

Infrastructure First and Local Living

Local Development Plan Topic Paper



When compared to the national and UK averages, **Dundee** has above average levels of **coverage** for both **5G** and Full-Fibre networks.

The **£1.6 billion** transformation of **Dundee's** Waterfront encompasses **240 hectares** of land stretching **8km** alongside the River Tay

71% of households are within **400m** of a children's playground

Dundee City Council is developing a **network analysis** mapping tool to present information on **local living** and **access to services**.

Local Community Plans contain a series of **priorities** and **actions** that **services** and **community organisations** have **agreed** to take forward in order to improve **local services**.

Topic Paper – Infrastructure First and Local Living

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1. Introduction

This topic paper reviews evidence identified as relevant surrounding the Infrastructure First and Local Living topic grouping. This topic grouping includes:

- **NPF4 Policy 15- Local Living and 20-minute neighbourhoods**
- **NPF4 Policy 18- Infrastructure First**
- **NPF4 Policy 24- Digital Infrastructure**
- **NPF4 Policy 32- Aquaculture**
- **NPF4 Policy 33- Minerals**

The topic paper summarises all evidence and data identified and considers specifically its relevance to Dundee. The implications of this evidence and data have been considered and how this might inform the Proposed Plan. The conclusions set out are based on a professional judgement as to the land use planning implications of the data examined.

2. Identification of Evidence/Datasets

NPF4 Policy	Evidence/Dataset and Source
Policy 15 Local Living and 20 minute neighbourhoods	National Planning Framework 4
	Dundee Local Development Plan (LDP) 2019
	20 Minute Neighbourhoods in a Scottish Context
	Local Living and 20 minute neighbourhoods: planning guidance
	Masterplan Consent Areas Draft Regulations
	Regeneration and Area Masterplans
	Blackness Business Place Plan
	Dundee Waterfront
	Site Planning Briefs
	Our Future City Centre- Strategic Investment Plan 2050
	Dundee Retail Study 2023
	Local Community Plans 2022-27
	Local Place Plans
	Draft Sustainable Transport Delivery Plan 2024-2034
	Dundee Liveable Neighbourhoods Strategy
	Review of previous engagement
	Place Standard Survey
	Key Agencies Group Collaborative Local Development Plan Offer
	Public Toilets
	Engage Dundee Survey 2023
Engage Dundee Survey 2021	
Hello Dundee	
Policy 18 Infrastructure First	National Planning Framework 4
	Dundee Local Development Plan (LDP) 2019
	Infrastructure Investment Plan
	Tay Cities Economic Strategy 2019-2029
	Tay Cities Region Deal
	Sustainable Energy & Climate Action Plan
	National Transport Strategy 2
	Dundee City Centre Strategic Investment Plan 2050
	Walking and Cycling Index 2023: Dundee
	Learning Estate Strategy
	Dundee Education Infrastructure
	Infrastructure Levy for Scotland
	Dundee Major Development
	ESO Pathway to 2030

	ESO Beyond 2030
	SSEN Network Maps
	Dundee Sustainable Transport Development Plan 2024-2034
	Upcoming Significant Transport Infrastructure Projects
	Scottish Water – Top Up Map (water refill stations)
	Dundee City Council Public Toilets
	Dundee City Council EV Charging Locations (GIS)
Policy 24 Digital Infrastructure	National Planning Framework
	Dundee Local Development Plan (LDP) 2019
	A Changing Nation: How Scotland Will Thrive in a Digital World (2021)
	Reaching 100% (R100)
	Connected Nations (Ofcom)
	Connected Nations Spring 2024: Interactive Report
	Tay Cities Region Economic Strategy 2019-2039
	Scottish 4G Infill Programme
	Shared Rural Network
Policy 32 Aquaculture	National Planning Framework
	Dundee Local Development Plan (LDP) 2019
	Marine Scotland - National Marine Plan Interactive
	Marine Scotland Planning & Location Guidelines
	Shellfish Water Protected Area
	Scottish Coastal Observatory Data
	Finfish aquaculture sector plan (SEPA)
Policy 33 Minerals	National Planning Framework
	Dundee Local Development Plan (LDP) 2019
	Aggregate Minerals Survey 2019

3.1. Policy 15- Local Living and 20 Minute Neighbourhoods

National Planning Framework 4, Policy 15: Local Living

This policy expects Local Development Plans to support local living and 20-minute neighbourhoods through spatial strategies, site briefs, and masterplans. This approach must consider local contexts, settlement patterns, and specific characteristics and challenges. Community and business engagement is crucial in this process.

