and International Nature Conservation Designations

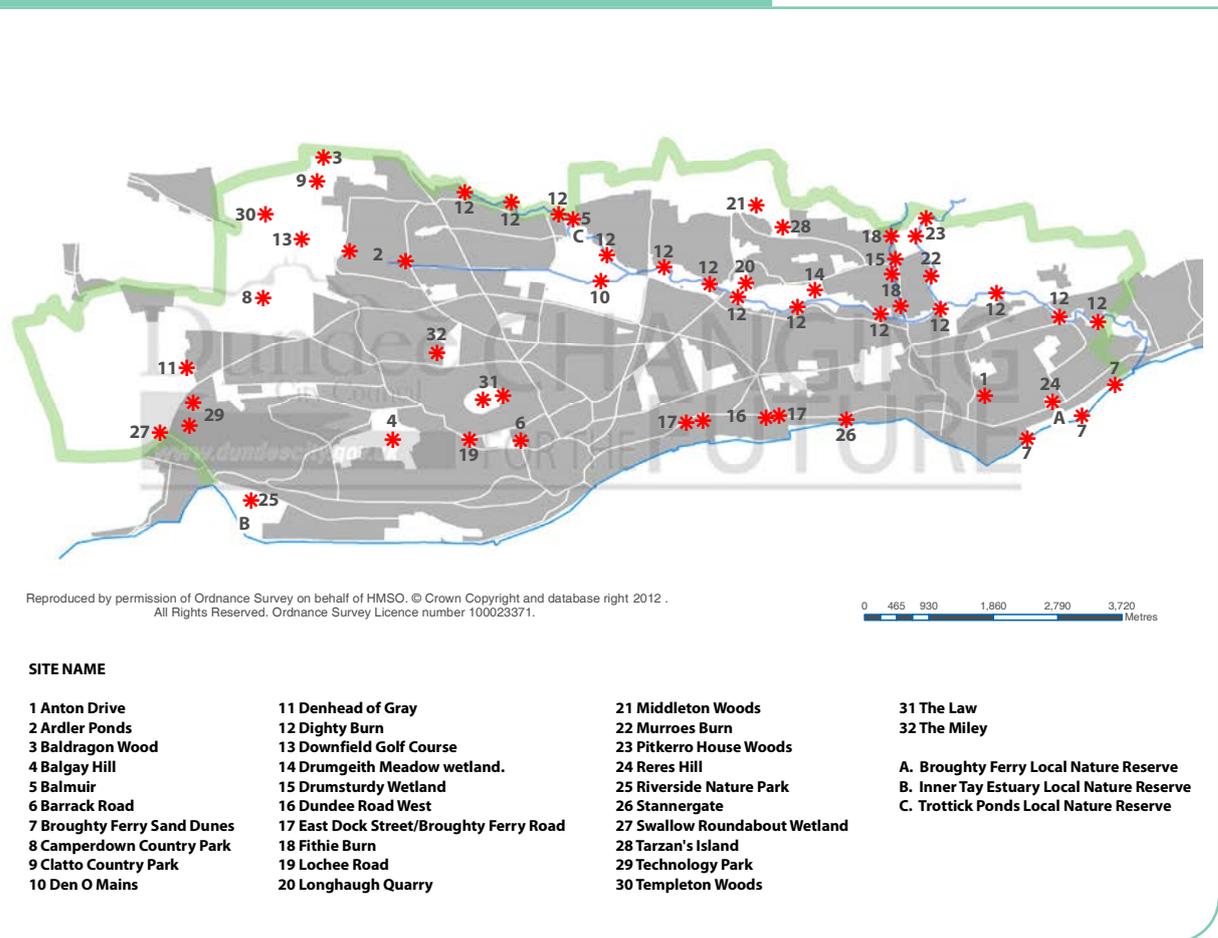
Development which is likely to have a significant effect on the qualifying interests of any Natura site will only be permitted where a Habitats Regulations Appraisal has been undertaken and:

- 1) an Appropriate Assessment has demonstrated that the proposal will not adversely affect the integrity of the site, or*
- 2) there are no alternative solutions and there are imperative reasons of overriding public interest, including those of a social or economic nature.*

Locally Important Nature Conservation Sites

- 9.9 Dundee has both statutory and non-statutory locally important nature conservation sites. The Local Nature Reserves at Trottick Ponds, Broughty Ferry and the Inner Tay Estuary are statutory designations which are complemented by a network of Sites of Importance for Nature Conservation (SINC). SINC are locally important green spaces for nature conservation designated because of the scale, diversity or kind of habitat which they support. They also represent a significant resource for environmental education. SINC at the Dighty, Fithie and Murroes Burns host important local aquatic and other nature conservation interest. The full list of SINC is contained in Appendix 5.
- 9.10 The Dighty environs and north side of Riverside Drive continue to be identified as Wildlife Corridors to promote habitat continuity and support biodiversity conservation. Other fragmented areas in the City have the potential to develop into cohesive Wildlife Corridors.

Figure 9 - Sites of Importance for Nature Conservation



Policy 34: Locally Important Nature Conservation Sites

Development which could have a significant effect on the conservation interests associated with Local Nature Reserves, Sites of Importance for Nature Conservation or Wildlife Corridors will only be permitted where:

- 1) *an ecological or similar assessment has been carried out which details the likely impacts of the proposal on the conservation interests of the designation; and*
- 2) *any negative impacts identified are contained within the site and can be mitigated without affecting the integrity of the designated area; and*
- 3) *it has been demonstrated that there are no other suitable sites that could accommodate the development.*

Protected Species

- 9.11 The presence or potential presence of a species with special protection is a material consideration in planning decisions. European Protected Species listed in the Habitats Directive of known relevance to Dundee and their likely locations are:
- Cetacean: dolphin, porpoise and whale; associated with the Tay Estuary.
 - Bat; could be found anywhere across the City.
 - Otter; associated primarily with the Dighty Burn and the River Tay particularly at the eastern and western extremities.
- 9.12 Various other species animals, fish, birds and plant life are protected by The Wildlife and Countryside Act 1981 (as amended), including red squirrel, which should be taken into account when considering proposals to develop. Under special circumstances a license may be obtained from Scottish Natural Heritage enabling work to be carried out. Significant effects on protected species may be avoided through sensitive layout, design and timing of works together with appropriate mitigation measures.

Policy 35: Protected Species

Development proposals which are likely to have a significant effect on a European protected species will not be supported unless:

- 1) *there is no satisfactory alternative; and*
- 2) *the development is required for preserving public health or public safety or for other imperative reasons of overriding public interest including those of a social or economic nature or which have beneficial consequences of primary importance for the environment.*

Development proposals which would be detrimental to the maintenance of the population of a European protected species at a favourable conservation status in its natural range will not be supported.

Development proposals that would be likely to have an adverse effect on a species protected under the Wildlife and Countryside Act 1981 (as amended) will not be supported unless the development is required for preserving public health or public safety. For development affecting a species of bird protected under the 1981 Act there must also be no other satisfactory solution.

Green Infrastructure and Open Space

- 9.13 All of Dundee's green space was identified, categorised and digitised in a green space audit in 2007 and is regularly updated to maintain an accurate database of current provision. Much of the database is formally identified as open space and protected from development in the Local Development Plan. While many areas of open space are occupied by a single use, others such as the Camperdown Country Park serve a wide range of purposes, including recreational access to the countryside. New development gives an opportunity to extend and enhance the provision of green networks, including biodiversity networks, throughout the City. The Council's Open Space Strategy is a material consideration which will be taken into account in assessing proposals for new development.
- 9.14 The network of designated open space in Dundee encompasses a wide variety of open space use-types. Over time the requirement for a particular use on a site such as an allotment, playing field or sports pitch for example may disappear or evolve. This does not necessarily affect the value of the site within the network as designated open space. In all cases development proposals that would result in a change of the use of a site to anything other than an open space use-type must establish that the site no longer has a value as open space. New development should also avoid fragmentation of the green network. Large development areas will be covered by masterplans or site planning briefs which will develop the open space requirements for that development.
- 9.15 Playing fields and sports pitches including those associated with educational establishments are an open space use-type requiring particular protection in order to ensure sufficient quantity, quality and accessibility and to meet the requirements of Scottish Planning Policy (2010).

Policy 36: Open Space

Development proposals that would result in a change of the use of a site identified in the Local Development Plan as open space to anything other than an open space use must establish that the site no longer has a potential value as open space of any kind unless the Council are satisfied that:

- 1) the proposals are consistent with a masterplan, strategy or programme approved by the Council; or*
- 2) compensatory open space of equal benefit and accessibility will be provided in or adjacent to the community most directly affected; or*
- 3) proposals affect only a lesser part of the site and are ancillary to it or result in improved recreational or amenity value on the remainder of the site.*

Proposals affecting playing fields and sports pitches are also subject to all of the above criteria and are required to provide compensatory or improved playing fields and sports pitches unless the proposals are consistent with the Sport and Physical Activity Strategy.

There will be a presumption that new development should contribute to the enhancement and connectivity of open space and habitats, where appropriate, as part of the wider green network.

- 9.16 Open spaces in new developments are only fully effective if they are properly maintained. It is important that maintenance regimes are consistent with the particular type and use of open space to ensure its future safety and integrity.

