

# LOCHEE PHYSICAL REGENERATION FRAMEWORK

Planning and Transportation Department  
Partnership and Regeneration Team



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# 1 Introduction

This Regeneration Framework sets out a long-term strategy to guide investment in Lochee for the next decade. It identifies the Council's regeneration priorities and will act as a key document for securing resources to support them. It identifies new development opportunities and provides guidance for managing change, based on a set of guiding principles.

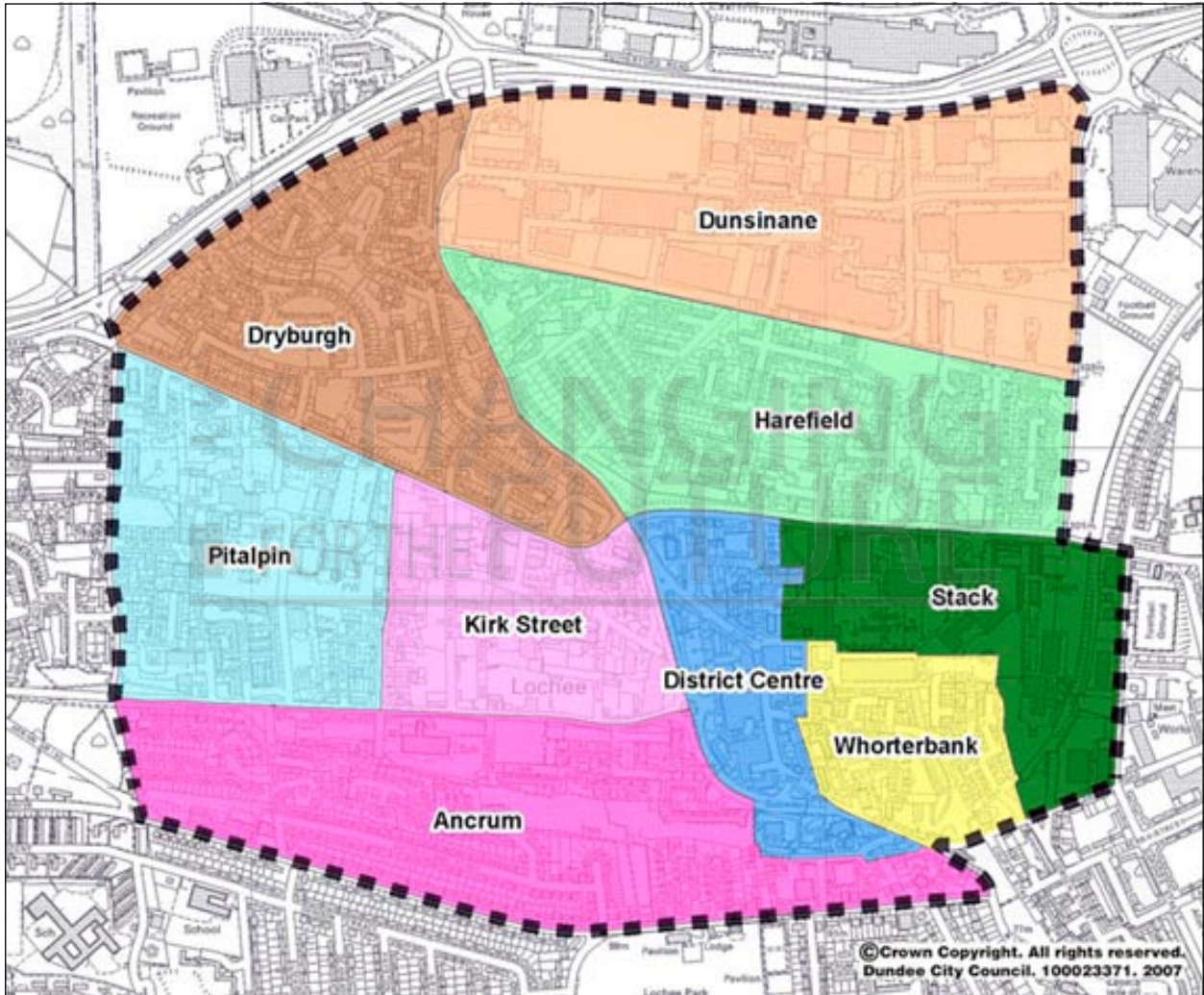


Figure 1 - Study Area and Local sub-areas

The Regeneration Framework has been developed through a series of vision documents that have been subject to considerable public consultation. Consultation methods included:

- presentations to individual community groups,
- presentations at Community Conferences,
- attendance at Community Gala events,
- presentations at local Round Table events,
- the creation of dedicated website and associated email address,
- newsletters,
- exhibitions, and
- survey work.

The feedback provided has ensured that this Framework contains targets to tackle the issues that are of most concern to the community of Lochee.

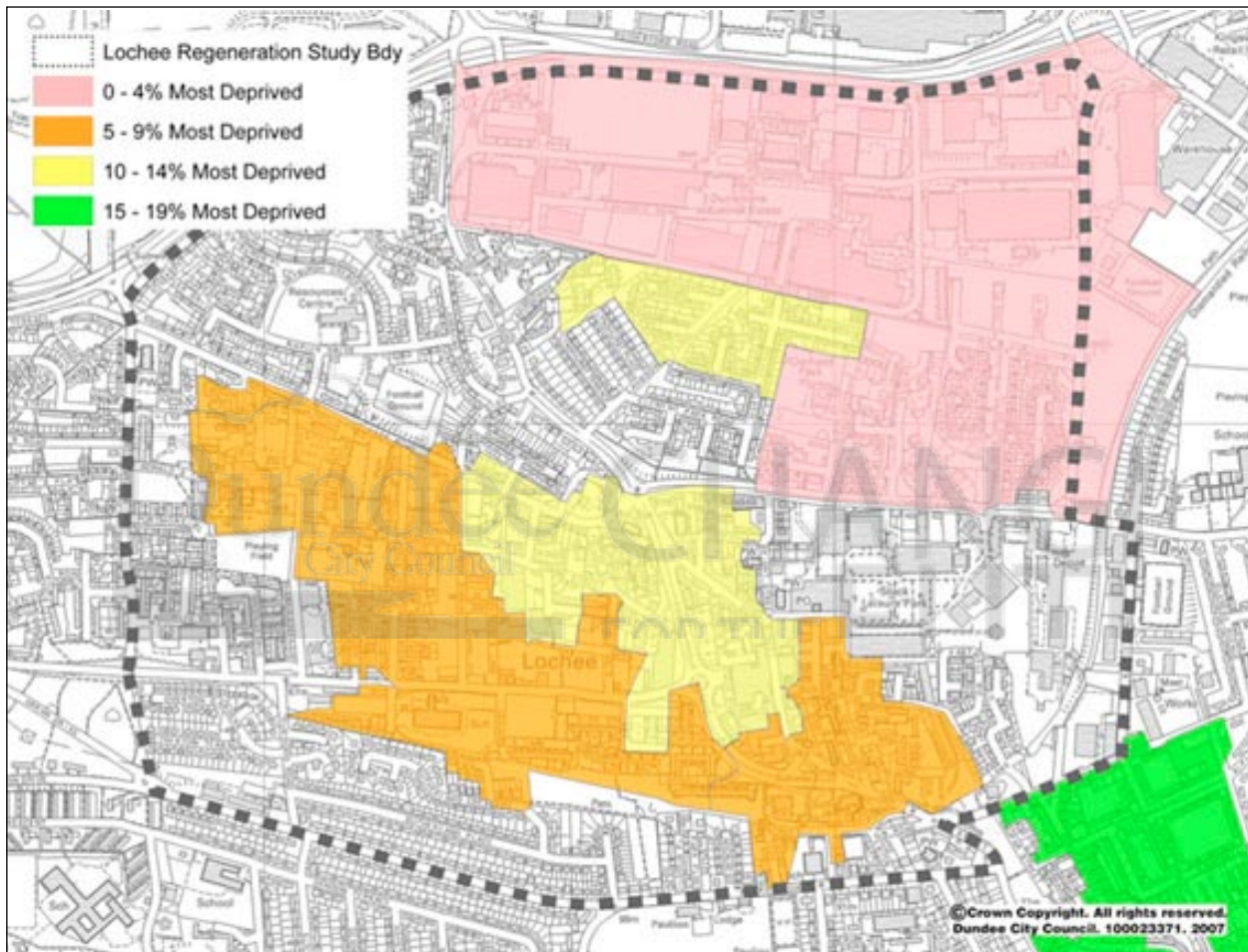


Figure 2 - Areas of Multiple Deprivation

Over the years, Lochee has experienced mixed fortunes. A one time successful and thriving local economy has suffered in the latter part of the 20th century. The Scottish Index of Multiple Deprivation highlights a number of data zones in Lochee to be within the 20% most deprived in Scotland.

The poor quality of the built and physical environment underpins many of the constraints which Lochee faces:

- poor choice and range of housing for owner occupation,
- poor quality social housing stock,
- high number of vacant retail units in District Centre,
- lack of modern retail premises,
- under utilised industrial premises,
- lack of modern business premises,
- poor environment and image.

While there is a strong commitment and belief that Lochee can change for the better - this will require considerable intervention.

However, excellent opportunities exist:

- to develop new housing to retain the existing population and attract new people,
- to build on its location and accessibility to neighbouring communities,
- to attract new types of employment opportunities,
- to develop local services to meet the needs of a changing economy.

In short there is a need to develop a role for Lochee in the 21st century - that builds on the opportunities offered by its location to improve the quality of life for its people, its businesses and its communities.

### ***The Lochee Vision:***

- a place with a distinctive appeal as a location of choice,
- a place to live and bring up a family,
- a place with a range and choice of housing,
- a place with high quality retail and leisure core that is able to support local services,
- a place with a range, type and mix of facilities for sustainable local employment,
- a place which will attract increasing numbers of visitors,
- a place with good transport links,
- a place which offers encouragement and opportunities for new business starts.

The regeneration of Lochee will:

- reverse the population decline in local communities and attract new people and new investment to the area,
- contribute to the growth of the local economy as well as to that of the city,
- create new locations that will attract employment, tourism, learning opportunities and new investment,
- encourage early development of vacant brownfield sites that are adversely impacting on the image of the area.

This Regeneration Framework focuses attention on addressing the poor quality built environment that is evident in Lochee, identifying opportunities to improve the environment, employment opportunities and housing conditions.

## 2 Housing

One of the key objectives of the Regeneration Framework is to reduce population loss and to increase the local population in order to generate demand for new development and services in support of the regeneration of the area and the sustainability of the District Centre. A key driver in this will be improving the range and choice of housing opportunities.

3,923 residential properties have been identified within the Lochee boundary. These can be broken down as follows:

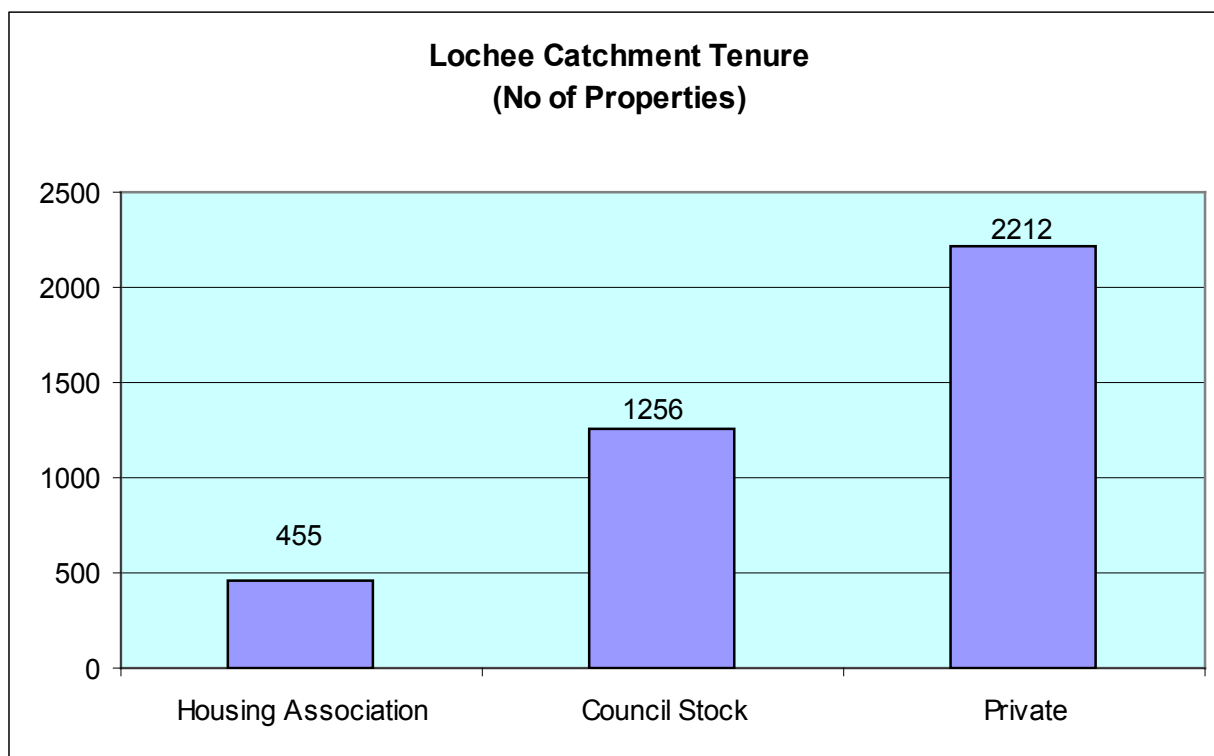


Figure 3 - Lochee catchment by Tenure

This represents a 56% private (including owner occupied and private rented properties), 44% social housing split. The tenure breakdown for the city is currently 66% private and 34% social housing. An objective of the Framework is to address the tenure imbalance that exists in Lochee to better reflect the tenure split across the City. Dundee City Council's Local Housing Strategy (LHS) indicates that in the short term (5 years) 200 social rented units will be developed in Lochee and Charleston. Those sites identified in Table 1 will contribute towards this target.