The policy intent for NPF4 Policy 15 is noted as:

“To encourage, promote and facilitate the application of the Place Principle and create connecting and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.”

Development proposals should enhance local living and, where relevant, support 20-minute neighbourhoods by considering:

- Sustainable transport modes and high-quality walking, wheeling, and cycling networks,
- Local access to employment, shopping, healthcare, social care, education, play areas, green spaces, community gardens, food growth opportunities, sports facilities, public toilets, affordable housing, and diverse housing options that support aging in place.

National Planning Framework 4, Policy 8: Green belts

National Planning Framework 4 (NPF4) specifically states ‘LDPs should consider using green belts, to support their spatial strategy as a settlement management tool to restrict development around towns and cities. Green belts will not be necessary for most settlements but may be zoned around settlements where there is a significant danger of unsustainable growth in car-based commuting or suburbanisation of the countryside’.

Dundee does not currently have a green belt designation. Further consideration of the evidence around Green Belts can be accessed in the Council’s Biodiversity, Natural Places, Trees and Soils Topic Paper.

The absence of a Green Belt in Dundee does not undermine its potential to foster local living and 20-minute neighbourhoods. Principles of local living, such as supporting active travel and strengthening green infrastructure, align with NPF4’s focus on minimizing urban sprawl, encouraging urban density, and promoting sustainable development on brownfield sites.

20 minute neighbourhoods in a Scottish context- ClimateXChange

In February 2021, Climate X Change and Ramboll released a research paper examining ‘20 Minute Neighbourhoods in a Scottish Context.’ This project explored the feasibility of implementing this concept across Scotland, considering the country’s diverse settlement patterns. The study aimed to identify strategies that could facilitate its implementation and reviewed international case studies to understand the factors contributing to success. The analysis covered successful elements, impacts on placemaking, challenges, regulatory frameworks, funding mechanisms, and stakeholder engagement. The examples underscored the importance of a well-

defined, people-centred plan, developed in collaboration with local stakeholders and tailored to specific local needs, to achieve the desired outcomes. The baselining assessment found that the provision of service (quantity scores) is greater in urban areas, but the satisfaction with community (quality scores) is greater in rural areas. An illustrative example of the combined scoring (i.e. what services and infrastructure are available and their quality) assigned to neighbourhoods within Dundee is shown below in Figure 1.