Policy 37: Open Space Maintenance

The Council will apply planning conditions or Section 75 obligations to planning permissions to make suitable provision for the long-term maintenance of open space in new housing developments, based on the following options:

- 1) *open space will be adopted by the Council, subject to appropriate agreements with the developer over the scheme of landscaping and annual maintenance, including payment of a commuted sum to cover annual maintenance costs; or*
- 2) *a developer may lay out the open space, transfer the land to a suitable third party, and either*
 - i) *pay a commuted sum to cover maintenance costs; or*
 - ii) *hand over the maintenance costs to residents of the new development.*

This latter option should be clearly set out in the sale agreement so residents agree to effectively share the cost of maintaining open space on an annual basis.

Trees and Urban Woodland

- 9.17 Dundee benefits from significant woodland areas particularly in the north and east of the City, community woodland on the urban edge, significant tree belts and corridors through to smaller groups or single trees including garden and street trees. They can make a significant contribution to reinforcing green networks, reducing flood risk, reclamation of derelict land and temporary screening of vacant sites as well as defining key points and gateways in the City. The Dundee Tree and Urban Forestry Policy, 2009, promotes protection, development and enhancement of tree infrastructure in Dundee. Tree Preservation Orders are supported and promoted by the Council to protect individual trees or entire planting schemes where expedient to do so.

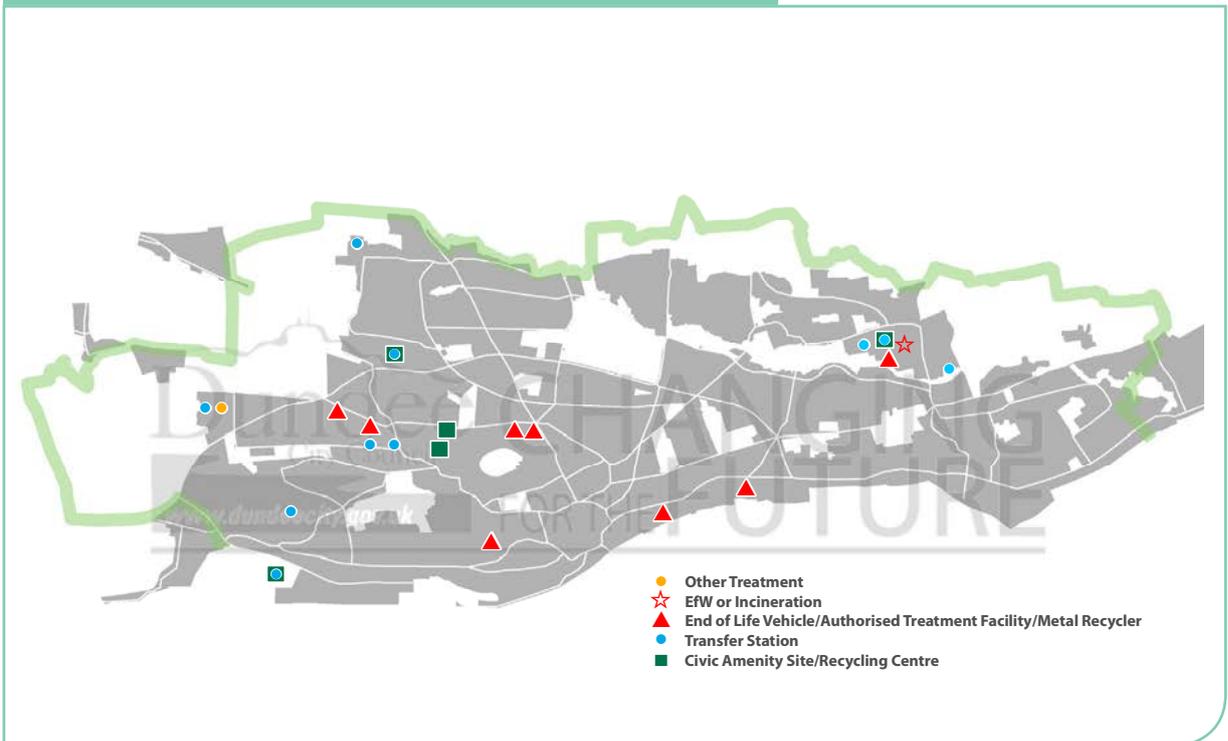
Policy 38: Trees and Urban Woodland

The Council will support the establishment and enhancement of woodland, tree belts and corridors. New development should contribute to the expansion of tree planting and woodland development where appropriate and must ensure the survival of existing healthy mature trees through sensitive site layout both during and after construction. Where appropriate, development proposals must be accompanied by a tree planting and landscaping scheme which includes a supporting justification and sufficient map based material to document existing planting within the application site as well as new planting and maintenance arrangements.

Waste

- 9.18 The Scottish Government's Zero Waste Plan and Scottish Planning Policy (2010) introduced the requirement for planning authorities to plan for all waste types, including commercial and industrial; and construction and demolition waste. The move towards sustainable waste management means that more facilities will be required to sort, recycle, process and recover energy from waste in the future as we move away from our reliance on landfill and work towards the achievement of the landfill diversion targets. Provision must be made for possible significant new waste management facilities of the above type which may be required in the future. At present waste management facilities include three recycling centres and 45 recycling points strategically placed around the City. Further advice is available on the Council's website under 'Planning Advice - Waste Management'.

Figure 10 - Waste Management Facilities 2008



Policy 39: Major Waste Management Facilities

New waste management facilities should be located in the first instance in General Economic Development Areas identified in the Proposals Map unless:

- 1) *the Council is satisfied that proposals are consistent with a strategy or programme approved by the Council or serve a strategic need for the management of waste.*

Development which meets the above requirement may be permitted provided:

- 1) *there is no detrimental impact on neighbouring uses or local residential amenity; and*
- 2) *there is no unacceptable traffic impact; and*
- 3) *it does not have an adverse effect, either alone or in combination with other proposals or projects, on the integrity of any Natura site.*

- 9.19 The concept of sustainable development underpins all of the City Council's corporate policies and embraces waste minimisation and treatment. New development gives the opportunity to fully integrate the management of waste within its design and layout.

Policy 40: Waste Management Requirements for Development

Development proposals should demonstrate that they adequately address the Council's waste strategy to reduce, collect, sort, recycle and reuse waste.

Flooding and Drainage

- 9.20 Scottish Planning Policy (2010) distinguishes between areas of low to medium flood risk and medium to high risk with recommendations on development restrictions for both categories. The recommendations vary between built-up areas and undeveloped and sparsely developed areas.
- 9.21 In order to meet the requirements of Scottish Planning Policy (2010) and mitigate the risk of flooding in Dundee development proposals should avoid any direct or indirect impact on areas at risk of flooding. Development in areas with a medium to high risk of flooding should incorporate water resilient materials and construction. The Local Development Plan will adhere to the risk framework set out in the Scottish Planning Policy (2010) when considering development proposals affected by flooding issues.
- 9.22 Local Flood Risk Management Plans that incorporate the Dundee area are programmed for completion in 2016 which is after the anticipated adoption of the Local Development Plan. Developers will be expected to meet the requirements of the Flood Risk Management Plans when they are available. Flood extent maps are hosted on the internet by SEPA (http://www.sepa.org.uk/flooding/flood_extent_maps.aspx). Developers are advised to consult the flood extent maps when proposing development ahead of publication of the Local Flood Risk Management Plans and to consult with the City Development Department, where they suspect their development site may be in an area susceptible to flooding.

- 9.23 It is anticipated that the Local Flood Risk Management Plans will include maps identifying the medium and high risk areas in Dundee. Supplementary Guidance may be developed giving further guidance to developers once they are finalised.

Policy 41: Flood Risk Management

Medium to High Risk Areas

There is a general presumption against a) development on previously undeveloped land and b) development of essential civil infrastructure, in high risk areas based on a 0.5% or greater annual probability of flooding (equivalent to a 1 in 200 year flood or greater). Other development may be acceptable where:

- 1) sufficient flood defences already exist, are under construction or are planned as part of the development strategy; and*
- 2) those flood defences will be maintained for the lifetime of the development and will not increase the probability of flooding elsewhere; and*
- 3) the extent of development potentially affected by flooding is protected through the use of appropriate water resistant materials and construction; and*
- 4) the finalised scheme does not result in a land use which is more vulnerable to flooding.*

A flood risk assessment will be required for any development within the medium to high risk category.

Low to Medium Risk Areas

Areas with a 1 in 1000 to 1 in 200 year annual probability of flooding will be suitable for most development. A flood risk assessment may be required at the upper end of the probability range or where the nature of the development or local circumstances indicate heightened risk. These areas are generally not suitable for essential civil infrastructure unless capable of remaining operational and accessible during extreme flooding events.

- 9.24 Sustainable Urban Drainage Systems (SUDS) are a well-recognised method of dealing with surface water in an environmentally friendly and economical manner. SUDS manage surface water on site as near to source as possible by slowing down the water run-off and treating it naturally, thereby allowing the release of good quality surface water to watercourses or groundwater.

Policy 42: Sustainable Drainage Systems

Surface water from new development must be treated by a Sustainable Urban Drainage System (SUDS) except for single houses or where discharge is to coastal waters. SUDS should be designed so that in a 1 in 200 year rainstorm event, flooding will not be higher than 300 mm below floor level. In addition, proposals will be encouraged to adopt an ecological approach to surface water management, ensure an appropriate level of treatment and exploit opportunities for habitat creation or enhancement through measures such as the formulation of wetlands or ponds.