Consultation feedback to date has highlighted the following housing related issues:

- the built fabric in the High Street including the residential properties are in need of repair, and
- new housing will bring vibrancy to the area.

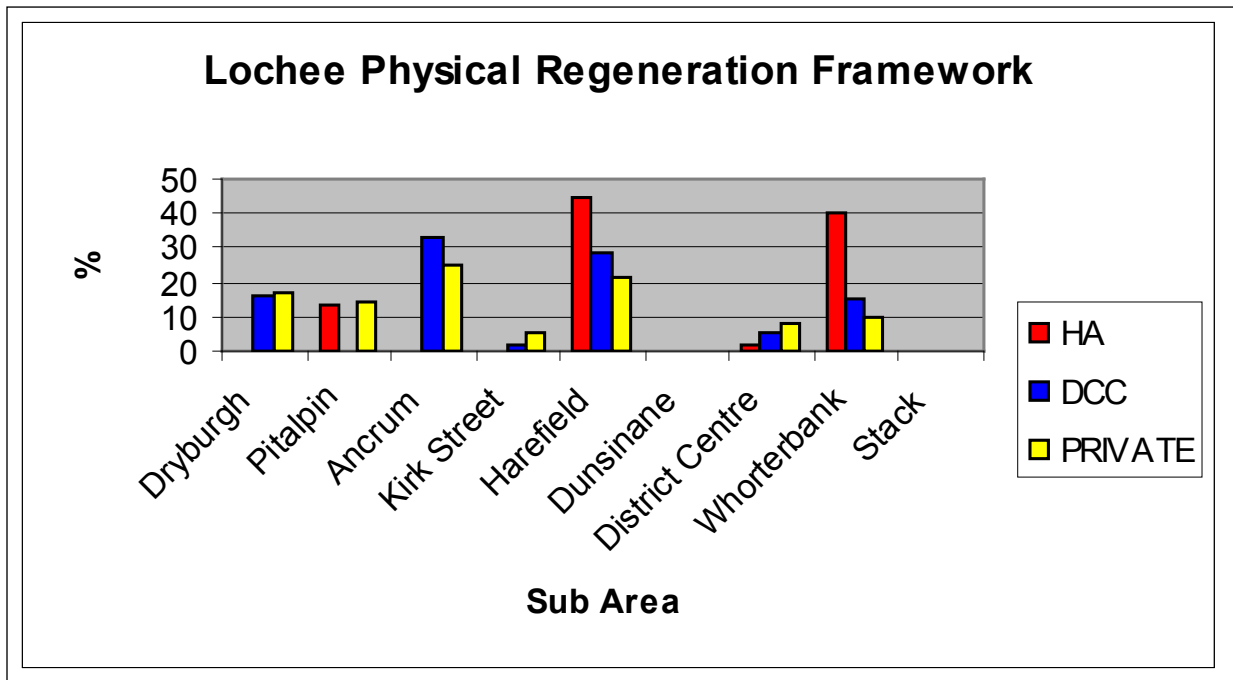


Figure 4 - Tenure Breakdown by Local Subdivision

The opportunities and challenges in respect to planning future housing provision are therefore:

- to provide clarity and certainty to existing residents of Lochee,
- to agree the aspirations for housing tenure in Lochee,
- to encourage affordable house prices, and
- to approve a programme of site planning briefs to guide development and coordinate site disposals.

Key targets will be to

- address the tenure imbalance that exists in Lochee
- secure the development of sites for new housing to address the needs of the Local Housing Strategy,
- improve the quality and choice of housing available in Lochee,
- dispose to developers any such sites that may be in Council ownership,
- prepare appropriate design guidance for identified development sites,
- prepare a phased programme of works for Whorterbank to explore the use of derelict and cleared sites and address issues of parking, trespass and unsightly buildings.



Figure 5 - Aerial photograph of Whorterbank

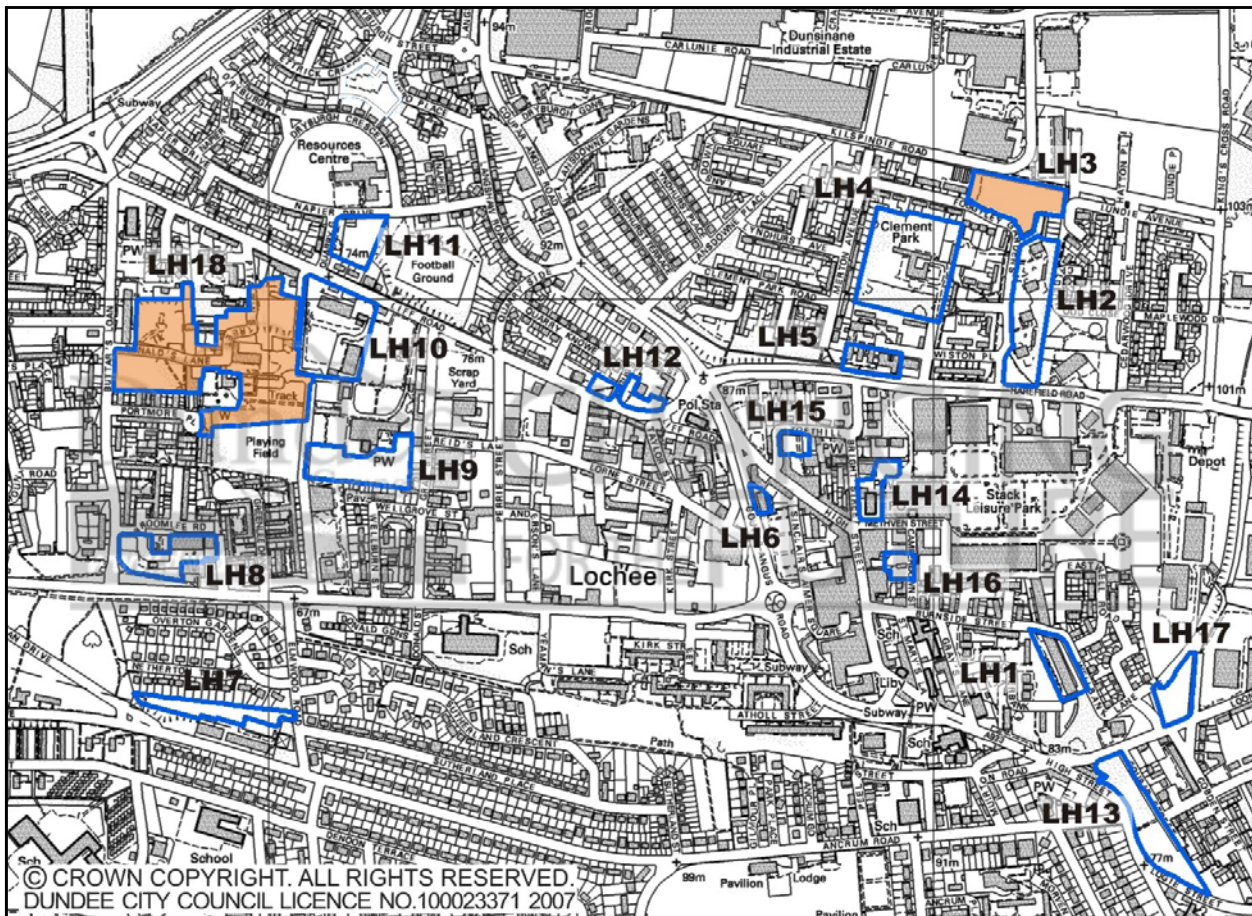


Figure 6 - Potential Housing Sites

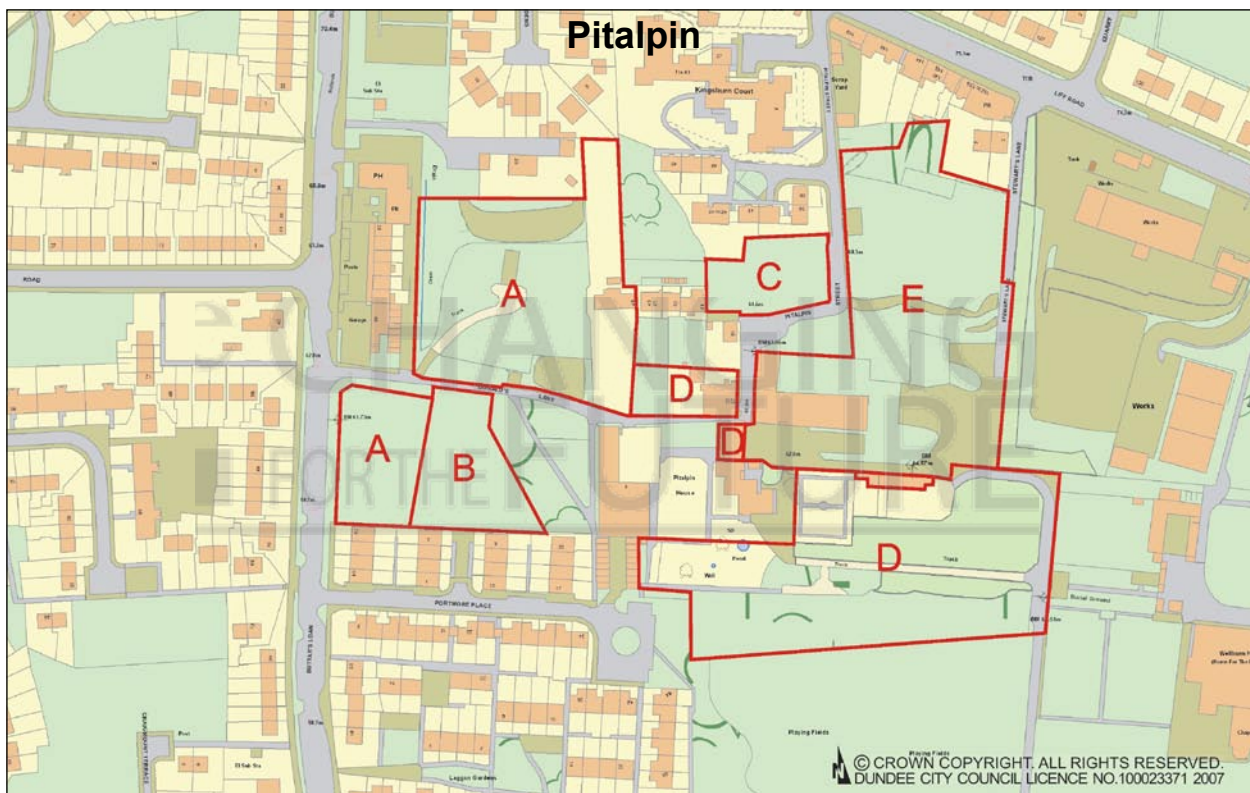


**Table 1 - Potential Housing Development Sites**

Ref	Site	Availability	Sector
LH1	Burnside Mill	PP/LBC	Private
LH2	Foggyley South		Private / RSL
LH3	Foggyley North (H44: Dundee Local Plan Review Aug 2005)		Private / RSL
LH4	Clement Park	Briefed	Private
LH5	Harefield House	On market	RSL
LH6	Coupar Angus Road		Private / RSL
LH7	Elmwood Road	Outline	Private
LH8	Buttars Loan	Discussions ongoing	Private / RSL
LH9	Wellburn	Care	RSL
LH10	Liff Road	Industrial relocation	Private
LH11	Quarry Gardens		Private
LH12	Angus Street		Private / RSL
LH13	Coupar Street		Private
LH14	Lochee Parish Church	On Market	Private
LH15	Tofthill		Private
LH16	Camperdown Street		Private
LH17	Loons Road		Private / RSL
LH18	Pitalpin (H43 Dundee Local Plan Review Aug 2005)	Briefed	Private / RSL