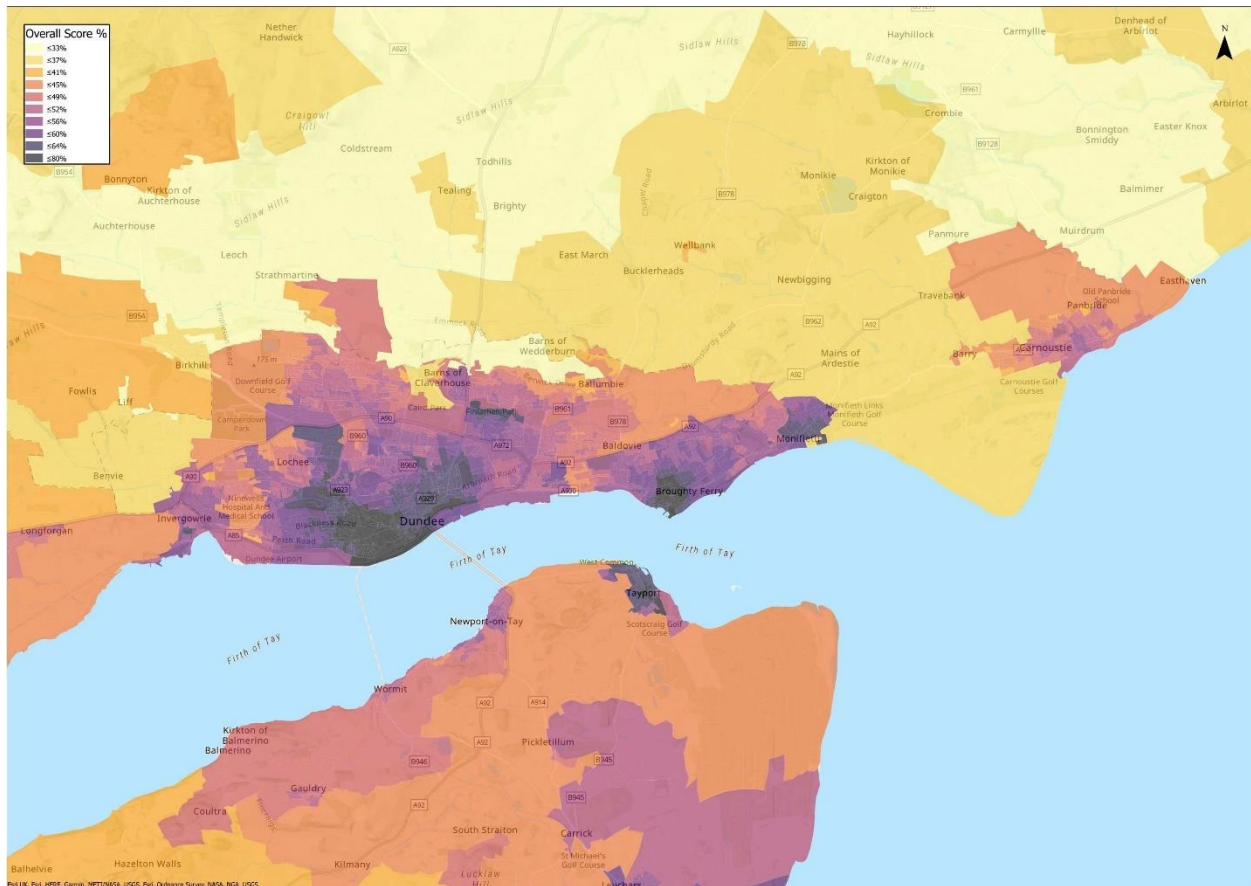


Figure 1: Combined quantitative features and qualitative indicators overall for Scottish Context at Dundee extent. Source: Climate X Change/Ramboll

Scottish Government- Local Living and 20 Minute Neighbourhood Planning Guidance

The guidance on local living and 20 minute neighbourhoods aims to encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods which prioritise environmental, social and economic sustainability. The Place Principle provides the overarching basis for place-based working, by encouraging a participative approach to planning places, services, infrastructure, land uses, and buildings. It encourages collaborative partnership working with a range of stakeholders, including local communities and community groups, businesses, transport providers, healthcare, and education providers, and across local authority structures.

Masterplan Consent Areas - draft regulations

The Planning (Scotland) Act 2019 introduces Masterplan Consent Areas (MCA) as a new upfront consenting mechanism for development proposals. MCA schemes can give several types of

consent, including planning permission, plus roads construction consent, listed building consent and conservation area consent – where provided for in the particular MCA scheme. The MCA scheme can include conditions, limitations and exceptions which may cover aspects such as development parameters, design and environmental matters. When the regulations are finalised, Dundee City Council planning authority will consider preparing MCA schemes which set out details of what is being consented for as a mechanism for enhancing local living.

Dundee Local Development Plan 2019

Dundee's current Local Development Plan does not have a specific policy on Local Living/20-minute neighbourhoods. However, it is already concurrent with the aims of the approach.

Policy 31: Development within the Open Countryside sets out the approach that new development in the open countryside, out with 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. By minimizing development on greenfield sites (previously undeveloped land), the policy encourages urban growth to occur in a manner that reduces sprawl. Concentrating development within existing urban boundaries helps reduce the need for residents to travel long distances for work, services, or amenities. The policy encourages the reuse of brownfield sites (previously developed land that is not currently in use) for new development. This regeneration helps maintain existing urban communities, infrastructure, and amenities, enhancing local living by creating vibrant, mixed-use environments that are more sustainable and self-sufficient.

The current LDP designates Principal Economic Development Areas, Specialist Economic Developments Areas, General Economic Development Areas, Commercial Centres, and District Centres. Class 4 (Business), Class 5 (General Industry) and Class 6 (Storage and Distribution) developments are supported in areas where the principal uses are already industrial/business. This helps to maintain a balance between residential areas and economic activities. District Centre and Local Shopping Provision policies promote mixed-use development within District Centres and support small-scale retail in local shopping parades. Four Commercial Centres in Dundee provide an important complementary role to the shopping hierarchy within the City.

Policy 21: Town Centre First Principle states that all new or expanded uses that will generate significant footfall should be located in the City Centre or District Centres. This advocates for concentrating services and amenities in accessible locations and reducing car dependence by promoting a mix of services. Therefore, the Town Centre First and local living approaches can be aligned to ensure easy access to essential services and amenities fostering healthier, more connected communities.