- 9.25 The Local Development Plan promotes the sustainable use of our water environment, including wetlands, rivers, lochs, transitional waters (estuaries), coastal waters and groundwater.

Policy 43: Protecting and Improving the Water Environment

Proposals for development that compromises the objectives of the Water Framework Directive (2000/60/EC), aimed at the protection and improvement of Scotland's water environment will not be supported. In assessing proposals, the Council will take into account the River Basin Management Plan for the Scotland River Basin District and associated Area Management Plans and supporting information on opportunities for improvements and constraints.

Environmental Regulation Policies - Air Quality, Land Contamination, Hazard Sites and Environmental Protection

Air Quality

- 9.26 All local authorities in the UK are under a statutory duty to undertake an air quality assessment within their area and determine whether they are likely to meet the air quality objectives for seven key air pollutants. In Dundee, following an assessment, only levels of nitrogen oxides and fine particulate matter are of concern. These pollutants are found in concentrations which exceed the national objectives at a number of locations within the City, principally in the vicinity of main junctions within the City Centre and arterial routes leading towards the centre, though locations outwith these areas have also been identified. To enable wider consideration of air quality improvements all of the City of Dundee was declared an Air Quality Management Area for nitrogen dioxide (NO₂) in 2006. This was amended to include the pollutant particulate matter (PM₁₀) in October 2010.
- 9.27 The Council's latest Air Quality Action Plan sets out current objectives and actions to help improve air quality, largely through efforts to reduce traffic emissions. Sustainable development proposals should aim to minimise local air pollutant emissions and traffic impacts. Supplementary Guidance will be developed and shall set out the circumstances when an assessment of the potential impact of particular types of development on existing and future air quality may be required.
- 9.28 Planning applications that have the potential to be detrimental to air quality, or those which introduce new exposure to areas of existing poor air quality should be accompanied by an air quality assessment of the likely impact of the development.

Policy 44: Air Quality

There is a general presumption against development proposals that could significantly increase air pollution or introduce people into areas of elevated pollution concentrations unless mitigation measures are adopted to reduce the impact to levels acceptable to the Council.

Land Contamination

- 9.29 All brownfield land has the potential to be brought back into use, even though contamination may have impacted the land. In the majority of cases appropriate remedial treatment can be proposed and approved as a requirement of the Development Management process. This ensures that planned brownfield redevelopment includes remediation of land contamination, achieves regulatory approval and the land is demonstrated to be suitable for use.
- 9.30 In rare cases, the severity of contamination may be such that development is not economically viable in relation to the intended use of the site in the Local Development Plan. Under these circumstances, alternative use may be considered where a developer has submitted adequate proof and the proposed use meets other policies of the Local Development Plan.

Policy 45: Land Contamination

- a) Development of potentially contaminated brownfield or statutorily identified contaminated land will be considered where:**
- 1) a site investigation is submitted establishing the nature and extent of contamination; and
 - 2) the Council is satisfied that remediation measures proposed for the development, adequately address contamination risks to all receptors, such that the land demonstrably does not meet the statutory definition of contaminated land and is suitable for the planned use.
- b) An alternative use to that identified in the Local Development Plan will be considered where the above criteria are satisfied and:**
- 1) an economic appraisal establishes that the site cannot be economically developed for the allocated use due to the level or type of contamination; and
 - 2) the proposed use meets the requirements of other relevant policies of the Local Development Plan.

Hazard Sites

- 9.31 The Local Development Plan area contains a number of installations handling substances that require to be notified to the Health and Safety Executive (HSE) in the interests of public safety. Consultation distances for development proposals affecting these installations are made up of outer, middle and inner zones, with a presumption against sensitive developments progressively increasing towards the inner zone. Appropriate distances will be maintained between hazard sites and residential areas and areas of public use, so as not to increase the risk to people. As a general guide, developers should refer to advice on the siting of development in the vicinity of major hazard sites contained in the HSE Planning Advice for Developments near Hazardous Installations (PADHI).

Policy 46: Development of or next to Major Hazard Sites

The siting of new or extensions to existing hazard sites or sites which operate under Scottish Environment Protection Agency authorisation will not be permitted in close proximity to residential areas and/or areas of public use or interest, where the risk to people or the environment is likely to be significantly increased.

Environmental Protection

- 9.32 There is a need to ensure both the protection of residential amenity from inappropriate development and the viability of the business environment from inappropriate residential development. What constitutes inappropriate development will vary depending on the existing nature and character of the area. For example, the standard of residential amenity that might be expected in the City Centre will differ from that in the inner city which in turn will differ from that in a suburban residential estate. Sensitive design can help to ensure that the long term benefits of new development can be achieved.

Policy 47: Environmental Protection

All new development or an extension to an existing development that would generate noise, vibration or light pollution will be required to demonstrate that it can be accommodated without an unsatisfactory level of disturbance on the surrounding area.

New development or an extension to an existing development in close proximity to existing sources of noise, vibration or light pollution will need to demonstrate that it can achieve a satisfactory level of amenity without impacting on viability of existing businesses or uses.

Built Heritage

- 9.33 Preserving and enhancing the historic environment is an important factor in maintaining the heritage and distinctive identity of Dundee. All conservation areas within the City are being reviewed through Conservation Area Appraisals. Reference should be made to the approved Conservation Area Appraisal for the area and any additional guidance when proposing development within a conservation area.

Listed Buildings

- 9.34 The future survival of historic buildings depends on viable uses, effective maintenance and repair, and minimising the impact of adaptation and modernisation on historic fabric. Generally, where the existing use of a listed building has ceased, new uses giving rise to the least impact on historic fabric will be encouraged. It is usually in the best interests of an historic building if it can be retained or returned to the use for which it was originally designed, although it is accepted this is not always appropriate or practical. On occasion, it may be necessary to alter listed buildings to secure their continuing use. Alterations should normally be kept to a minimum and should enhance the appearance of the building. Proposed alternative uses and alterations to listed buildings shall be required to be in accordance with national policy and best practice guidance including Historic Scotland's 'Scottish Historic Environment Policy'.

Policy 48: Listed Buildings

a) Alternative Uses

Suitable alternative uses will be considered for listed buildings where this is necessary to secure their future. Any adaptation of the fabric must be undertaken carefully and sensitively and have minimum impact on the architectural and historic interest, character and setting of the building. A detailed justification statement shall be required to be submitted to support an application proposing an alternative use.

b) Alterations to Listed Buildings

The alteration of a listed building will only be acceptable where the proposals have regard to the preservation or enhancement of its architectural or historic character. Alterations will not be permitted where the works would diminish the architectural integrity of the building or its historic interest. A detailed justification statement shall be required to accompany an application for alterations to a listed building.

Demolition of Listed Buildings and Buildings in Conservation Areas

- 9.35 There is a presumption against demolition or other works that adversely affect the special interest of a conservation area, listed building or its setting. Applications for demolition shall be required to be accompanied with detailed proposals for the redevelopment or treatment of the cleared site to prevent the appearance of unsightly gaps.

Policy 49: Demolition of Listed Buildings and Buildings in Conservation Areas

Applications for the demolition of a listed building or an unlisted building that is worthy of retention in a conservation area must be fully supported by reports on the condition and marketing history of the building along with a feasibility study which explores the viability of retaining the building in active use. Applications for demolition shall be required to be in accordance with Historic Scotland's 'Scottish Historic Environment Policy'.

Where the demolition of a building is acceptable, applications must be supported by acceptable proposals for the redevelopment or treatment of the cleared site.

Conservation Areas

- 9.36 Conservation areas are one of the measures available to local authorities to protect the quality of the built environment. Positive management of these areas is vital if their character and appearance is to be protected and enhanced. Conservation areas provide opportunities to introduce good quality modern design and bring together old and new to create an attractive evolving urban landscape.

Policy 50: Development In Conservation Areas

Within conservation areas all development proposals will be expected to preserve or enhance the character of the surrounding area. This will require the retention of all features that contribute to the character and appearance of the conservation area.

Scheduled Ancient Monuments and Archaeological Sites

- 9.37 Dundee City has a rich history and this is reflected in its many archaeological sites and monuments of regional and local significance that provide a valuable insight into the evolution of the City's built environment, society and culture.

Policy 51: Scheduled Ancient Monuments and Archaeological Sites

a) Scheduled Ancient Monuments

Developments will not be permitted which would destroy or adversely affect scheduled ancient monuments or their settings.

b) Archaeological Sites

Where any proposal could affect a site of known archaeological importance or potential, the applicant will be required to provide an assessment of the archaeological value of the site and the likely impact of the proposal on the archaeological resource. Such an assessment will require a field evaluation to be carried out to the reasonable satisfaction of the Council, to determine:

- 1) the character and extent of the archaeological remains; and*
- 2) the likely impact of the proposal on the features of archaeological interest; and*
- 3) the ways in which the development proposal can be amended or designed in order to mitigate its impact on the archaeological remains.*

Where the development is considered to be acceptable and it is not possible to preserve the archaeological resource in situ, the developer will be required to make arrangements for an archaeological investigation. Planning conditions will be used and agreements sought to secure these arrangements.

Gardens and Designed Landscapes

- 9.38 Gardens and designed landscapes are important features for the City. There are three designed landscapes within the Plan area: Camperdown Park, Baxter Park and Balgay Park, all of which are under the direct control of Dundee City Council.