**Table 2 - Pitalpin Redevelopment Progress**

Review August 2005	Availability	Sector
Pitalpin A	Outline	Private
Pitalpin B	Outline	RSL
Pitalpin C	Outline	Private
Pitalpin D	Refused/Appeal Dismissed	Private
Pitalpin E	Outline	Private / RSL



**Table 3 Notional Capacity**

	Private	RSL	Total
Local Plan	127	18	145
Opportunity Sites	146	96	242
<b>Total</b>	<b>273</b>	<b>114</b>	<b>387</b>

### 3 Employment

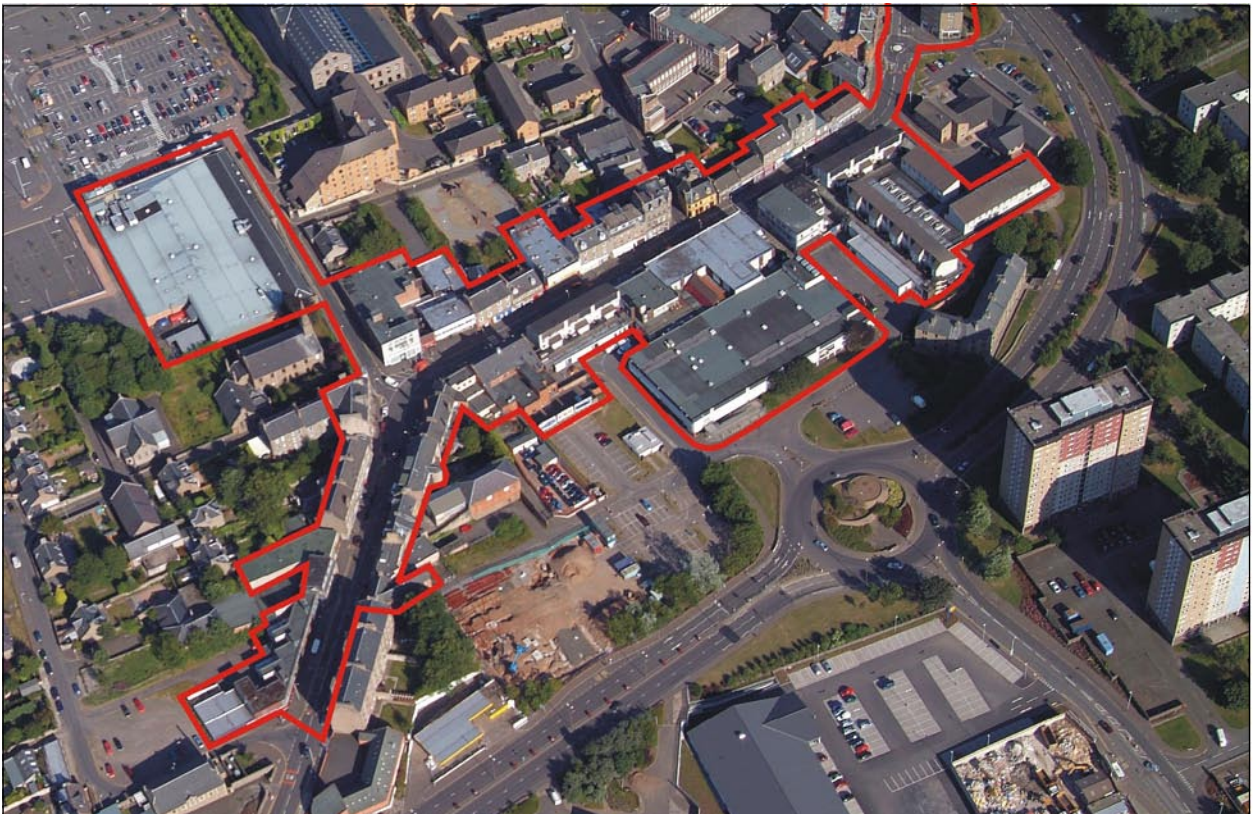
Employment in the Lochee area is centred on four distinct zones:

1. Lochee District Centre,
2. Stack Leisure Park,
3. Kirk Street Industrial Area, and
4. Dunsinane Business Area.

In line with the Dundee Local Plan Review (2005) the Framework intends to stimulate and promote appropriate development in these areas, thus enhancing employment opportunities in the Lochee area.

#### ***Lochee District Centre***

The Lochee District Centre provides valuable employment opportunities in the area. There are 230 Part Time employees and 262 Full Time employees attributed to the 62 businesses that responded to the Lochee District Centre Business Survey. In addition, there are 15 businesses who have not taken part which would increase this figure further. Employment within the District Centre is principally within the retail and service sector, with limited employment opportunities in the office sector. Given the substantial vacant retail floorspace in the Lochee District Centre the extent of the Centre and core frontages will be kept under review.



*Lochee District Centre*

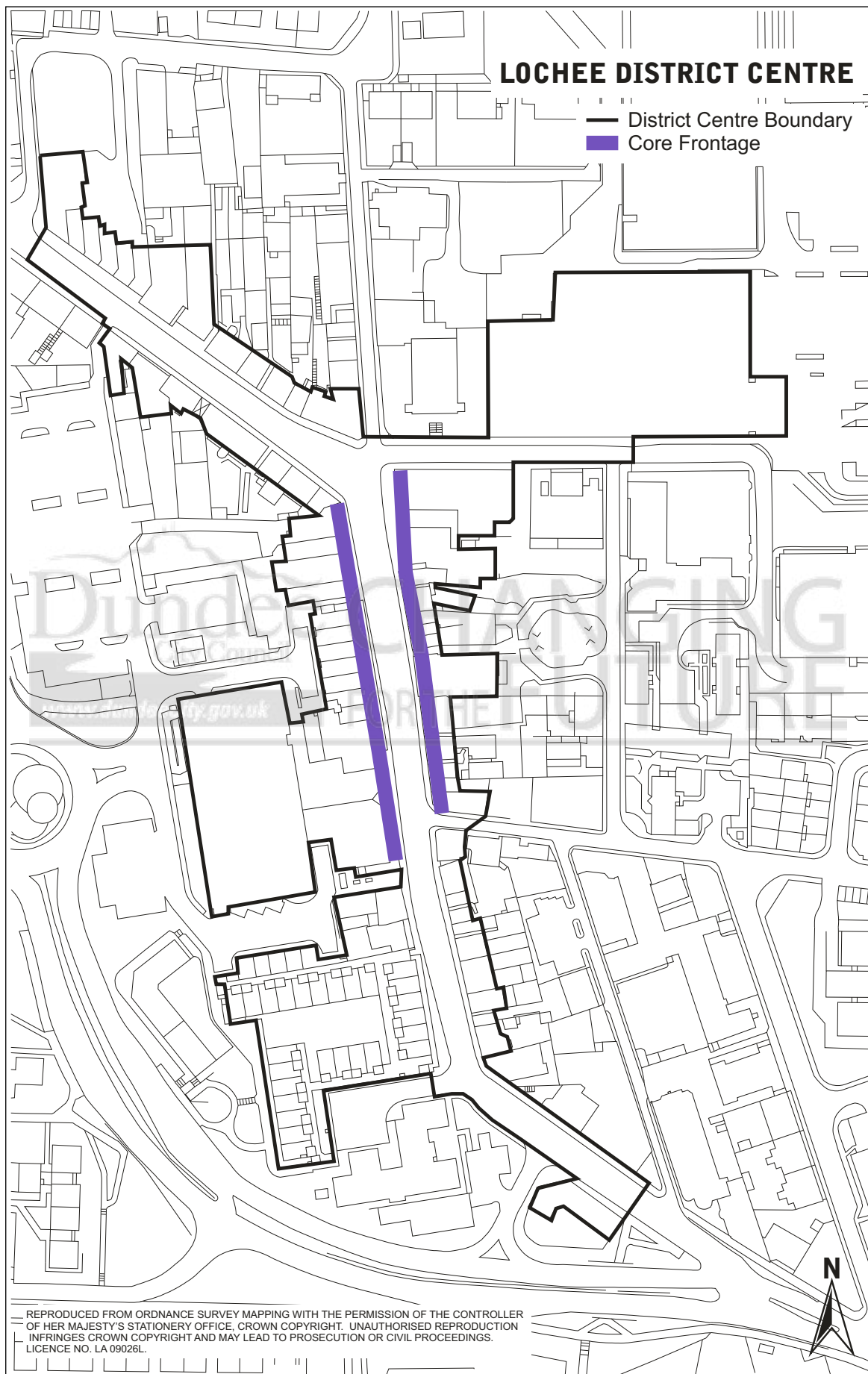


Figure 7 - Lochee District Centre and Core Frontages (Dundee Local Plan Review, August 2005)

## Stack Leisure Park

In an effort to rejuvenate the Stack Leisure Park, planning permission was granted on 27 February 2006 for the re-configuration of the leisure park including the demolition of the cinema building, the bowling alley and a restaurant and the erection of 3 non food retail units, a leisure unit and a new restaurant (to date the proposals have not progressed). Whilst complementary retail uses could bring beneficial spin-off for the District Centre as a whole, other uses, such as residential would also be considered within the Stack Leisure Park. Such a use would contribute to the future vitality of the Stack Leisure Park and support the regeneration of the District Centre.