The LDP recognizes a hierarchy of centres with the city centre at the top, followed by district centres and then local centres. District centres in Dundee serve as important focal points for local communities and are intended to meet the day-to-day needs of residents in their respective areas. District centres are strategically located to ensure accessibility for a large portion of the population. Mixed-use developments and housing developments within or adjacent to district centres are supported to increase footfall and support local businesses. New retail and commercial proposals are directed to district centres first, aligning with the Town Centre First Principle. Policy 22 (City Centre Retail Frontages) and Policy 23 (District Centre Retail Frontages)

requires to be reviewed to accommodate changes to the Use Classes Order and permitted development rights.

The below map shows 10-minute walking distances from centroids (centre points) of the city centre and district centre boundaries. Further mapping using GIS data will help us to identify local centres which function by meeting daily needs and serve residents out with these areas.

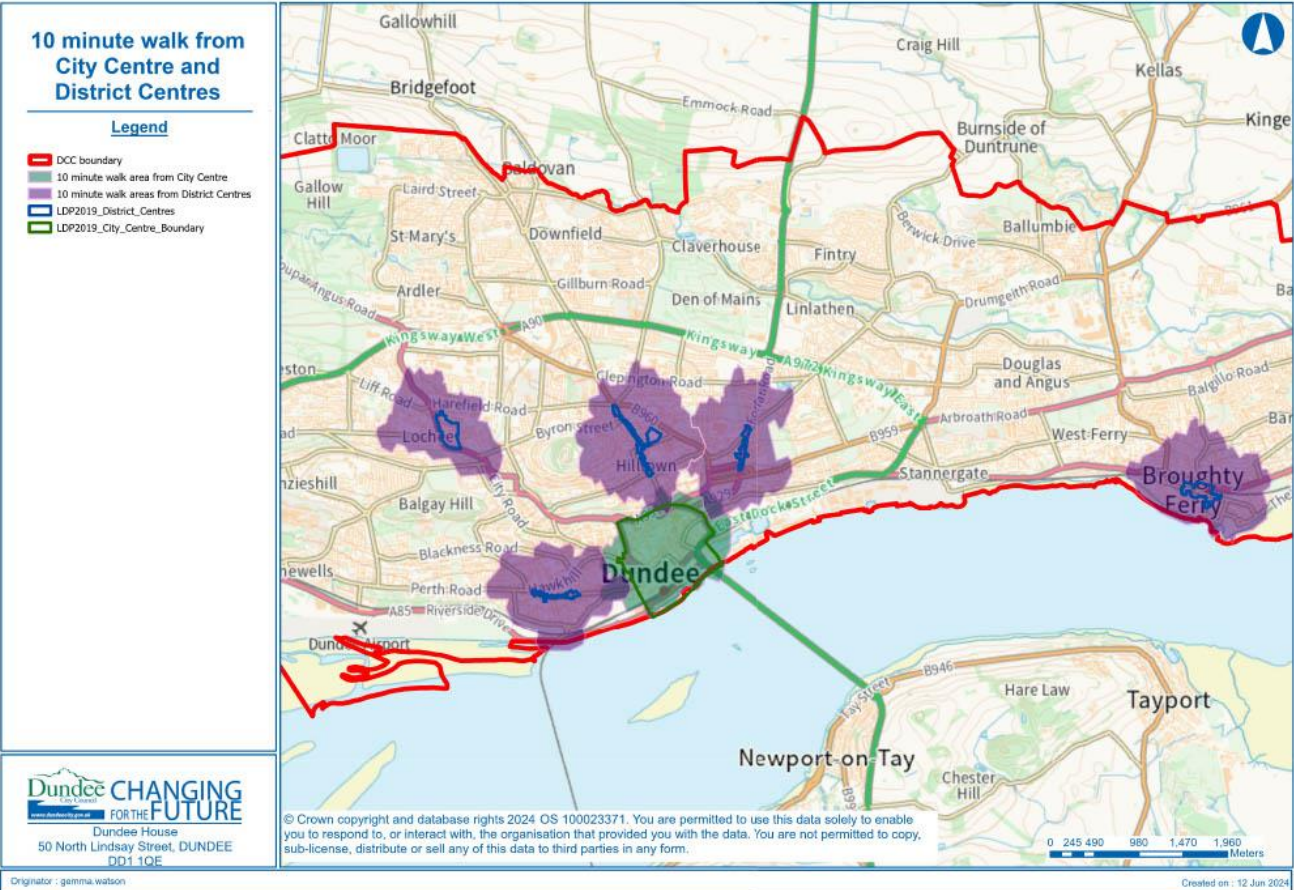


Figure 2: 10 minute walk time from City Centre and District Centres

Regeneration and Area Masterplans

There are already several existing examples of Local Living areas across Dundee City. Adopted masterplans, including Mill O’ Mains, Lochee and Whitfield set out visions for more pedestrian-friendly and sustainable communities, that are designed around the needs of people, rather than cars. This includes the development of more cycle and pedestrian-friendly infrastructure, the promotion of public transport, and the creation of mixed-use developments that include housing, retail, and community services. New larger developments will include integrated services and other facilities and may also include links to existing services in the surrounding areas. One example of linking new development to existing services is the delivery of new sustainable travel routes, this is often delivered by the appropriate developer. Larger scale projects, that may involve multiple developers could be delivered through the gathering of developer contributions.

Blackness Business Place Plan

A framework was created to stimulate development and the reuse of vacant land and buildings within the Blackness General Economic Development Area. All proposals for development in the area are considered against the approved design framework and must demonstrate how the development will support the regeneration of Blackness. The framework intends to strengthen and enhance the strong sense of place and heritage links of the area by introducing further land uses to create a successful place to invest, work, live and visit.

Dundee Wider Waterfront Strategic Development Area/National Development

The £1.6 billion transformation of Dundee's Waterfront encompasses 240 hectares of land stretching 8km alongside the River Tay. This wider area is divided into the following focused zones: Dundee Port, City Quay, Central Waterfront, Seabraes, Riverside Business Area and Nature Park, and the Michelin Scotland Innovation Parc. This national development includes reusing land on and around the Dundee Waterfront to support the lifelong health and wellbeing of communities, deliver innovation and attract investment. As the development progresses it will be important to support sustainable and active transport options and to build in adaptation to future climate risks.