Policy 52: Gardens and Designed Landscapes

Development affecting gardens and designed landscapes shall protect, preserve and enhance such places and shall not impact adversely upon their character, upon important views to, from and within them, or upon the site or setting of component features which contribute to their value.

Telecommunications

- 9.39 Advanced, high quality electronic communications infrastructure is an essential component of economic growth across Scotland. It has a role in reducing the need to travel, particularly the need for commuting and other business travel by enabling alternative working patterns, therefore contributing to reduce emissions.

- 9.40 The Council supports the expansion of the electronic communications network, including telecommunications, broadband and digital infrastructure, to ensure that everyone can enjoy the same degree of access to high quality electronic communication opportunities. It is considered that this needs to be done by keeping the environmental impact of communications infrastructure to a minimum.
- 9.41 The siting and design of electronic communications infrastructure, such as base stations for mobile phone networks, are key issues. All components of the equipment should be considered together, including antennas, any supporting structure, equipment housing, cable runs, fencing, planting, landscaping, access, power supply etc.
- 9.42 Scottish Planning Policy (2010) clearly states that emissions of radiofrequency radiation from telecommunications masts are controlled and regulated under other legislation and it is therefore not necessary for planning authorities to treat radiofrequency radiation as a material planning consideration. In addition all applications for telecommunications developments must be accompanied by an ICNIRP certificate.

Policy 53: Telecommunications

Development proposals for telecommunications masts or related apparatus will only be supported where it can be demonstrated that:

- 1) *the design will not have a significant detrimental visual impact on the surrounding area, with particular care taken to ensure that free standing masts in residential areas, public parks, public open spaces and those affecting conservation areas, listed buildings and scheduled monuments are sensitively designed and sited;*
- 2) *an operational justification exists for the location proposed including alternative sites that have been considered and rejected;*
- 3) *if proposing a new free standing mast or other equipment, it should be demonstrated that the applicant has explored the possibility of erecting apparatus on existing buildings, including sharing masts or other structures. Such evidence, including any reasons for rejection, should accompany any application made to the local planning authority;*
- 4) *an assessment of the cumulative impact of individual proposals where other telecommunications developments are present nearby or are proposed to be located nearby should describe how the cumulative effects were considered and any negative visual impact minimised.*

10. Sustainable and Accessible Transport

- 10.1 Dundee is a compact city with the opportunity to promote high levels of accessibility and efficient transportation provision to all developments. The Local Transport Strategy for Dundee sets out three key objectives of a sustainable transportation package for the City: *Reducing the need to travel, Promoting alternative modes of travel; and Restraining the use of the private car.*
- 10.2 The Local Development Plan cannot deliver these objectives in their entirety, nor in isolation. The following policies therefore provide a land use planning context that complements other Council actions and that seek to achieve the three key objectives.

Active Travel

- 10.3 For the provision of a sustainable transportation package it is necessary to enable facilities for active travel, specifically walking and cycling. All new development should be located and designed to accommodate and preferably encourage active travel over motorised means. In larger developments this may include an expectation of segregated cycle routes and route linkages to offsite facilities. However even the smallest of developments may afford opportunities for improvements by establishing access to adjacent core paths, installing cycle parking or storage, or the placing of dropped kerbs and improved footway provision.
- 10.4 When considering the design of new development, existing access rights to property or through an area should be protected. This includes core paths (existing and proposed) and rights of way. The re-routing of access routes would not normally be acceptable except where it can be demonstrated that this will enhance connectivity and convenience to users.

Policy 54: Active Travel

New development should be designed in order to:

- 1) minimise the need to travel by private car,*
- 2) improve access to services, and*
- 3) promote healthy lifestyles by encouraging active travel.*

All developments which border an existing or proposed core path must ensure that it is immediately and easily accessible from that development by provision of appropriate facilities.*

All developments should make provision for walking and cycle access, including cycle parking and walking/cycle routes and to a standard that affords it priority over motorised transport. This requirement may be applied flexibly where the re-use of existing buildings is involved. Walking and cycling routes should be fully useable prior to the first occupation of a new development.

**appropriate - refers to the specification choice of: footways, footpaths, cycleways or shared surface paths*

Accessibility of New Developments

- 10.5 In order to promote alternative modes of travel their use must be convenient to potential users including workforce, residents and customers. Whilst the promotion of walking, cycling and public transport is beneficial to the economic success of a development, it must also be viewed in balance with other forms of accessibility i.e. motorised transport used for delivery and collection of goods or waste and for private vehicle access.
- 10.6 The road network is an important asset for the City. It is crucial for economic prosperity by facilitating the movement of people and goods. Land use planning and transport are inextricably linked and the location of certain types of developments can have significant impacts on traffic congestion which is a cost to business, individuals and the environment. The Council fully supports sustainable transport and active travel but it is acknowledged that motorised vehicles remain the principal mode of transporting goods and people in use today.
- 10.7 Often new developments require connections with the existing road network and it is important that additional traffic and proposed infrastructure do not compromise the functionality of the current network. New development proposals should not adversely affect the performance of the road network in terms of both capacity and road safety.
- 10.8 In addition to the Scottish Government's guidance Designing Streets and Designing Places, the Dundee City Council Streets Ahead document provides information on; design standards, road hierarchy, materials, road construction consent, and adoption processes. These should be used for all new road infrastructure. Dundee City Council also has Road Safety Audit procedures and all new development and road works should follow these during the design and construction process.

Policy 55: Accessibility of New Developments

All development proposals that generate travel should be designed to be well served by all modes of transport. In particular the sustainable modes of walking, cycling and public transport should be afforded priority and allow walkable access to local amenities.

Development proposals will be required to:

- 1) incorporate facilities on-site (and/or off-site through developer contributions) for walking, cycling and public transport networks, including road/junction improvements and cycle parking. Developments without direct links to adjacent walking and cycling networks will not be supported; and Developments without direct links to adjacent walking and cycling networks will not be supported; and*
- 2) incorporate measures to permit access to public transport networks within a walking distance of no more than 400 metres from the centre of the development; and*
- 3) have no detrimental effect on the capacity or functioning of the existing road or rail networks; and*
- 4) ensure that safe and adequate provision is made for road freight and waste access, loading and unloading; and*
- 5) comply with Dundee City Council's roads design standards Streets Ahead.*

Dundee Airport

- 10.9 Dundee Airport is an important transport facility which requires protective measures to ensure its continued operation. The nature of airport operations is such that inappropriate development close to, but not within the airport's physical boundary can have potentially hazardous implications.
- 10.10 For reasons of safety an area extending to 1250 metres from both runway ends and within 90 metres of either side shall be considered as a runway safety zone for which there will be a presumption against development. In addition, whilst not precluding development, it is appropriate to include a precautionary approach on developments within the adjoining land to ensure that their design or operation does not impact upon Dundee Airport. Measures that may be applied include; restrictions on the height of developments, external lighting, provision of aircraft warning lights, and control of landscaping schemes etc.

Policy 56: Dundee Airport

New developments in the vicinity of Dundee Airport will be required to be designed to comply with airport safety requirements. Developments which increase risk to airport safety will not be permitted.

Within the runway safety zone identified on the Proposals Map there will be a presumption against development as set out in Scottish Government Circular 8/2002 Control of Development in Airport Safety Zones.

The presumption against development applies only to that area of the runway safety zone within the Dundee City Council administrative area.

Car Parking

- 10.11 Parking availability, price and location have a direct impact on the travel choices that individuals make when considering their journey. In busy city centre locations car parking can affect traffic congestion levels and have other environmental impacts. Dundee City Council's Central Dundee Parking Strategy has adopted a three strand approach which is:
- Sustainability, Parking Supply and Pricing
 - Safety and Convenience
 - Residential Amenity
- 10.12 Dundee City Council seeks to control the demand for spaces and the pricing applied for parking within the City Centre area, in accordance with the Central Dundee Parking Strategy.
- 10.13 Dundee City Council in conjunction with TACTRAN are considering the potential for new Park & Ride Facilities around the City. The successful use of Park & Ride can negate the need for an equivalent amount of city centre parking. Any new parking proposals in the City should not undermine the usage of these facilities.
- 10.14 For developments outwith the City Centre, parking standards are set down in Dundee City Council's Streets Ahead document and in Scottish Planning Policy (2010). Where car parking is provided it is expected to be of a high quality by providing for all members of the community, incorporate sustainable features such as permeable surfaces or Sustainable Urban Drainage Systems, have safety and security designed in and provide for the future facilities for electric vehicles.

Policy 57: Car Parking

City Centre Developments

All new developments, or alterations to existing developments within the City Centre area will be required to comply with the Central Dundee Parking Strategy.

New Developments Outwith City Centre

All new developments shall be required to comply with Dundee City Council's adopted guidance on road standards, (Streets Ahead) with the national maximum parking standards and the national minimum disabled parking standards. Car parks provided exclusively for employees should incorporate the provision of infrastructure to install charging points for electric vehicles.