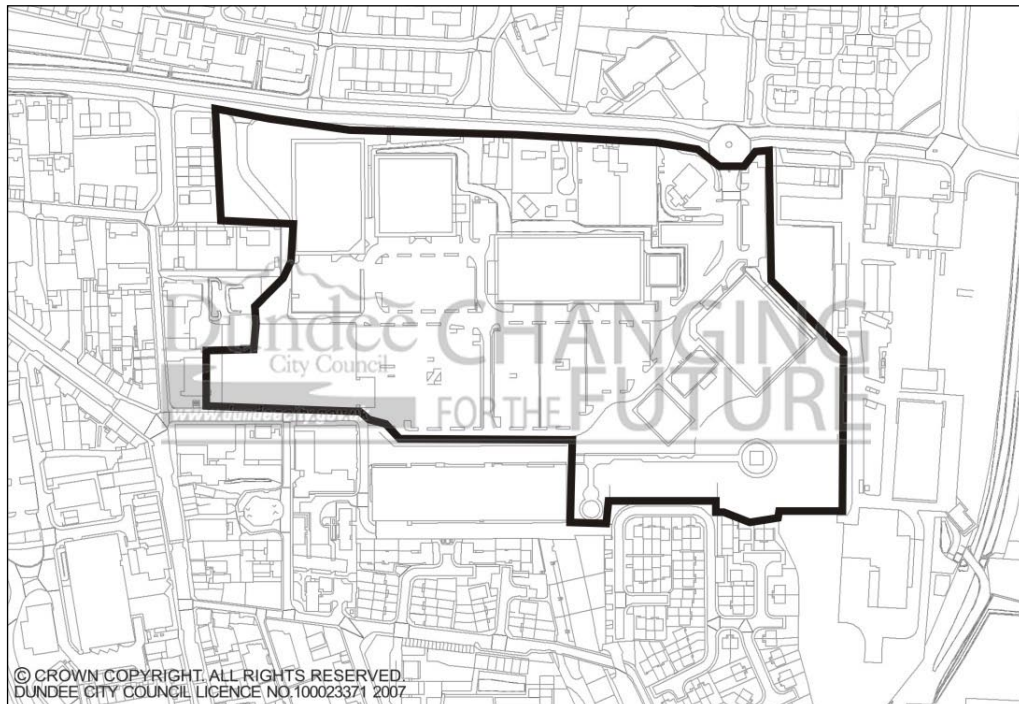


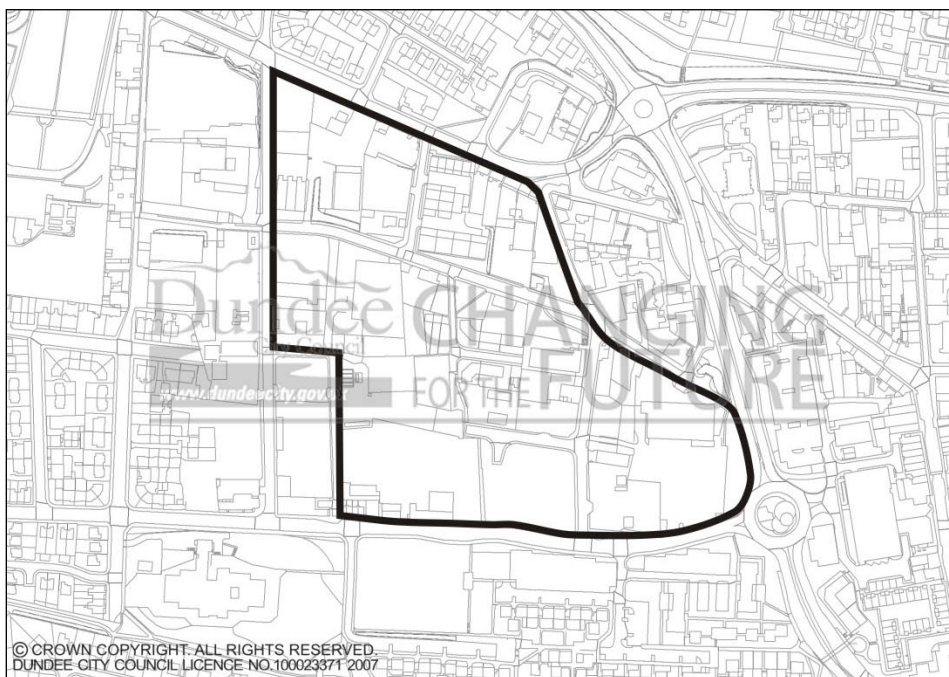
Figure 8 - Stack Leisure Park (Dundee Local Plan Review, August 2005)



Figure 9 - Aerial Photograph of Stack Leisure Park

## ***Kirk Street Industrial Area***

The Kirk Street Industrial Area provides an important and useful role not only within Lochee but within the city as a whole. Strong demand exists in the city for small industrial premises of the type found in Kirk Street. In terms of encouraging business start up and growth it is important that the type of sites and premises that are available in Kirk Street are not lost to the city. Equally the layout of streets and buildings within Kirk Street can shelter a range of unattractive but necessary industrial uses from surrounding housing. Every city needs such sites and their replacement would be extremely difficult.



*Figure 10 - Kirk Street Industrial Area (Dundee Local Plan Review, August 2005)*

There is however pressure to release certain sites within Kirk Street Industrial Area for other uses, particularly housing. This is considered inappropriate due to the value of these sites to the supply of industrial land in the city and the inevitable impact on existing industrial uses when new residents complain about noise, traffic fumes, smell etc. Demand for housing sites will be met from the 18 development sites identified within the Framework which will provide a better quality residential environment in keeping with the objective of providing the best possible quality of life for residents in the area.

## Dunsinane Business Area

Dunsinane Business Area makes a significant contribution to the overall economic land supply for the city. It is a well located economic development site with high visibility and good access to the trunk road network

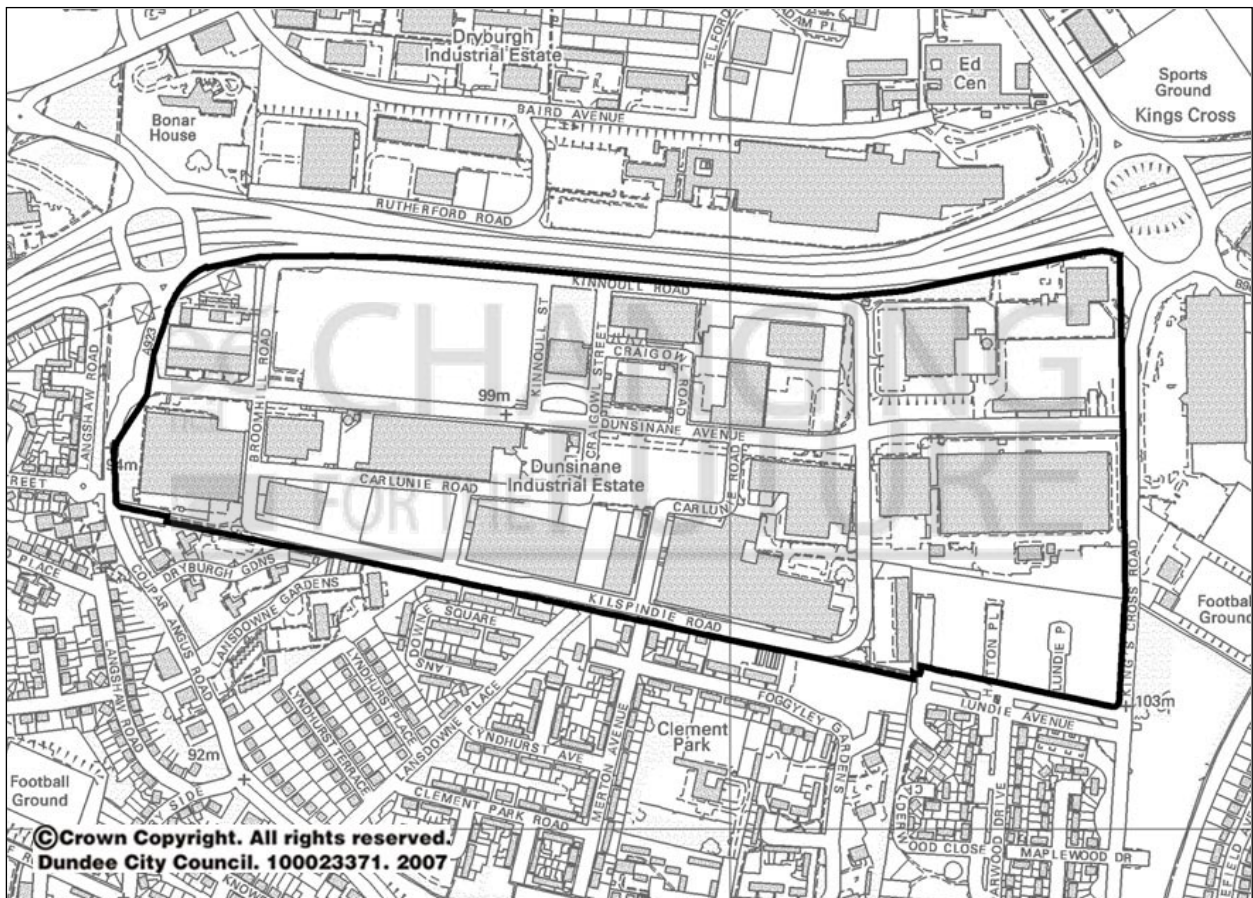


Figure 11 - Dunsinane Business Area (Dundee Local Plan Review, August 2005)

However, a lack of investment and cohesive management over many years means that the process of regeneration of the estate to improve the facilities and provide a higher quality business environment must be sustained. The Dundee Local Plan Review 2005 requires the preparation of a Masterplan to guide the regeneration of this business area. In order to secure the maximum employment benefit for Dunsinane the completion of such a document is becoming increasingly urgent. The Council will continue to work together with private and public sector partners, if necessary taking the initiative, to secure the regeneration of this Area so that it becomes a significant location for economic development. Dunsinane Business Area holds a prestigious location with a trunk road frontage.

In order to stimulate the regeneration of Dunsinane the Local Plan Review proposes to allow some increased flexibility in the range of uses permitted on certain sites within the estate. These sites will be reallocated for higher value uses on the provision that there is substantial reinvestment in the remainder of the estate to significantly enhance the attraction of this location for economic development purposes, thereby reducing the need for additional greenfield allocations.

Key targets will be to

- implementation of Kirk Street Industrial Area Environmental Improvement Strategy.
- secure the development sites within the study area to address the needs of the small and medium sized local businesses and business start-ups
- implementation of approved Dunsinane Business Area Masterplan.

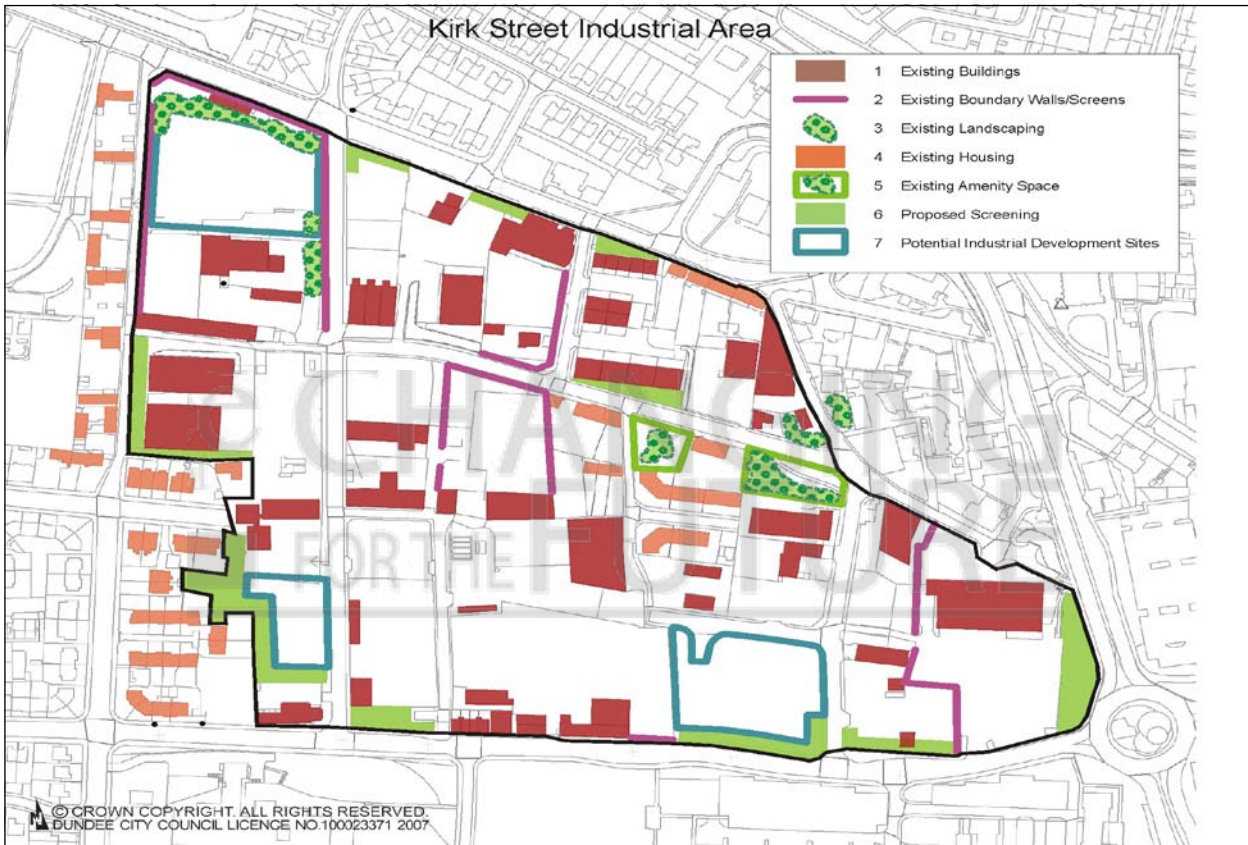


Figure 12 - Kirk Street Industrial Area Environmental Improvement Strategy



Traditional high wall screens industrial uses



Brick detailing provides visual interest



## 4 Retail

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. In addition to meeting their day to day shopping and related requirements they help define and reinforce the identities of these communities by providing shared facilities, local meeting places and opportunities for social interaction. However it is evident that the Lochee District Centre has experienced a period of decline and is not performing the role of a modern District Shopping Centre. This Framework sets down an ambitious vision for the District Centre that will deliver the following objectives:

- a high quality shopping environment,
- an attractive and safe environment,
- imaginative reuse of the architectural heritage alongside new development of high quality sustainable design,
- a range of good quality housing to sustain the District Centre,
- a thriving economy with an appropriate mix of uses,
- easy access to and around the High Street for all members of the community, and a reduction in pedestrian, vehicle conflict, and
- improved connections with surrounding communities.