Site Planning Briefs

Site Planning Briefs are prepared by the Council in consultation with local communities and interested parties to provide site specific guidance to developers and others regarding the development of potential sites. These have been historically implemented in residential developments and to bring vacant buildings back into use.

City Centre Strategic Investment Plan 2050

In response to the challenges facing Dundee's city centre, a long-term strategic investment plan was approved at Committee during the summer of 2023. The plan involved significant periods of research, development, external consultant collaboration, cross-sector collaboration, and stakeholder consultation over a number of years. This approach aligns with NPF4's Place Principle requirement. The plan also adopts a design-led approach and aims to create a more thriving, connected, liveable, city centre and to increase the opportunities for employment, leisure, tourism, and residential uses. The external consultant also produced a masterplan for the city centre which incorporates aspects of local living including active travel connectivity and affordable housing.

Dundee Retail Study 2023

The 2023 Retail Study includes an analysis of the provision of corner shops in terms of walking from home to the nearest shops. The study demonstrated that outer west and northwest Dundee were the least well served areas.

Findings from the study suggested that the next LDP should support quality upgrades and refurbishment of some convenience floorspace in the City Centre and District Centres, together with support for some additional new neighbourhood shops in 20-minute catchment areas where needs are identified.

The review identifies potential locations for additional small scale convenience store provision based on planned housing expansion in Dundee. Sites could be included in the next LDP if

justified, to enhance 'local living'.

According to the study, Dundee is well provided-for in terms of the number and distribution of drive-through restaurants. The distribution of drive-throughs is mostly in retail parks and other out of centre sites. Many are along the A90 and cater for people driving along the route. Given these are generally located within industrial or business areas or require access to be taken over the busy A90 from housing areas, they do not contribute positively to the principles of local living.

Local Community Plans 2022 - 2027

Local Community Planning brings services and the community together at a local level in order to plan and deliver better services in that community. Local Community Planning Partnerships oversee the development and delivery of Local Community Plans for each Ward within the city. Local Community Plans contain a series of priorities and actions that services and community organisations have agreed to take forward in order to improve the services that local residents need and rely on to ensure that local priorities are being addressed. A Local Community Plan has been developed for each of the eight electoral wards. However, there is an expectation that the plans will be renewed and, if required, updated and republished annually with the engagement of the general public, partners and communities.