Riverside Park & Ride

- 10.15 The Strategic Transport Projects Review Project 8 sets out the aim to make public transport more competitive with the car by providing highly visible and accessible Park & Ride sites on key commuter routes. The provision of new strategic Park & Ride sites will encourage the use of public transport and help make city centres and employment areas more easily accessible.
- 10.16 TAYplan Action Programme identified the four areas where the potential for strategic Park & Ride facilities are being investigated by TACTRAN. These are at: Dundee West where a preferred site immediately to the east of the Nature Park at Riverside Drive has been identified; at the A90 Dundee North at Forfar Road and the A92 Dundee East at Monifieth which are longer term possibilities and will be reassessed once other sites around the City have been established and at the A92 South of Tay Bridge which is within Fife.
- 10.17 In addition, to the Park & Ride facilities the Regional Transport Strategy Delivery Plan and TAYplan Action Programme identify the potential to improve the rail infrastructure within the City with the potential relocation of Invergowrie Rail Station to Dundee West. It is intended to progress a business case to further investigate the potential for this relocation option. The area of Dundee being considered for the potential relocation of Invergowrie Rail Station is along Riverside and likely to be in close proximity to the proposed Park & Ride facility.

Proposal 1: Riverside Park & Ride Transport Interchange

The City Council supports the establishment of Park & Ride facilities on land to the east of the Nature Park at Riverside Drive. In addition, the Council supports the further investigation, including the preparation of a business case, for the potential relocation of Invergowrie Rail Station to Dundee West.

APPENDICES



Appendix 1

Appendix 1: Housing Land Allowances

The requirement for housing land over the period of the Plan is set out below:

Supply of Land for Housing

A	Housing Land Requirement 2014 - 2024 (10 years @ 610 units p.a.)	6,100
B	*Established Supply at March 2012 (Housing Land Audit)	4,987
C	Take up 2012 to 2014 (at 325 completions p.a.)	650
D	Potential Established Supply at 2014 (B - C = D)	4,337
E	Windfall Sites at 20% of 6,100	1,220
F	Small Sites contribution (20 units per annum)	200
G	Additional Housing Land Required for 2014 - 2024 (A - (D + E + F) = G)	343

The sites to be allocated in the Plan and those that will meet the additional housing land requirement identified for the period 2014-2024 are set out in Appendix 2.

* (Established Figure used by reason of SPP definition in para. 72 (page 15) "*LDPs should allocate land on a range of sites which is effective or **capable of becoming effective** to meet the housing land requirement up to year 10 from the predicted year of adoption, ensuring a minimum of 5 years effective land supply at all times.*")

Appendix 2

Appendix 2: Housing Sites

Allocations	Brownfield Sites (HLA 2012)	Capacity
H01	Site 4, Whitfield	94
H02**	Railyards	110
H03	South Tay Street	15
H04	Marketgait/South Tay Street	18
H05**	38-40 Seagate	24
H06	Roseangle, Peterson House	10
H07	Greenfield Place	5
H08	19-21 Roseangle	5
H09	Queen Victoria Works	40
H10	Taybank Works Phase 2	18
H11	Hillside, Yarrow Terrace	60
H12	Foggyley Gardens	40
H13	Monifieth Road, Armitstead	10
H14	Loons Road/Lawside Road	12
H15	Site 2, Whitfield	70
H16	Site 1, Whitfield	75
H17	Strathmore Avenue (Fire Station)	7
H18	Princes Street Phase 1	10
H19	Princes Street Phase 2	20
H20	Maryfield Depot	20
H21	224/232 Hilltown	10
H22	Whitfield Later Phases	228
H23	Stewarts Lane/Liff Road	40
H24	Quarry Gardens	18
H25	Angus Street	8
H26	Camperdown Street	5
H27	Loons Road	16
H28**	Former Downfield Primary School (Annexe) East School Road	25
H29	Former Mid Craigie Primary School, Pitairlie Road	37
H30	Former Macalpine Primary School Site, St Leonard Place	25
H31	Former Lawside Academy School Rannoch Road	70
H32	Site 3, Whitfield	28
H33	Site 5, Whitfield	26
H34	Site 6, Whitfield	62

H35	Site 7, Whitfield	64
H36	Site 8, Whitfield	46
H37**	Eastern Primary School	28
H38**	Seagate/Trades Lane	24
H39*	Maxwelltown Multis	300
H40	Derby Street Multis	120
H41**	Central Waterfront	375
H42**	Former Mossgiel Primary School Phase 2	42
H43*	Land At Earn Crescent	70
H44	Land At Charleston Drive	22
H45	Land At Lewis Terrace	8
H46	Land At Harris Terrace	15
H47**	Land At Hebrides Drive	10
H48	Land At Dens Road	14
H49**	Land At Hebrides Drive	20
H50	Land At Hebrides Drive	9
H51	Land At Lismore Terrace	6
H52	Land At Hebrides Drive	5
H53**	Land At Hebrides Drive & Eriskay Drive	5
H54	Land At Lismore Avenue	6
H55**	Land At Barns Of Claverhouse Road	12
H56**	Land At Hebrides Drive	10
Sub-total		2472

	Brownfield Sites (Non HLA 2012)	
H57	Melrose Terrace	75
H58	Stack Leisure Park	50
H59	Blackwood Court	18
H60	Lochee Primary School	30
H61	Lauderdale Avenue	33
H62	Maxwelltown Works	50
H63	Highgate, Lochee	120
H64	Parkview, Blackness Road	30
H65	Charleston Primary School	40
H66	Land At Clatto	60
H67	St Columbas Primary	22
H68	Finavon Street	47
Sub-total		575

	Greenfield Sites	
H69**	Western Gateway, Liff (Phase 2)	100
H70(2)**	Baldragon Farm	135
H71(2)**	Linlathen, Arbroath Road	150
H72	Land to East of Strathyre Avenue	26
H73	Pitkerro Mill	6
Sub-total		417

	Planning Permission Granted Subject To Sec 75	
HP01	Western Gateway, South Gray	230
HP02	Western Gateway Swallow	270
Sub-total		500
Total	Allocations in LDP	3964

(* The capacity at these sites may have to be reduced if the proposal for a primary school proceeds within part of the allocated area.)

(** Sites where SEPA have advised that a Flood Risk Assessment will be required)

(Sites H70(2) and H71(2) are for release in the second 5 year period 2020-2024 of the Plan)

Appendix 3

Appendix 3: Design of New Housing

General Requirements

- 1) All proposed developments will be required to make appropriate provision for waste and recycling in accordance with Dundee City Council's waste strategy.
- 2) The provision for charging points for electric vehicles should be incorporated into communal parking areas.
- 3) Within flatted developments the inclusion of storage areas in addition, to cycle storage, should be incorporated.
- 4) In line with Designing Streets the potential for 1 cycle to be owned by each resident should be taken into account in the design process.

City Centre - Standards - Houses and Flats

Standards	HOUSES and FLATS - Sites of 5 or more units	HOUSES and FLATS - Sites of less than 5 units
Sector	City Centre	City Centre
House Type	All flats/houses to have a minimum of 2 bedrooms or a minimum gross internal floor area of 60 sqm.	Same as for sites of 5 or more units
Car Parking	100% car parking provision for new build properties. Flexibility on the level of provision may be applied where car free schemes or alternative arrangements such as car clubs are proposed or where provision is impractical. For conversions, provision should be made where possible.	Same as for sites of 5 or more units
Cycle Provision	Secure indoor storage for bikes to be provided in accordance with the number of flats/houses being provided. Conversions may require a more flexible/relaxed approach.	Same as for sites of 5 or more units
Amenity/Garden Ground	To be provided where site specific circumstances allow including separate drying areas. Where garden space cannot be provided, balconies that are useable and attractive in terms of size and outlook should be provided.	Same as for sites of 5 or more units
Privacy	Generally a minimum of 18 metres between the facing windows of habitable rooms or between balconies and the facing windows of habitable rooms.	Same as for sites of 5 or more units

Inner City and Central Broughty Ferry - Standards - Houses and Flats

Standards	HOUSES - Sites of 5 or more units	HOUSES - Sites of less than 5 units	FLATS - Sites of 5 or more units	FLATS - Sites of less than 5 units
Sector	Inner City and Central Broughty Ferry	Inner City and Central Broughty Ferry	Inner City and Central Broughty Ferry	Inner City and Central Broughty Ferry
House Type	<p>All houses to have a minimum of 2 bedrooms.</p> <p>In addition, 65% to have 3 or more bedrooms or a minimum gross internal floor area of living accommodation of 100 sqm.</p>	<p>All houses to have a minimum of 2 bedrooms. or a minimum gross internal floor area of living accommodation of 100 sqm.</p>	<p>Flats will be permitted if identified in a site planning brief, site specific circumstances demand a flatted solution or conversion of an existing building of merit is proposed and houses are impractical.</p> <p>All flats will have a minimum of 2 bedrooms or a minimum gross internal floor area of 60 sqm.</p>	Same as for sites of 5 or more units
Car Parking	<p>All tenures should have at least 1 space within the curtilage of each house.</p> <p>In addition, 40% of private houses should have 2 spaces.</p> <p>Where on street parking is a problem, 30% visitor parking space should be provided.</p>	<p>All tenures should have at least 1 space within the curtilage of each house.</p> <p>Where on street parking is a problem, an additional space should be provided within the curtilage of each house.</p>	<p>Generally, private flats should have 130%; social rented 100% parking provision.</p> <p>This provision may be increased or decreased in light of on street and off street parking provision nearby.</p>	Same as for sites of 5 or more units
Cycle Provision	N/A	N/A	<p>Secure indoor storage for bikes will be provided in accordance with the number of flats being provided. Conversions may require a more flexible/relaxed approach.</p>	Same as for sites of 5 or more units
Amenity/Garden Ground	<p>A minimum private useable garden ground of 50 sqm should be provided for all houses.</p> <p>In addition, 30% should have garden ground of more than 75 sqm.</p> <p>Mid terraced gardens should be serviceable by a private path to the street.</p>	<p>A minimum private useable garden ground of 50 sqm should be provided for all houses.</p> <p>Mid terraced gardens should be serviceable by a private path to the street.</p>	<p>Useable private communal garden area of a minimum of 100 sqm or 10 sqm per flat, whichever is greater.</p> <p>Drying areas to be provided in addition.</p> <p>Private communal garden provision may be reduced if balconies that are useable and attractive in terms of size and outlook are provided.</p>	Same as for sites of 5 or more units
Privacy	<p>A minimum of 18 metres between the facing windows of habitable rooms will be provided.</p> <p>Living room windows and balconies should not unacceptably overlook private gardens of houses.</p>	<p>A minimum of 18 metres between the facing windows of habitable rooms will be provided.</p> <p>Living room windows and balconies should not unacceptably overlook private gardens of houses.</p>	<p>A minimum of 18 metres between the facing windows of habitable rooms or between balconies and the facing windows of habitable rooms will be provided.</p> <p>Living room windows and balconies should not unacceptably overlook private gardens of houses.</p>	Same as for sites of 5 or more units