At its meeting of 8 January 2007 the Planning & Transportation Committee noted the conclusions of The Dundee City Region Shopping Study (Colliers CRE, December 2006). The study made references to District Centres in general and to the Lochee District Centre in particular:

- The study...recognised that certain district centres have suffered a decline. The study highlights the need for further action. This should be based on a partnership approach involving local retailers, developers and the City Council. The preparation of town centre strategies for the declining district centres is advocated as a means of involving the different stakeholders in their revitalisation.

In terms of commercial trends the study noted

- there has been a slowdown in retail expenditure in recent times which has had an impact on the demand for retail floorspace;
- there is a decline amongst towns and cities of the independent trader - whilst it is difficult in planning terms to prevent this in Dundee, future policies should recognise their important role in complementing the service provided by the multiple traders.

In relation to the District Centres and in particular to Lochee the Study concluded

- while the district centre has reasonable mix of shops for its size, the number of vacancies within the two managed centres is a matter for concern.
- while unlikely to attract many more large or mainstream multiple retailers, the district centre may have scope to interest discount multiples.
- a major refurbishment or redevelopment of a site in the district centre could be a catalyst for the regeneration of the area. Opportunities for this exist at the Weaver Village and Highgate Centre. Any redevelopment of Weavers Village will require to give attention to the impact on housing units above the retail units.

There is potential to extend any redevelopment of the Highgate Centre into the car parks to the west.

- improvements should also be made the entrances to Lochee from Sinclair Street car park in order to encourage visitors to the area.
- given that planning permission has been granted for bulky goods retailing at the Stack Leisure Park, it is vital that improved pedestrian linkages are provided along Methven Street in order to integrate the new development with the district centre.
- the masterplan currently under preparation for Lochee could feed in to a future town centre strategy for the district centre.



*Traffic calming on Lochee High Street*

Clearly this confirms the general findings of earlier Council reports on Lochee. However, consultation feedback to date highlights a number of additional interrelated issues affecting the District Centre. These include unsatisfactory pedestrian and vehicular links to the High Street which have been addressed in Chapter 5. Opportunities to improve public transport connection links between the High Street and Stack Leisure Park, the poor distribution of parking in Lochee, additional parking spaces within the Centre and congestion due to the taxi rank and its extent.

Other issues raised during consultation are as follows:

- the unattractive vacant sites adjacent to the shopping area, in particular close to the pedestrian routes,
- the substandard layout of the shopping centre and the limited retail choice,
- the substandard condition of tenement housing within the centre and the deterioration in its quality, and
- the number and size of a range of vacant or derelict sites in the vicinity of the centre.

As a response to the earlier consultation exercise the Council has agreed to work towards the following short and long term visions for the District Centre.

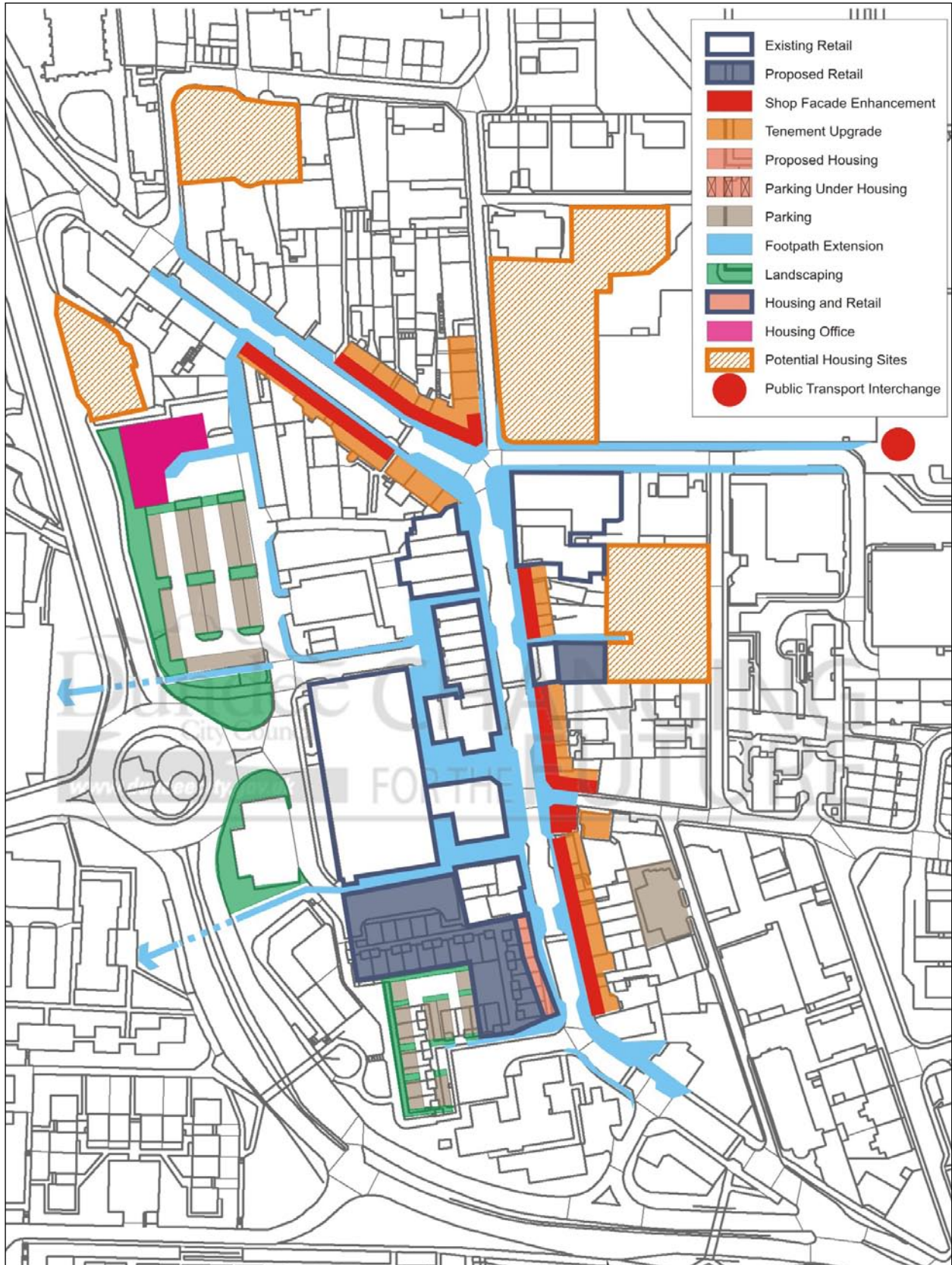


Figure 13 - Lochee District Centre Short Term Vision

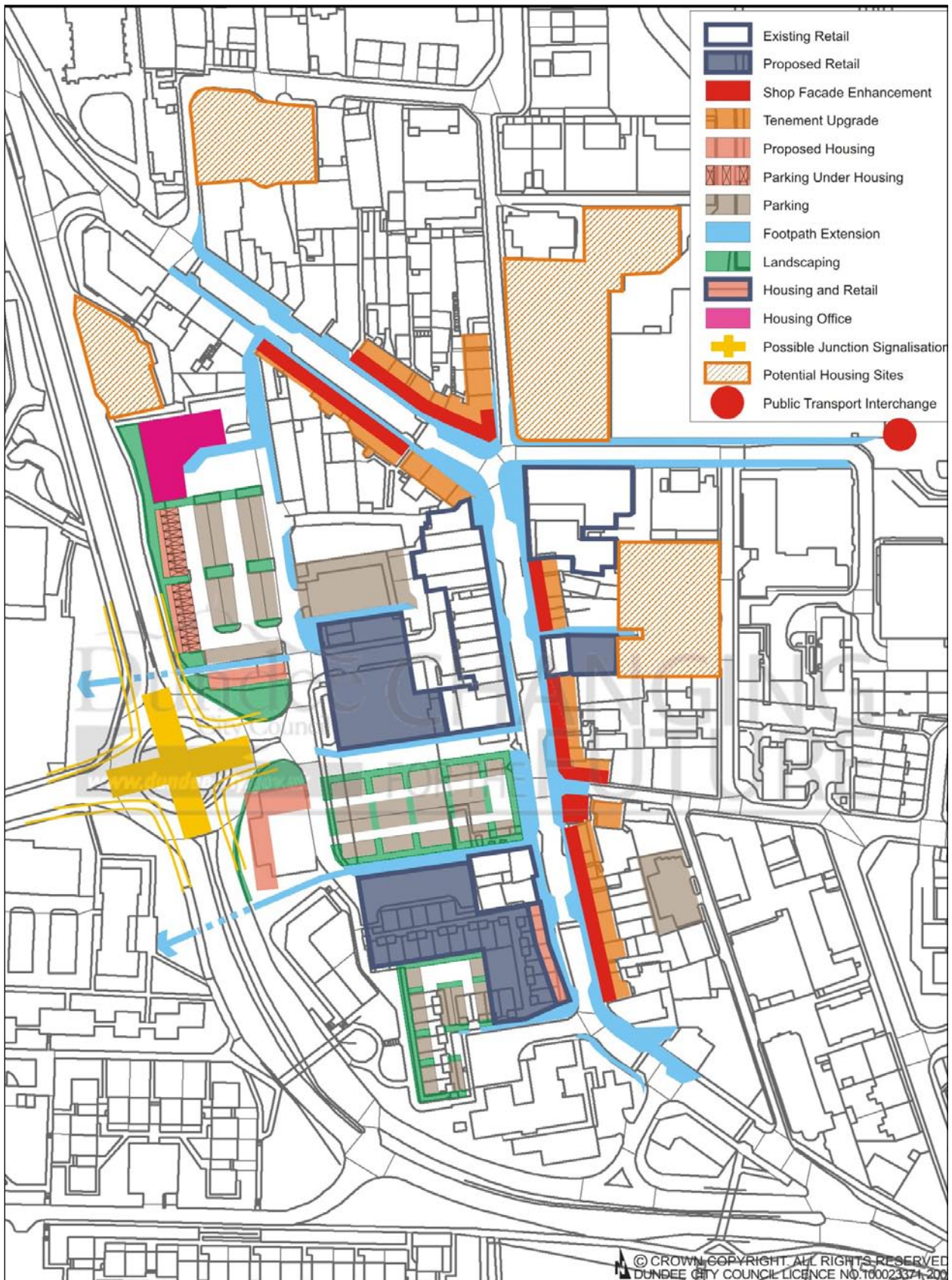


Figure 14 - Lochee District Centre Long Term Vision

Key targets will be to

- redevelop Weavers' Village in line with the short term District Centre plan,
- redevelop the Highgate Centre in line with the long term District Centre plan,
- improve shop fronts and physical condition of adjacent properties.



*Tesco, Stack Leisure Park from Lochee High Street*

## 5 Transportation

This Lochee Physical Regeneration Framework seeks to address the issues of pedestrian movement and access to and within the District Centre, improve public transport access between the District Centre and its catchment, enhance off street car parking spaces and address the competition for the available on street kerb space for pedestrians/shoppers, bus stops, taxi rank, retail servicing and parking space.

Transportation issues affecting the District Centre have been identified and include:

- the poor pedestrian access between the west side of the Lochee Bypass, in particular the existing Council housing and new housing opportunities, to High Street,
- the considerable number of unofficial pedestrian crossing points along the Lochee Bypass,
- the tortuous and unpleasant pedestrian routes between the Lochee Bypass and High Street,
- the unattractive pedestrian links between the various car parks and the shopping spine,
- the remoteness of the car park east of the Lochee Bypass at Sinclair Street from the east side and south end of High Street,
- the lack of parking spaces to the south and east end of the High Street,
- the inadequate links between the High Street shops and the existing and proposed retail and leisure elements of the Stack Leisure Park,
- the pedestrian links between the High Street shops and the recently opened Lidl site,
- the high levels of illegal parking and the lack of enforcement of parking restrictions,
- the high volume of vehicular traffic in particular the number of taxis on the High Street, and
- the conflict between this traffic and the volumes of pedestrian traffic crossing High Street at different locations throughout its length.



*Lochee High Street from Bright Street*



*Highgate Centre, Lochee*

Opportunities to improve public transport operation within the High Street and along the by-pass are currently being investigated. Additional enhancements to existing Service 2 (Dryburgh - Lochee - City Centre) are being explored. In addition, an improved public transport interchange within the Stack Leisure Park is being assessed in order to bring

bus services closer to Lochee High Street. It will also be necessary to carry out further survey work to ascertain where other public transport service provision deficiencies exist, how the natural catchment of the District Centre can be better connected with the High Street and how pedestrian links between the High Street and Stack Leisure Park can be improved.