Local Place Plans

On a more place specific level, Local Place Plans provide an opportunity for communities to develop proposals for their local area, expressing their aspirations and ambitions for future change. Local Place Plans are covered in more detail through the initial summary of evidence for Policy 25 Community Wealth Building. Community Wealth Building helps us to be more aware of where goods and services come from and Local Place Plans can positively influence the delivery of 20 minute neighbourhoods in Dundee.

Draft Dundee Sustainable Transport Delivery Plan 2024-2034

This draft Plan covers the period 2024-2034 and outlines key strategic priorities and projects, including Active Freeways, school streets, and mobility hubs. Upon adoption, these initiatives will be integrated into the LDP review, including Liveable Neighbourhoods mapping and strategic planning, to ensure the creation of high-quality, sustainable places that meet the city's transport needs.

Dundee Liveable Neighbourhoods Strategy

As part of the preparation for the next Local Development Plan, our Planning team is developing a strategy to incorporate the 20-minute neighbourhood and local living concepts into policy. This aims to enhance service delivery and improve the quality of life for the residents of Dundee. The "Liveable Neighbourhoods" project seeks to provide early engagement and essential data for the upcoming Local Development Plan and to inform development management decisions. Within the context of the Dundee City Council area, the implementation of the 'Local Living and 20 minute neighbourhood' approach will result in people having access to the majority of daily needs within a 20 minute (round trip) walk, wheel or cycle from their homes.

Running from January 2022 to January 2025, the project aims to achieve the following strategic goals:

1. Develop a reliable spatial data tool for evidence-based decision-making.

2. Identify opportunities to create “Liveable Neighbourhoods” based on walking accessibility to local amenities.
3. Evaluate connectivity in upcoming growth areas and their access to services.

A GIS network analysis tool, using a 10-minute walk time as a metric is currently in development. The network-based calculation ensures that distances are more reflective of obstacles to walking and not an ‘as the crow flies’ measurement. Datasets have been identified through the Scottish Government’s Local Living and 20 minute neighbourhoods: planning guidance and engagement with various stakeholders. An interactive dashboard is being created to visualize and analyse the below aspects of the Local Living Framework in a Dundee context:



Figure 3: The Local Living Framework, which aligns with the Place Standard Tool and the Place and Wellbeing Outcomes (Source: Scottish Government)

The data is being utilized to better understand the settlement patterns, characteristics, and challenges of the eight wards in the city. As data becomes available or is updated, for example, ongoing open space audit network analysis data, this will be added to the tool to enhance reliability. The below table lists all data sources being integrated to contribute to a sufficient evidence base for meeting the aims of NPF4 Policy 15:

MOVEMENT	SPACE	RESOURCES	CIVIC	STEWARDSHIP
NATIONAL PUBLIC TRANSPORT ACCESS NODES (NAPTAN)	DCC GROUNDS MAINTENANCE	GEOLYTIX RETAIL POINTS	POLICE STATIONS, POLICE SCOTLAND	DCC GROUNDS MAINTENANCE
OS MASTERMAP HIGHWAYS NETWORK-ROADS, PATHS	OS MASTERMAP TOPOGRAPHY	OS MASTERMAP SITES	OS MASTERMAP SITES	SCOTTISH INDEX OF MULTIPLE DEPRIVATION
DCC CORE PATHS	OS MASTERMAP GREENSPACE	NHS INFORM SCOTLAND'S SERVICE DIRECTORY	HES SCHEDULED MONUMENTS	DCC BENCHES
TACTRAN ACTIVE TRAVEL AUDITS	DUNDEE PLAY SUFFICIENCY ASSESSMENT	DUNDEE SCHOOLS AND CATCHMENTS	DUNDEE OPEN DOORS PROGRAMME LOCATIONS	PLACE STANDARD TOOL
DUNDEE WALKING AND CYCLING INDEX 2023	DUNDEE OPEN SPACE AUDIT	SSEN TRANSMISSION ASSETS	HES LISTED BUILDINGS	DUNDEE COMMUNITY COUNCIL AREAS
DCC LIST OF PUBLIC ROADS	URBAN RELEAF CITIZEN SCIENCE PROJECT	HOUSING LAND AUDIT	DCC CONSERVATION AREAS	DCC RECYCLING FACILITIES
DRIVE DUNDEE ELECTRIC MAP	JAMES HUTTON INSTITUTE SOIL MAPS OF SCOTLAND	DCC COMMUNITY GARDENS AND ALLOTMENTS	CLIMATE RISK AND VULNERABILITY ASSESSMENT	
DCC PROPOSED ACTIVE FREEWAYS	HISTORIC ENVIRONMENT SCOTLAND HLA MAP	DCC GROUNDS MAINTENANCE	UNESCO CULTURAL CONTACTS DATABASE	
SPATIAL HUB CYCLE PATH NETWORK	NATURESCOT SITELINK	OPENSTREETMAP	DCC MONUMENTS AND SCULPTURES	
CYCLEHOOP HANGARS	VACANT AND DERELICT LAND SURVEY	DCC COMMUNITY CENTRES		
DCC CAR PARKS	DCC STREET LIGHTING	LOCAL AREA ENERGY PLAN		
TRANSPORT SCOTLAND BUS ACCESSIBILITY	LOCAL BIODIVERSITY ACTION PLAN	POST OFFICE BRANCH FINDER		
TRANSPORT SCOTLAND ROAD NETWORK AND TRAFFIC	SCOTLAND HABITAT AND LAND COVER MAP	DUNDEE LIBRARIES		
	SPORTSCOTLAND SPORTS FACILITIES	PUBLIC HEALTH SCOTLAND CARE HOME CENSUS		