Suburban - Standards - Houses and Flats

Standards	HOUSES - Sites of 5 or more units	HOUSES - Sites of less than 5 units	FLATS - Sites of 5 or more units	FLATS - Sites of less than 5 units
Sector	Suburban	Suburban	Suburban	Suburban
House Type	In general, 75% of houses should have 3 or more bedrooms or a minimum gross internal floor area of 100 sqm.	Houses should have 3 or more bedrooms or a minimum gross internal floor area of 100 sqm.	Flats may be acceptable through conversions of buildings of merit where conversion to houses is not suitable or achievable or where identified in a site planning brief. Flats should have generous internal space standards and 2 or more bedrooms or a minimum gross internal floor area of 100 sqm.	Same as for sites of 5 or more units
Car Parking	All tenures should have at least 1 space within the curtilage of each house. Private houses with 3 bedrooms should have at least 2 spaces. Private houses with 4 or more bedrooms should have at least 3 spaces.	Same as for sites of 5 or more units	A minimum of 150% car parking should be provided with at least 1 space dedicated to each flat. This provision may be increased or decreased in light of site specific circumstances.	Same as for sites of 5 or more units
Cycle Provision	N/A	N/A	Secure indoor storage for bikes will be provided in accordance with the size and number of flats being provided. Conversions may require a more flexible/ relaxed approach.	Same as for sites of 5 or more units
Amenity/Garden Ground	Brownfield sites will provide an average private useable garden ground of 140 sqm per house with a minimum garden size of 120 sqm. Greenfield sites will provide an average private useable garden ground of 160 sqm per house with a minimum garden size of 120 sqm. The provision for mid-terrace houses may be relaxed.	Same as for sites of 5 or more units.	Each case will be treated on its merits considering the curtilage of the existing property. Each proposal must provide a high quality living environment with attractive outdoor space for occupants. This space may be private communal garden or private garden for each flat. Separate drying areas should be provided.	Same as for sites of 5 or more units
Privacy	A minimum of 18 metres between the facing windows of habitable rooms.	Same as for sites of 5 or more units	A minimum of 18 metres between the facing windows of habitable rooms. Living room windows and balconies of flats should not overlook private gardens of houses.	Same as for sites of 5 or more units

Appendix 4

Appendix 4: Goods Range Restrictions

Commercial Centres

The following are the restricted goods ranges at these locations:

Kingsway East Retail Park, Kingsway West Retail Park and Gallagher Retail Park Extension

- a) Food and groceries; and
- b) Clothing and footwear; and
- c) Jewellery, silverware, watches and clocks; and
- d) Toys and sports goods; and
- e) Electrical goods.

Gallagher Retail Park

- a) DIY and home improvements; and
- b) Carpets; and
- c) Garden goods;
- d) Motoring products and accessories; and
- e) Jewellery, silverware, watches and clocks; and
- f) Furniture; and
- g) Electricals

Foodstores

The following are the goods ranges for foodstores that will be limited to occupying no more than 50% of the sales floor space devoted to the sale of comparison goods.

- a) Books;
- b) Clothing and Footwear;
- c) Furniture, Floor Coverings and Household Textiles;
- d) Radio, Electrical and Other Durable Goods;
- e) Hardware and DIY Supplies;
- f) Chemist Goods;
- g) Jewellery, Silverware, Watches and Clocks; and
- h) Recreational and Other Miscellaneous Goods

Appendix 5

Appendix 5: Semi Natural Greenspaces of Local Nature Conservation Importance.

Site Name:

- 1 Anton Drive
- 2 Ardler Ponds
- 3 Baldragon Wood
- 4 Balgay Hill
- 5 Balmuir
- 6 Barrack Road
- 7 Broughty Ferry Sand Dunes
- 8 Camperdown Country Park
- 9 Clatto Country Park
- 10 Den O Mains
- 11 Denhead of Gray
- 12 Dighty Burn (and Wildlife Corridor)
- 13 Downfield Golf Course
- 14 Drumgeith Meadow Wetland
- 15 Drumsturdy Wetland
- 16 Dundee Road West
- 17 East Dock Street,/Broughty Ferry Road
- 18 Fithie Burn (and Wildlife Corridor)
- 19 Lochee Road
- 20 Longhaugh Quarry
- 21 Middleton Woods
- 22 Murroes Burn (and Wildlife Corridor)
- 23 Pitkerro House Woods
- 24 Reres Hill
- 25 Riverside Nature Park (and Wildlife Corridor)
- 26 Stannergate
- 27 Swallow Roundabout Wetland
- 28 Tarzan's Island
- 29 Technology Park
- 30 Templeton Woods
- 31 The Law
- 32 The Miley

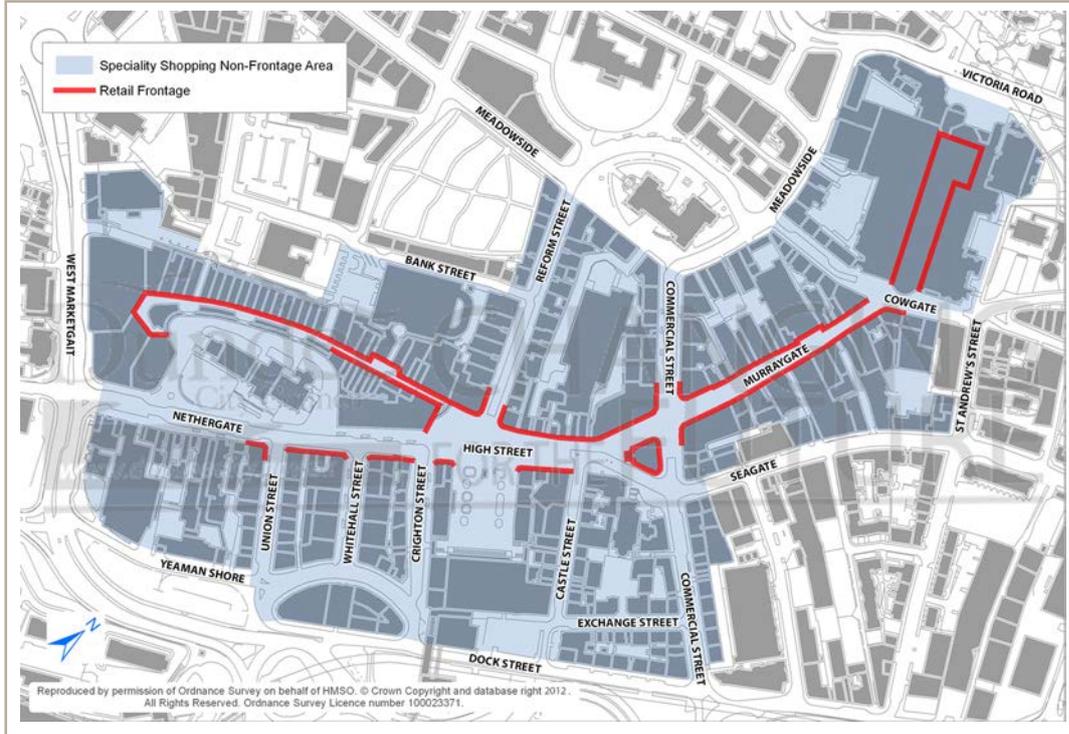
Local Nature Reserves:

- Broughty Ferry Local Nature Reserve
- Inner Tay Estuary Local Nature Reserve
- Trottick Ponds Local Nature Reserve