This Framework sets out a long term vision for the District Centre which promotes the reinstatement of Bank Street which would provide a direct link from the Bypass and South Road to the High Street. This would in turn improve accessibility to the High Street, allowing visitors the opportunity to access the heart of the District Centre. It could potentially be a dedicated public transport corridor thus enhancing service provision in the District Centre. As proposals progress public transport operators will be asked to consider how best to take advantage of this proposal.

The proposal to invest in “Bus Quality Corridors” in two major commuter routes in the city will complement work implemented through the “Smartbus” and “Bringing Confidence into Public Transport” projects by providing bus priority, accessibility and quality measures that will improve the journey time and reliability of the bus services. The north west sector of the city is currently being assessed for its suitability as a Quality Bus Corridor. The Dundee to Blairgowrie Quality Bus Corridor will introduce a series of measures designed to improve bus reliability and enhance and on and off bus facilities for passenger comfort and convenience.

These initiatives provide an opportunity to explore means whereby public transport connection between the District Centre and its catchment can be improved.

The current traffic management measures located on Lochee High Street have drawn criticism, particularly from the traders. However, they were installed as a direct response to an unacceptable pedestrian accident record in the area. Nonetheless, it is acknowledged that they are aesthetically poor and not pedestrian friendly. However, they have been successful in slowing traffic and significantly reducing the number of pedestrians injured in road accidents. Issues regarding traffic congestion in the High Street require that some form of traffic calming is necessary. An opportunity exists however to improve the general layout of these measures and will require that they are installed in a more attractive fashion and are integrated within the wider public realm improvements. Discussions will continue with community groups to establish a more suitable solution.

In looking at options for traffic management in Lochee a balance requires to be struck between the concerns of the traders and the aspirations of their customers i.e. the shoppers. The servicing needs of businesses in Lochee will inform the consideration of a revised traffic order to address the conflict between various uses and redistribute the existing kerb space to redress the balance between shoppers, servicing, public transport and parking.

The increased attractiveness of Lochee District Centre as a shopping venue will depend on the extent to which the amenity of the shopper can be improved. Much of the present “disamenity” relates to traffic congestion and the limited amount of space and comfort for shoppers. A phased improvement to the shopping space will be implemented following a public examination of traffic management options ranging from the radical such as partial or complete pedestrianisation, time limited servicing, one way traffic flows, redistribution of car parks and revised parking restrictions.

The redevelopment of the Weavers' Village will provide an opportunity to reassess the traffic management measures and parking allocations over the south end of High Street, whereas the long term vision for the redevelopment of the Highgate Centre will secure the recreation of Bank Street and improved links to the Bypass.

The poor distribution of parking in Lochee is acknowledged. The Framework addresses this by identifying additional parking spaces within the proposed central space and to the south within the Weavers' Village redevelopment. Improved car parking provision for the District Centre could in some part be provided by utilising the capacity that is currently enjoyed at the Stack. It is evident that pedestrian linkages from the Stack to the High Street need to be enhanced in order to achieve this. At present, Methven Street is one of the more aesthetically pleasing pedestrian links and this should be strengthened. Additional space can potentially be provided in Camperdown Street. However due its access difficulties it may be better used as residents' parking.

The provision of additional off street spaces gives the opportunity to consider whether the amount of on street waiting spaces can be reduced to release additional footway space for shoppers and pedestrians. Parking control will therefore be easier.

The extent of the taxi rank will be reviewed as part of the revised traffic management / traffic order process.

The existing and proposed parking will, in the fullness of time be improved to the same standard as that adopted in other areas of the city including provision where appropriate of recycling facilities. Such expenditure would need to be prioritised against other desired elements of public realm improvements, such as pavement widening, gateway features and the environmental improvement corridors.

### Key targets will be to

- create a long term traffic management strategy for Lochee District Centre that will reduce unnecessary traffic, improve public transport connectivity and create a more conducive pedestrian and shopping environment,
- establish a hierarchy for the use of road space giving appropriate priority depending on location. In particular, at Lochee High Street, priority should be given to pedestrians followed by cyclists, public transport and then other vehicles,
- reinstate link between South Road and the High Street for enhanced public transport connection and improved traffic management,
- enhance public transport connection with the District Centre,
- enhance pedestrian links between the District Centre and the Stack Leisure Park,
- implement traffic management scheme that rationalises competing demands for kerbside parking space within the length of the High Street.,
- improved distribution, quantity and quality of parking space to serve the District Centre.



## 6 Leisure & Recreation

There exists within Lochee a range of facilities offering a healthy supply of leisure and recreation opportunities. These include a library, swimming pool, bingo hall and a range of church halls and the Boys' Brigade Headquarters. Additional facilities are available at Stack Leisure Park and just outwith the study area, the recently developed Camperdown Leisure Park. The success of the latter has had a significant effect on the viability of the former. The number of vacant leisure units at the Stack as previously highlighted does suggest a lack of demand for those types of services in Lochee.



*Lochee Swimming Baths*

In terms of public parks provision, Lochee is well served with Camperdown Park to the north and Lochee Park to the south. Various consultation exercises have identified the need for additional smaller play areas or informal seating areas. These could be provided as part of the implementation of appropriate housing development opportunities identified in this framework. Adequate open space is an essential part of an attractive physical environment.

A Working Group is presently exploring the number and availability of Council premises with a view to maximising their availability for community use and standardising letting arrangement and charges. There are a number of facilities within or adjacent to the Study Area which might become available from School Gymnasia to sheltered lounges, etc. There is also a community meeting space managed by Dundee City Council incorporated within the new Area Housing Office at Sinclair Street.

Key targets will be to

- improved public open space provision to serve the needs of different age groups
- all facilities identified for community use will enjoy adequate access and other infrastructural support



## 7 Public Realm & Environment

Image of place and a functional safe and appealing environment are fundamental to addressing area regeneration. Sense of place can often be complemented by historical references. In the case of Lochee High Street there is a latent quality to the buildings and shopfronts. This sense of place should be highlighted in recognition of the historic independence of Lochee and its considerable influence in the growth and development of Dundee.

Key trends:

- Lochee will continue to find it difficult to compete without a radical 'step change' in perceptions of place and environmental quality,
- the District Centre and its 'connectivity' are critical to place perceptions,
- the requirements for safer, cleaner and better maintained and managed environments will increase,
- perceptions regarding quality, identity, place and community will increasingly determine consumer choices,
- local identity and distinctiveness have become increasingly important in defining quality in District Centres, and
- community engagement and participation can be a powerful tool in building civic pride.

Main Objectives:

- the physical environment of the Bypass, Lochee Road, South Road and Liff Road corridors needs comprehensively addressed, complemented by a bold and distinctive gateway strategy,
- a connected hierarchy of functional / useable / quality spaces is required, and
- the public realm within the District Centre should be upgraded using a distinctive design framework integrated with parking and traffic management as a priority.

### ***Conservation:***

Over the years the historic built environment, particularly in and around the District Centre has been damaged by inappropriate change, problems of poor repair and vacancy. However, a concentration of fine listed buildings is evident at the southern end of the District Centre. Many of these buildings make an important townscape contribution beyond their immediate surroundings, for example the Stack and High Mill. It is imperative that measures are taken to preserve and enhance not only these buildings but the wider setting in which they sit. As a response the Council is proposing the designation of a conservation area and will investigate implications and opportunities from this in regard to the availability of funding streams. The proposed conservation area will be subject to further public consultation.

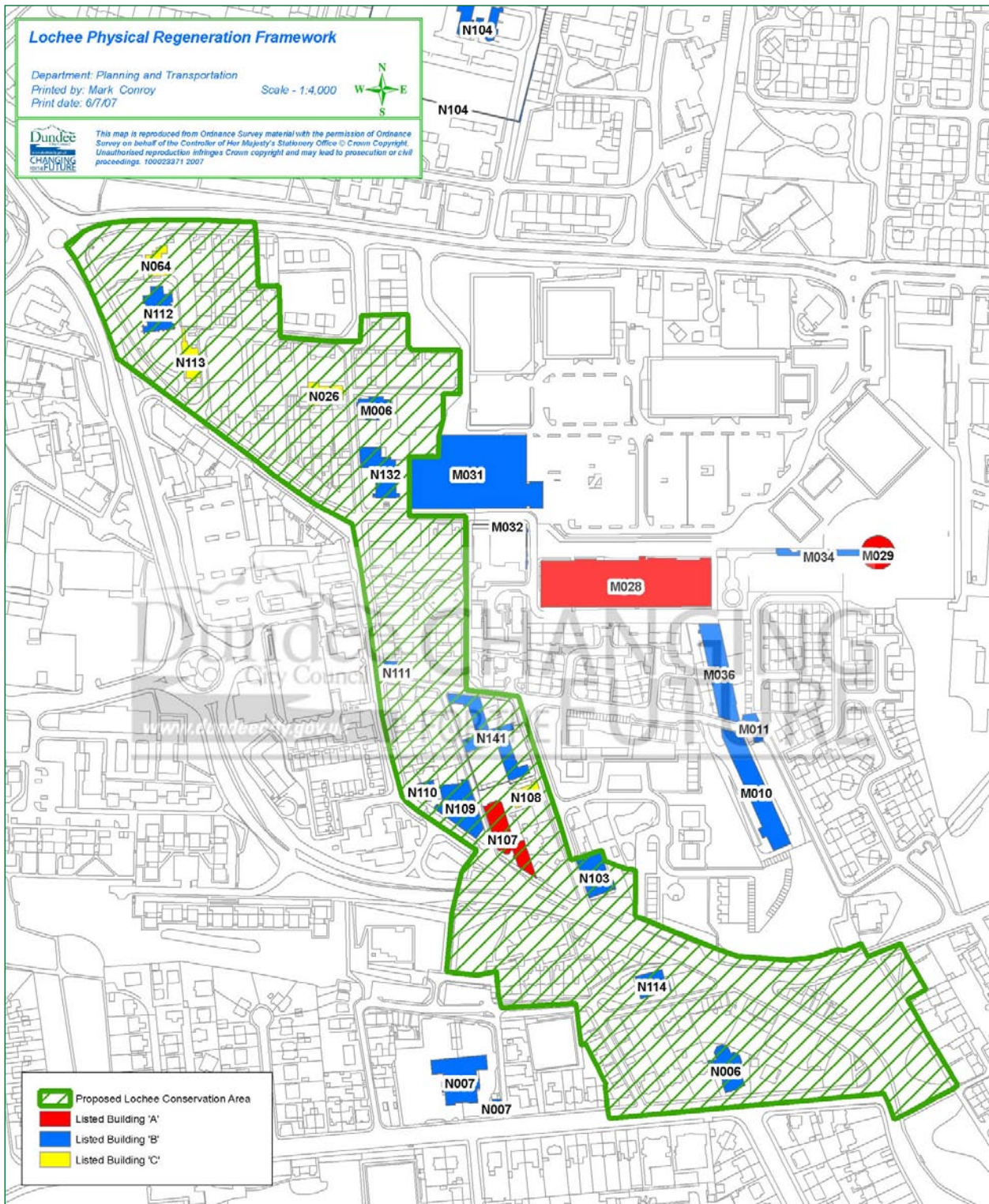


Figure 16 : Proposed "Core"Lochee Conservation Area



Figure 17 : Proposed Lochee Conservation Area Extension A

As part of the conservation area consultation exercise, views will be sought on whether the Tesco building, Camperdown Works High Mill and Cox’s Stack should be included in the conservation area.



Figure 18 : Proposed Lochee Conservation Area Extension B

As part of the conservation area consultation exercise, views will be sought on whether 186 to 144 High Street should be included in the conservation area.

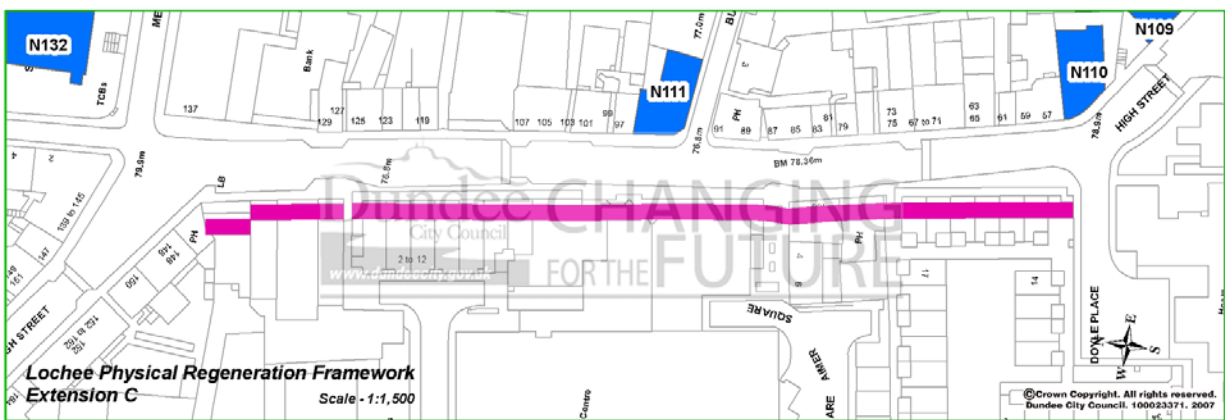


Figure 19 : Proposed Lochee Conservation Area Extension C

As part of the conservation area consultation exercise, views will be sought on whether the the frontages of 142 to 94 High Street should be included in the conservation area.