Figure 4: Dundee's Liveable Neighbourhoods Data Tool sources

Demographics data is taken from National Records of Scotland and the Office for National Statistics.

The data required to inform the Liveable Neighbourhoods data tool is extensive and continuously under review. The Planning Team invites the identification and sharing of additional datasets that could help enhance our understanding of the accessibility of facilities and services for Dundee residents.

The table below identifies some data gaps and the challenges in sourcing/integrating them into the Liveable Neighbourhoods tool.

Data Gap	Reason
Grey open spaces	Lack of standardized definitions, fragmented datasets and a historic focus on green spaces over grey spaces. The dynamic nature of urban areas makes categorization difficult. However, satellite imagery and local knowledge will be used to identify grey open spaces in the formulation of the Open Space Strategy.
Restaurants/cafes/hotels	The Humanitarian layer of OpenStreetMap includes some of this information but it has not yet been through a ground-truthing process. The situation changes frequently and so a snapshot in time will be included as part of the Evidence Report submission.
Access to co working spaces	There is a lack of standardized classification for co-working spaces under traditional planning categories. They often fall into a grey area between “office” and “flexible working space” and there are varying definitions. The market is dynamic and smaller spaces may operate without formal registration. Consultation with local businesses in future LDP stages may help to identify key issues surrounding this topic.
Affordability of goods and services and consumer satisfaction	<p>Whilst data exists on the location of facilities and services, it is difficult to accurately determine the quality and affordability of goods and services they provide. There is a lack of information on the public’s perceptions and uses of the centres in Dundee.</p> <p>It is hoped that forthcoming Place Standard data and an analysis of existing market research will help to fill this gap.</p>

Review of previous engagement

As part of the Liveable Neighbourhoods project in December 2023, a review was conducted of previous engagement activities conducted by Dundee City Council. This review provided a deeper understanding of community needs, helped avoid redundancy, and ensured strategic alignment to maximize impact. Lived experience data was gathered from various sources, including Local Community Plans, Engage Dundee, Hello Dundee, Community Masterplans, and Regeneration Frameworks. This data will be used to develop locality profiles and create a foundation for collaboration in the next stages of the LDP process. Please refer to Appendix A for more details.

Our Local Community Plans 2022-27 for each Ward are still very much relevant and provide important insights into what change is required and the priorities of communities. Engage Dundee 2021 was an important engagement exercise highlighting key issues by Ward. 81.4% of respondents across all Wards felt that there is a range of facilities and amenities where they live e.g. community centres, libraries, shops, schools, chemists, health centres (see Appendix B).

Place Standard Survey

Information about service type and location is not enough to fully understand the situation and needs of Dundee's communities and therefore we must consider the quality, suitability, affordability and accessibility of services to a wide range of residents. Building on the extensive work done in preparing the current Local Development Plan, the planning team has been using the Place Standard tool to gather valuable local knowledge and insights from communities about their priorities and the specific challenges they face. An online version of the Place Standard survey was launched in April 2024 for a period of 18 weeks, with other formats available upon request. The results will be synthesized and aggregated in August 2024 and will be available for inclusion in the Evidence Report.