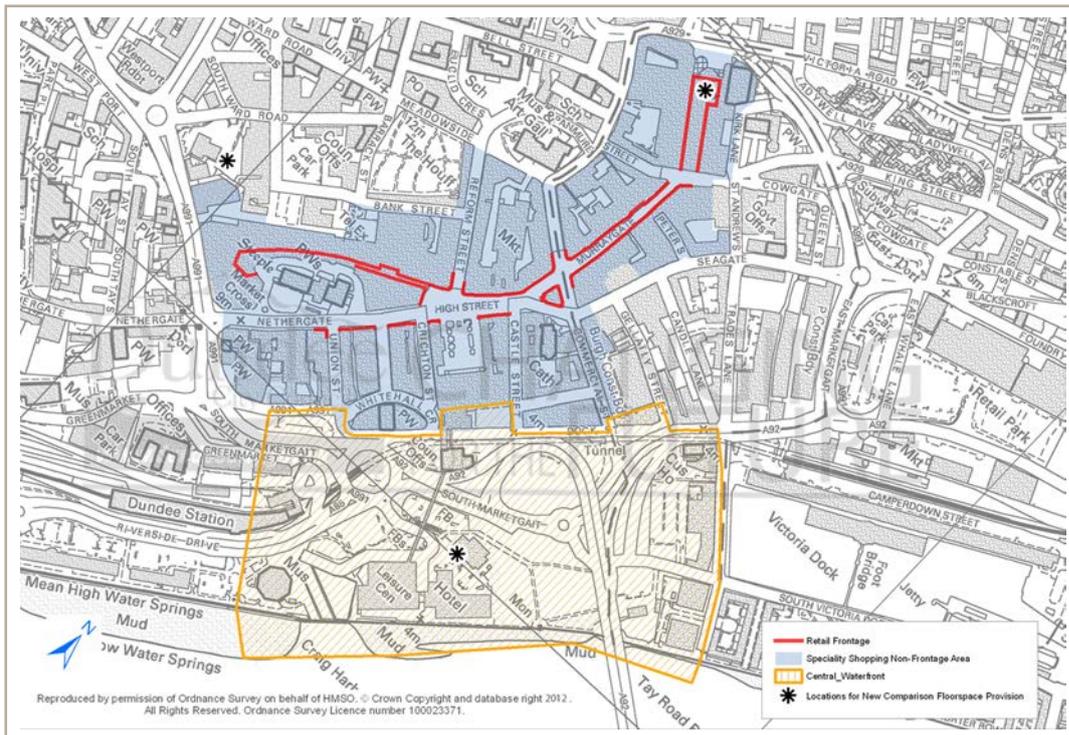
Appendix 6

Appendix 6: City Centre and District Centres Retail Frontage Plans

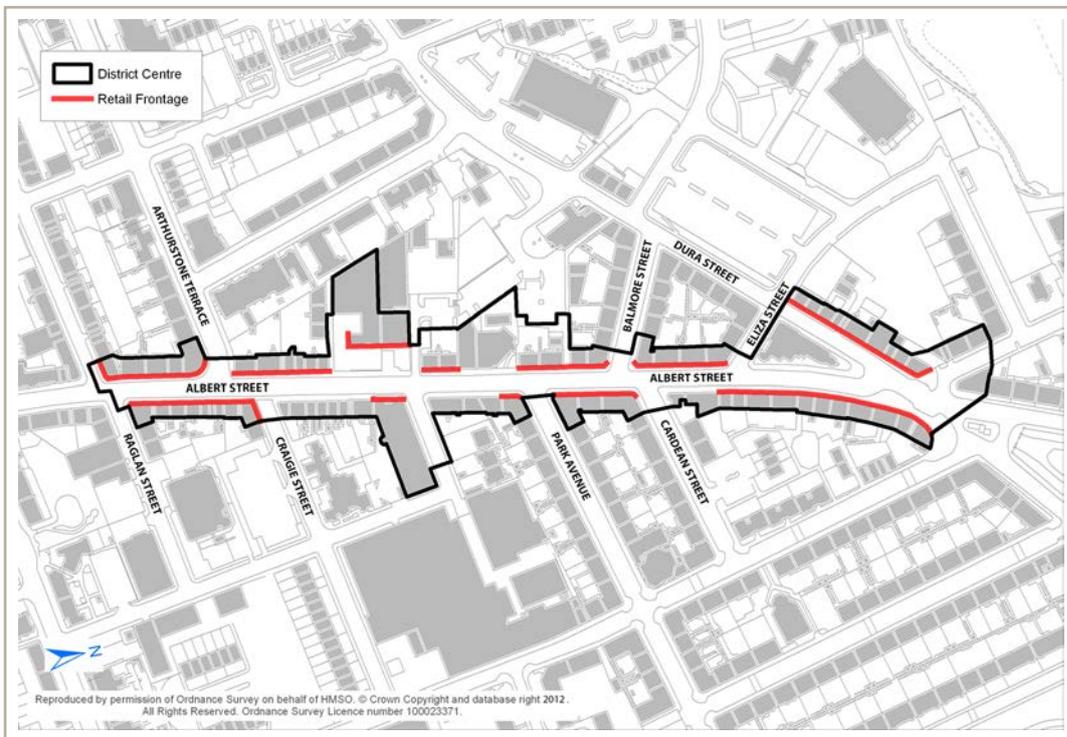
City Centre



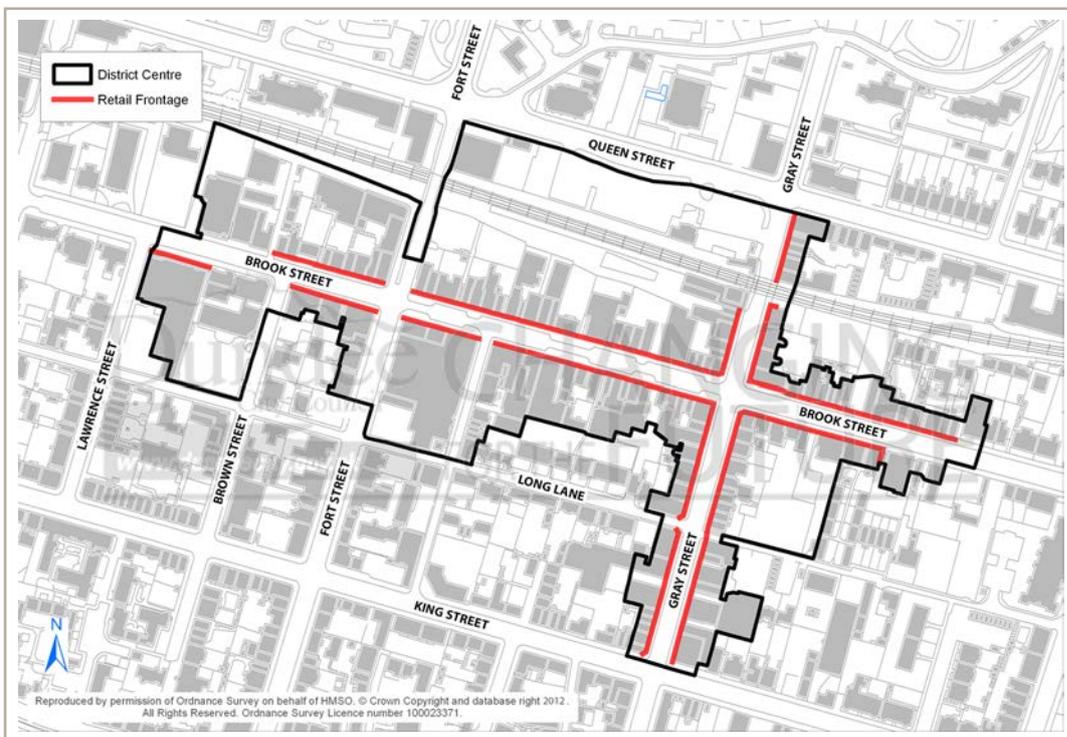
City Centre Extending and Upgrading Shopping Provision