Key targets will be to

- implement gateway strategy for the north, east, south and west approaches to Lochee,
- implement environmental improvement strategy for By-pass, Lochee Road, South Road and Liff Road corridors. Including edge treatments to industrial areas,
- identify a hierarchy of formal and informal incidental spaces within the District Centre where the public may rest and congregate,
- designate Lochee Conservation Area
- provide support within the Conservation Area by means of a positive grant scheme.

## Appendices

### **Appendix 1 - Housing Development Opportunities:**

A number of development opportunities have been identified within or adjacent to the study area:

#### Site 1: Burnside Mill



0.437 hectare site

Planning permission and listed building consent granted

No work started at time of study

### **Development Opportunities:**

#### Site 2: Foggyley Gardens South



It is anticipated that this 0.79 hectare site will be available in 2008 with the LHS targeting 70 private units. This site may be developed with the cleared site immediately to the north and identified in the Local Plan Review. See site 3

**Development Opportunities:**

Site 3: Foggyley Gardens North (Local Plan Review Site : H44)



This is identified in the Local Plan Review. It may be developed with the cleared 0.79 hectare site immediately to the south which is anticipated will be available in 2008

**Development Opportunities:**

Site 4: Clement Park Nursing Home



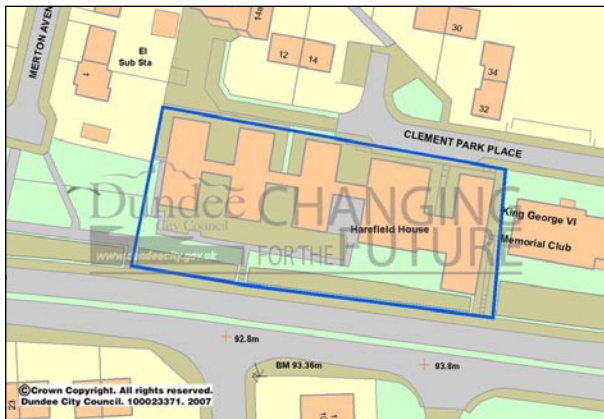
1.957 hectare site Listed building

This site is in private ownership. A brief has been prepared by the selling agents. The proposal will include the conversion of the Listed Building.



**Development Opportunities:**

Site 5: Harefield House

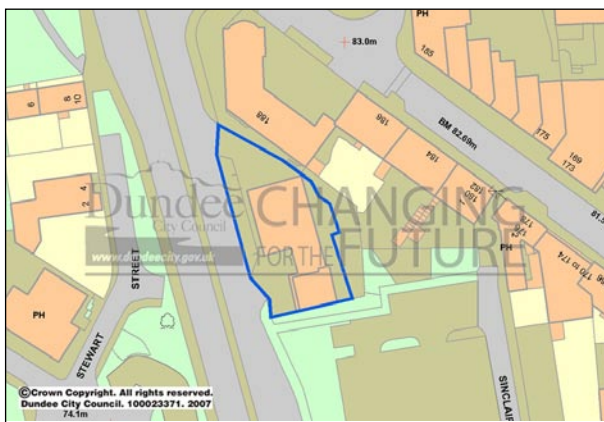


0.326ha site

The Council is currently considering a planning application for the demolition of Harefield House and the erection of Nursing Home.

**Development Opportunities:**

Site 6: Coupar Angus Road



This 0.086 hectare site was granted a three year consent on the 20 June 2006 for change of use from a petrol filling station to a car washing depot.

**Development Opportunities:**

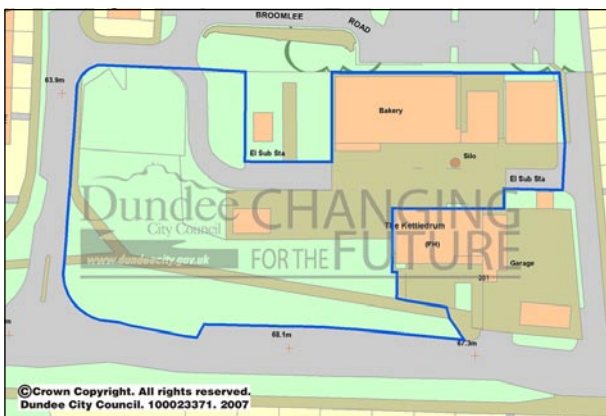
Site 7: Elmwood Road



Outline planning consent was granted on 5 December 2006 for the erection of 15 properties on this 0.49 hectare site. The Council is currently considering a full planning application for the erection of 16 houses.

**Development Opportunities:**

Site 8: Buttars Loan

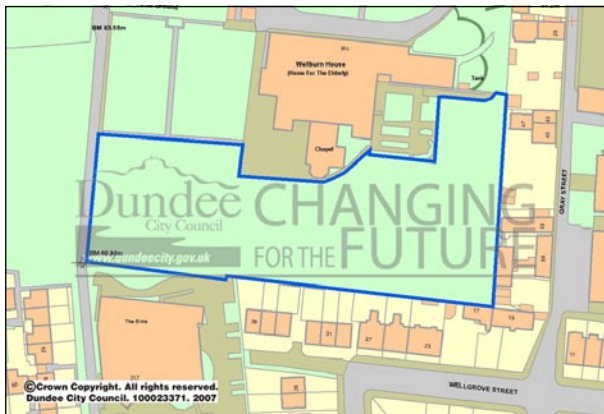


The Council is currently considering a planning application for the erection of a 50 bed Nursing Home and 6 close care flats.



**Development Opportunities:**

Site 9: Land to the South of Wellburn House

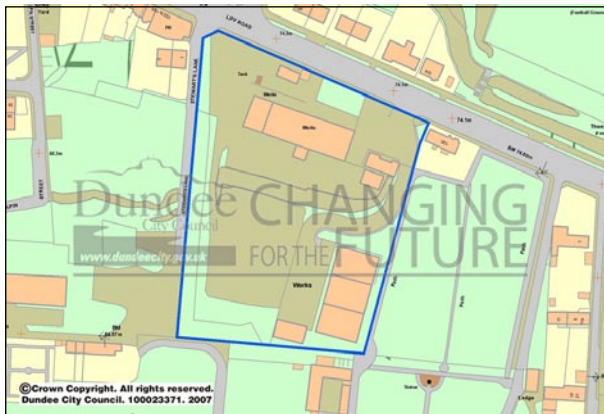


A site Planning Brief will be required to provide site specific guidance for this 0.84 hectare site

This site will provide special needs related to adjacent care home.

**Development Opportunities:**

Site 10: Stewart's Lane / Liff Road



1.374 hectare site

This site will be available when the Proprietor secures an appropriate Industrial relocation. The development will form an extension to the Pitalpin strategy and concept. Consequently a Site Planning Brief will be required to provide site specific guidance to ensure adherence to the Pitalpin concept.

**Development Opportunities:**

Site 11: Quarry Gardens

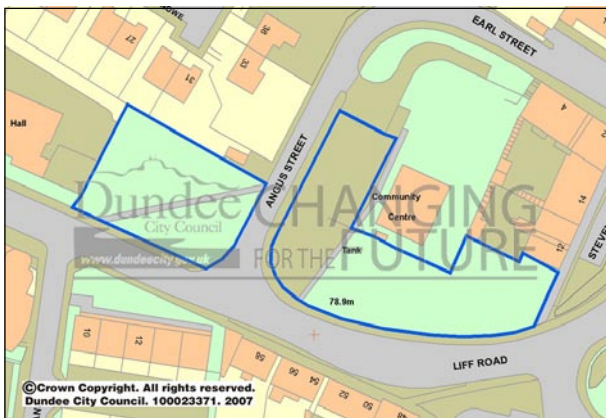


A site Planning Brief will be required to provide site specific guidance for this 0.47 hectare site.



**Development Opportunities:**

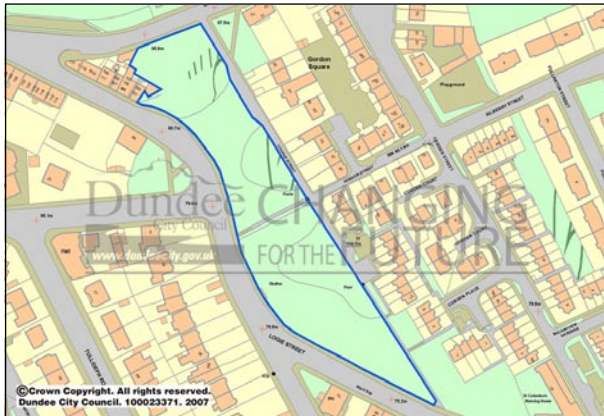
Site 12: Angus Street:



These combined 0.27 hectare sites is an example of open space left over from demolitions and road schemes.

**Development Opportunities:**

Site 13: Coupar Street

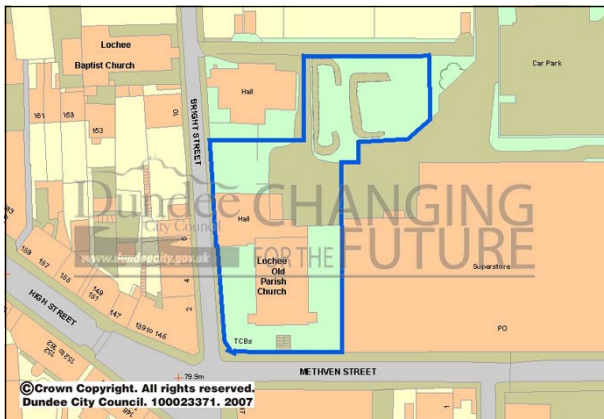


This site shares a boundary with the Study Area. This site was declared surplus to road building requirements and notwithstanding that it has been substantially landscaped the introduction of residential use to the northern part of the site can be accommodated without damaging the Lochee Road corridor.

A site Planning Brief will be required to provide site specific guidance for this 0.94 hectare site.

**Development Opportunities :**

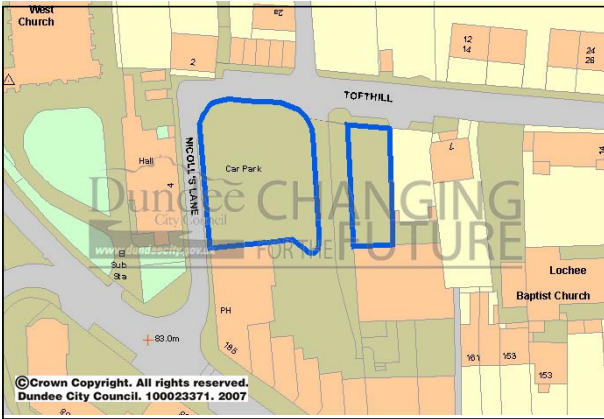
Site 14: Lochee Parish Church



This site in Church of Scotland ownership is already on the market. The 0.33 hectare site is currently home to a B listed traditional church and associated hall and is suitable for residential conversion.

**Development Opportunities :**

Site 15: Tofthill

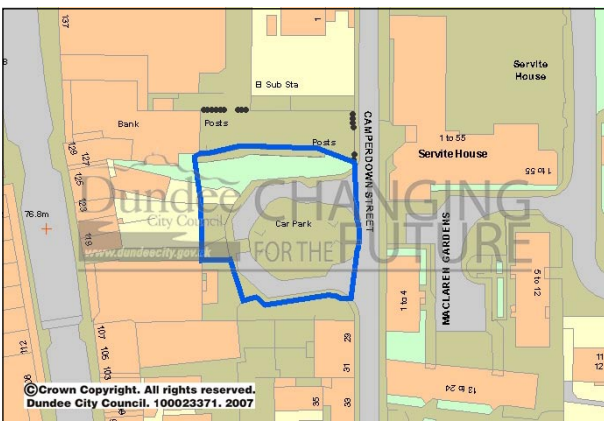


An opportunity exists to comprehensively develop this combined 0.12 hectare area. The council will fully investigate the sustainability of neighbouring land uses to ascertain whether this development opportunity can be expanded.



**Development Opportunities :**

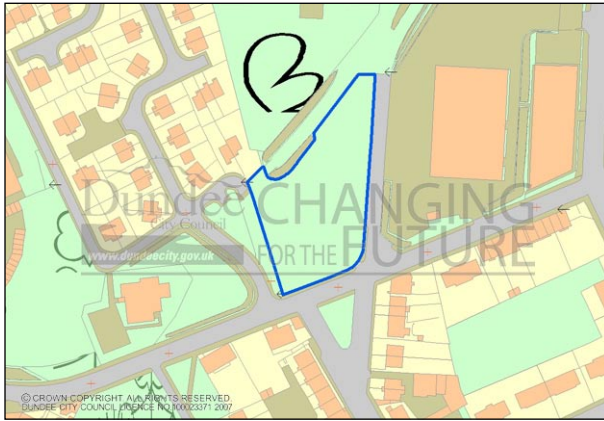
Site 16: Camperdown Street



This combined 0.13 hectare site has been identified in the District Centre vision as holding development potential. This may be in the form of a flatted development with parking on ground level.

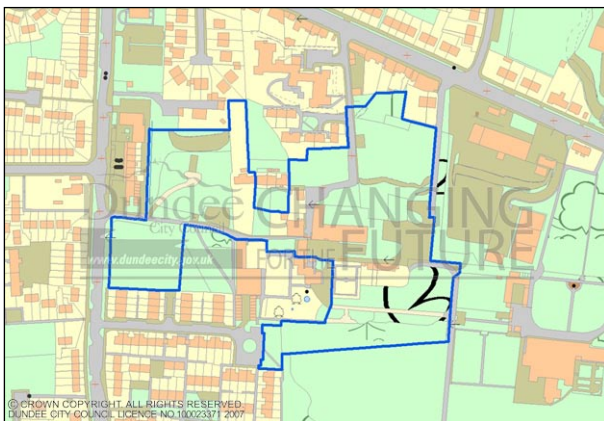
Site 17: Loons Road

A Site Planning Brief will be required for this 0.42 hectare site.



**Development Opportunities :**

Site 18: Pitalpin

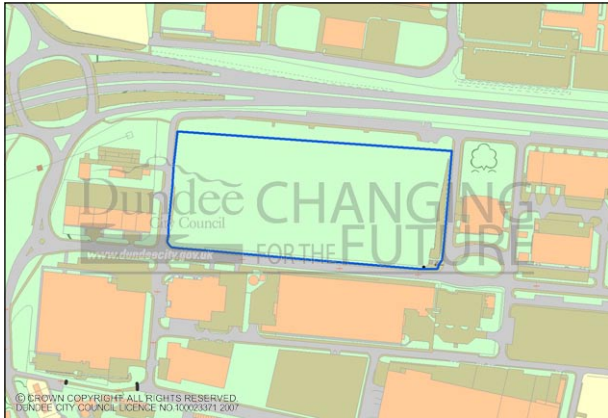


A Site Planning Brief for the comprehensive redevelopment of Pitalpin was approved in April 2004. Outline planning permission for the erection of 71 dwellings and 6 flats with associated garages on part of the site was granted in February 2006. Part of the site is the subject of a Tree Preservation Order.

## Appendix 2 - Business and Industrial Development Opportunities

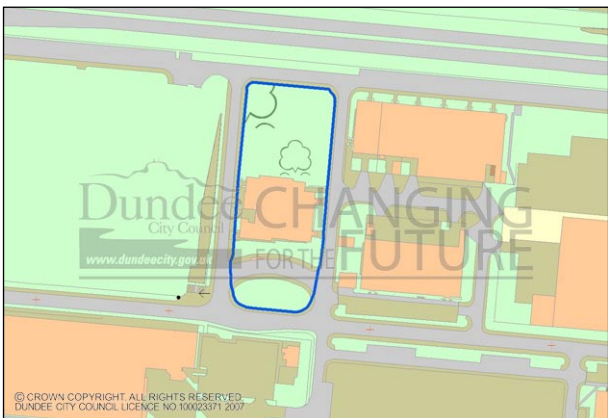
A number of development opportunities have been identified within or adjacent to the study area:

### Site 1: Former Valentine's Site



This 35670 sqm prestige site is prominently located on the trunk road frontage and will be reserved for a high amenity employment.

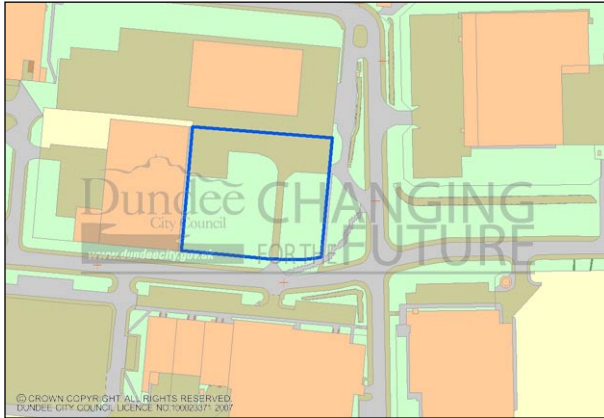
### Site 2: Kinnoul Street



This 6370 sqm site is located is prominently located on the trunk road frontage and will be reserved for a high amenity employment.

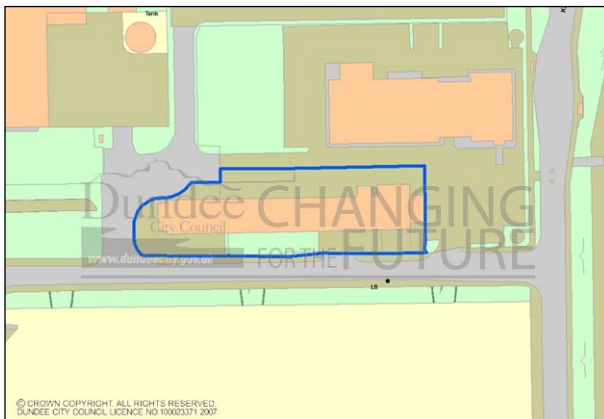


Site 3: Kinnoul Road



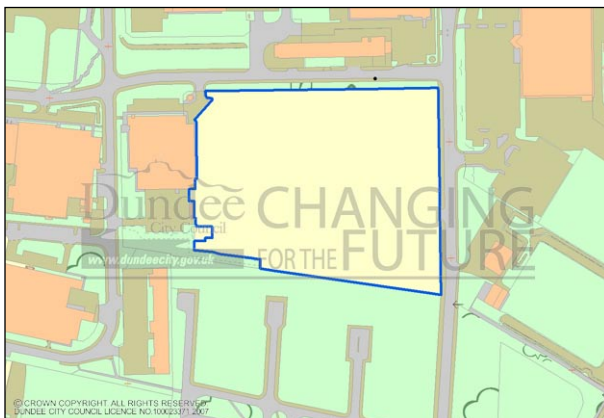
This 4684 sqm site is located is prominently located on the trunk road frontage and will be reserved for a high amenity employment.

Site 4: Dunsinane Avenue



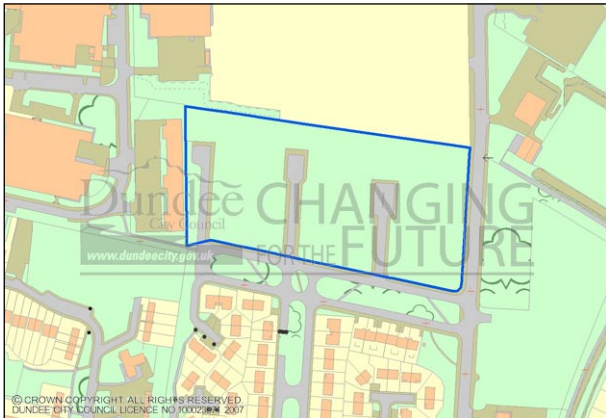
This 3665 sqm site is located is located at the gateway location on King's Cross Road and will be reserved for a high amenity employment.

Site 5: King's Cross Road



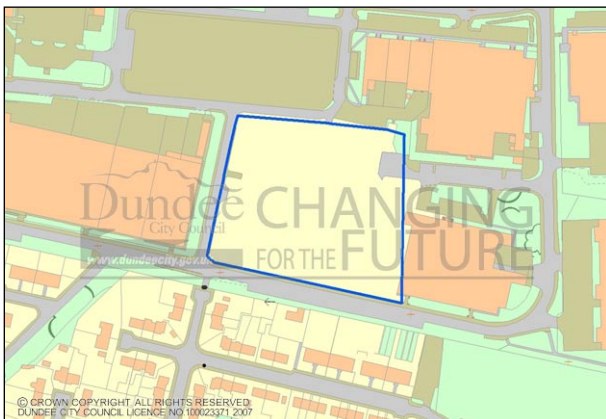
This 33367 sqm site is located is prominently at the gateway location on King's Cross Road and will be reserved for a high amenity employment.

Site 6: Lundie Place



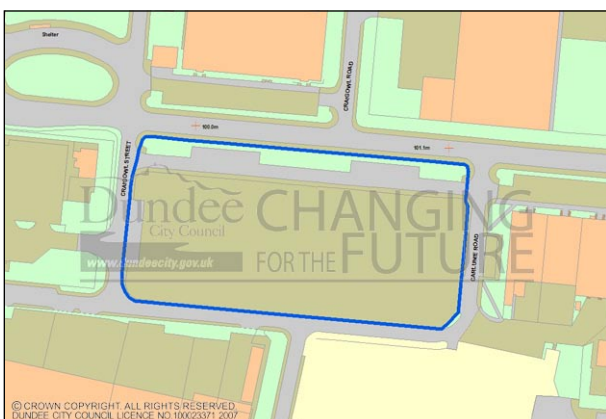
This 25325 sqm site is located at the south east corner of the estate with a prominent frontage on King's Cross Road and will be reserved for a high amenity employment.

Site 7: Kilspindie Road



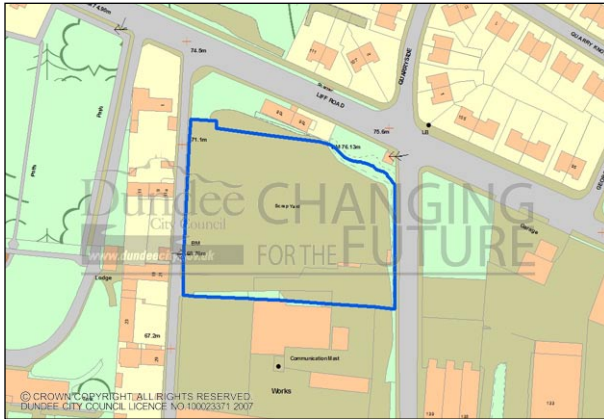
This 13270 sqm site is located within the estate and may be used for industrial employment.

Site 8: Carlunie Road



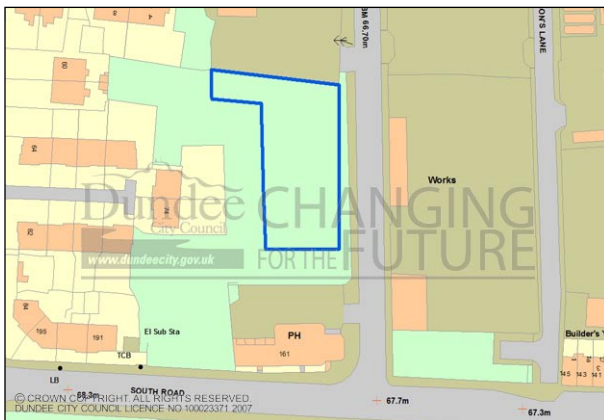
This 8878 sqm site is located within the estate and may be used for industrial employment.

Site 9: Perrie Street North



This 5706 sqm site is located at the north west corner of the estate and is protected / concealed by a 2.5m boundary wall. The site may be used for a range of industrial employment.

Site 10: Perrie Street South



This 1426 sqm site is located at the south west corner of the estate and may be used for industrial employment, however consideration must be given to the adjacent residential and commercial uses and an appropriate edge treatment must be incorporated in any development.

Site 11: Kirk Street



This 4540 sqm site is located at the south east corner of the estate and may be used for industrial employment, however consideration must be given to the adjacent residential uses and an appropriate edge treatment must be incorporated in any development.

## **Appendix 3**

### Lochee Physical Regeneration Framework Action Plan