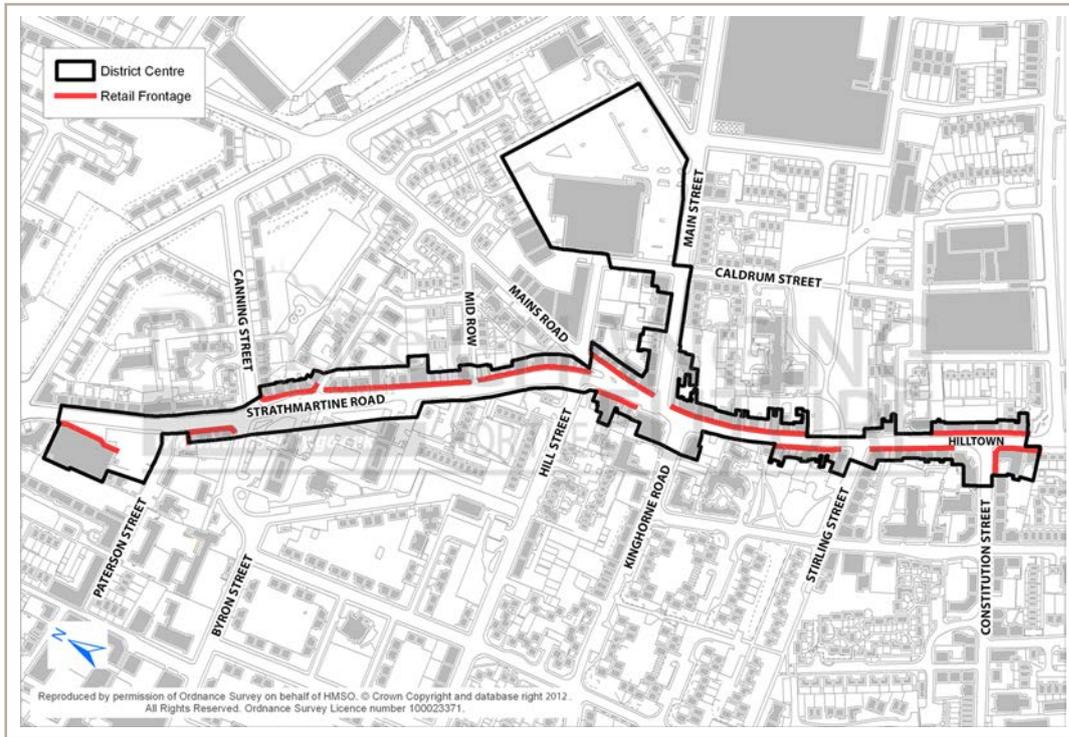
Albert Street District Centre



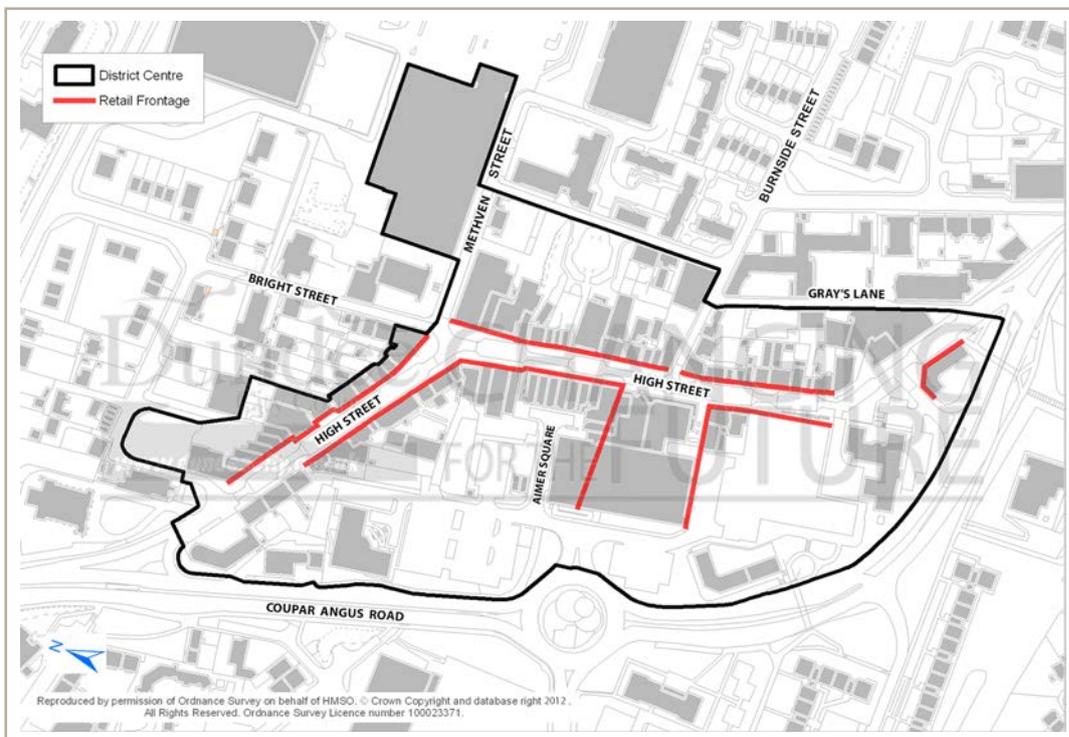
Broughty Ferry District Centre



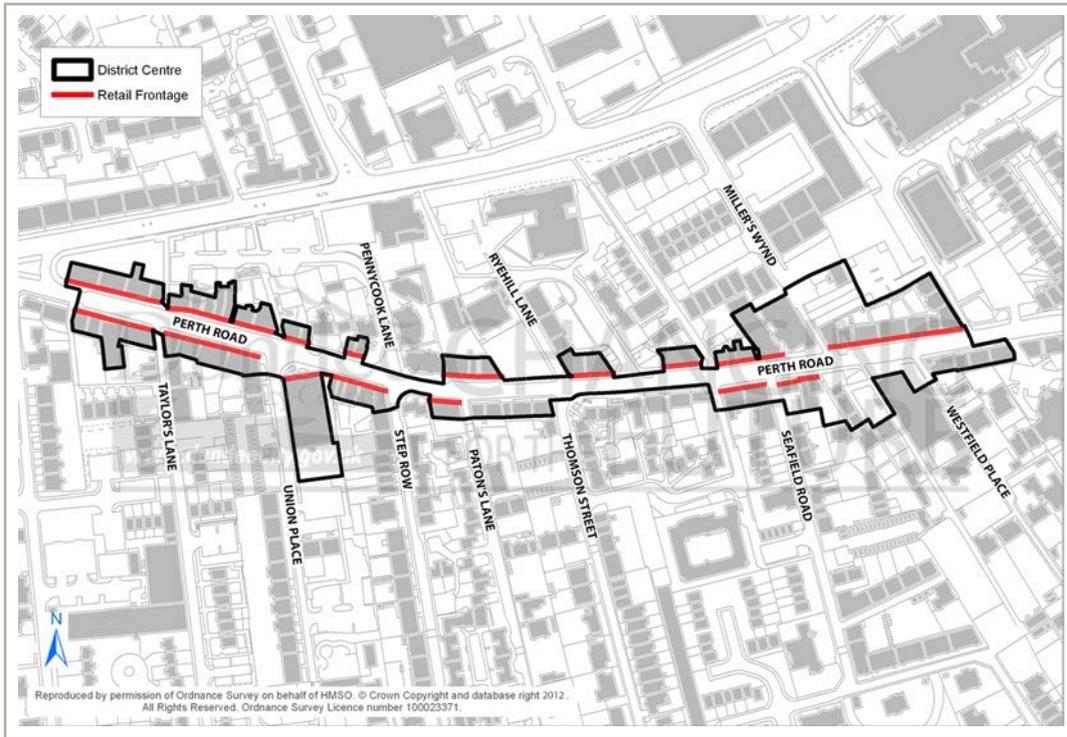
Hilltown District Centre



Lochee District Centre



Perth Road District Centre



Appendix 7

Schedule of Land Ownership	
The following table outlines land in the ownership of the planning authority, as required by Section 15(3) of the Planning etc. (Scotland) Act 2006, which is affected by policies and proposals for development in the Dundee Local Development Plan	
Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land	Description of land owned by planning authority
ALT013 Allocated for Park and Ride facility.	Riverside Park and Ride
H1	Site 4, Whitfield, Summerfield Avenue
H3	South Tay Street
H4	Marketgait/Tay Street Lane
H12	Foggyley Gardens
H15	Site 2, Whitfield, Lothian Crescent
H17	Strathmore Avenue (Former Fire Station)
H18	Princes Street Phase 1
H19	Princes Street Phase 2
H22	Whitfield - Drumgeith Road
H24	Quarry Gardens
H25	Angus Street / Liff Road
H28	Former Downfield Primary School (Annex) East School Road
H29	Former Mid Craigie Primary School, Pitairie Road
H30	Former Macalpine Primary School Site, St Leonard Place
H31	Former Lawside Academy School Rannoch Road
H32	Site 3, Whitfield, Land to East of Bowling Green, Summerfield Avenue
H33	Site 5, Whitfield, Dunbar Park / Haddington Avenue
H34	Site 6, Whitfield, Tranent Grove
H35	Site 7, Whitfield, Whitfield Drive
H36	Site 8, Whitfield
H37	Eastern Primary School, Whinny Brae
H38	101 Seagate / 3 Trades Lane
H39	Maxwelltown Multis, Alexander Street and Ann Street
H40	Derby Street Multis, Derby Street and Strathmartine Road
H41	Central Waterfront
H42	Former Mossgiel Primary School Phase 2, Alloway Place / Ballochmyle Drive
H43	Land At Earn Crescent
H44	Land At Charleston Drive (Gowrie Court/Hillside Court)
H45	Land At Lewis Terrace Mill O'Mains
H46	Land At Harris Terrace Mill O'Mains

H47	Land At Hebrides Drive Mill O'Mains
H48	Land At Dens Road (by Dens Road Market)
H49	Land At Hebrides Drive Mill O'Mains
H50	Land At Hebrides Drive Mill O'Mains (North)
H51	Land At 4-5 Lismore Terrace Mill O'Mains
H52	Land At Hebrides Drive (East)
H53	Land At Hebrides Drive and Eriskay Drive Mill O'Mains
H54	Land At Lismore Avenue Mill O'Mains
H55	Land At Barns Of Claverhouse Road
H56	Land At Hebrides Drive Mill O'Mains
H60	Lochee Primary School, South Road, Donald Street
H61	Land at Lauderdale Avenue
H63	Highgate Centre, High Street Lochee
H65	Charleston Primary School, Dunholm Place
H67	St Columbas Primary School
H69	Dundee Western Gateway: Liff Phase 2
Principal Economic Development Area;	Linlathen
Principal Economic Development Area; Enterprise Zone	Claverhouse East

Supplementary Guidance

- **Air Quality** - Supplementary Guidance has been developed for the Local Development Plan giving further guidance on meeting the planning policy requirements.
- **Householder Development** - Supplementary Guidance will be prepared to provide advice and best practice on the design, scale and location of householder development.
- **Flood Risk Management** - Supplementary Guidance may be developed giving further guidance to developers once they are finalised.
- **Developer Contributions** - Supplementary Guidance will be prepared to ensure landowners, developers and the local authority have certainty about the likely level of developer contributions and the nature of the requirements for sites from the outset.

Local Development Plan Team
Dundee City Council
Dundee House
50 North Lindsay Street
Dundee
DD1 1LS

Email - localdevplan@dundeecity.gov.uk
Telephone - 01382 433105

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