Key Agencies Group Pilot

The Key Agencies Group (KAG) are supporting Dundee City Council to adopt a place-based collaborative approach to development plan preparation. Using the Place Principle in practice, workshops have been undertaken to understand the strengths and opportunities for the Maryfield Ward, collectively map and analyse evidence, and develop a shared ambition for the future of the area. Outputs from this will be included in the Evidence Report submission.

Public Toilets

Section 15(2A) of the Town and Country Planning (Scotland) Act 1997 states that a local development plan is to include a statement of the planning authority's policies and proposals as to the provision of public conveniences. The below map shows all public toilets maintained by Dundee City Council within the city boundary. Information on opening times can be found [here](#).

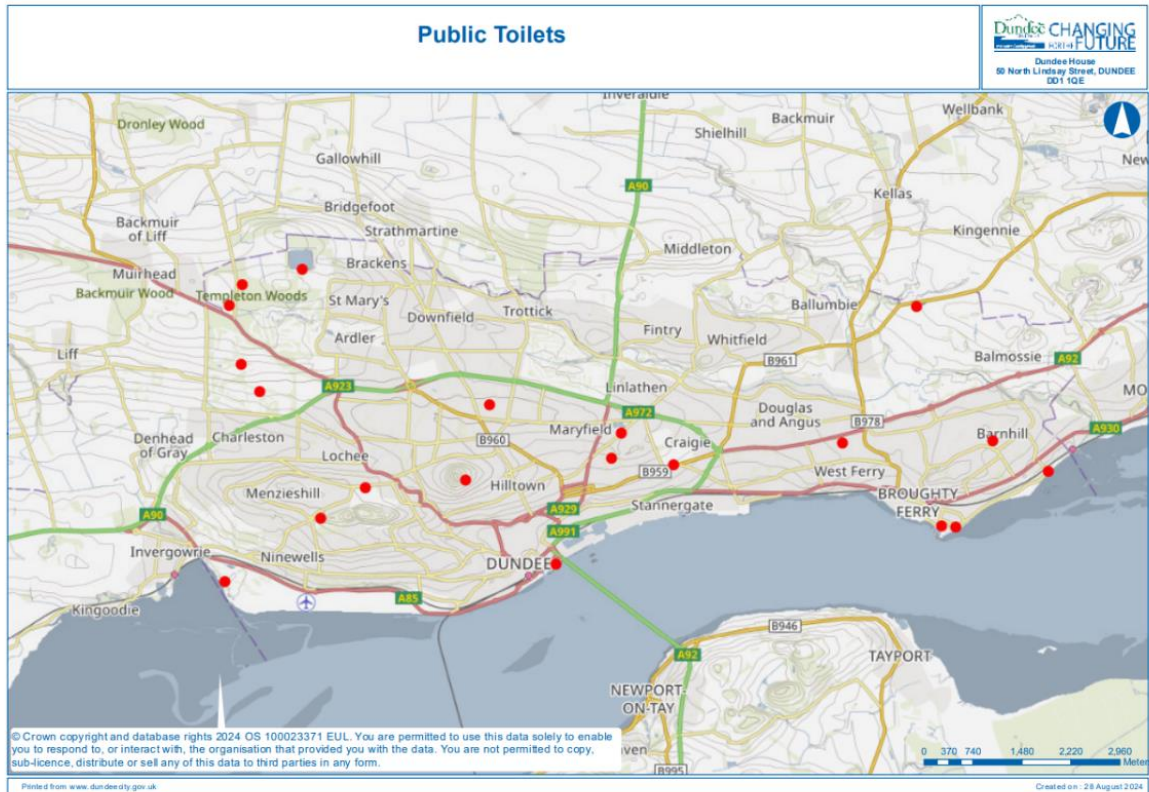


Figure 5: Public Toilets distribution Dundee

3.2. Policy 18- Infrastructure First

National Planning Framework 4

Policy 18 of the National Planning Framework 4 (NPF4) promotes an infrastructure first approach that encourages the facilitation and early adoption of infrastructure within placemaking. This approach intends to improve the quality and accessibility of infrastructure by responding to the needs of a place and its communities.

The policy sets out specific requirements for Local Development Plans (LDP) to support the integration of an infrastructure first approach:

- be informed by evidence on infrastructure capacity, condition, needs and deliverability within the plan area, including cross boundary infrastructure,
- set out the infrastructure requirements to deliver the spatial strategy, informed by the evidence base, identifying the infrastructure priorities, and where, how, when and by whom they will be delivered; and
- indicate the type, level (or method of calculation) and location of the financial or in-kind contributions, and the types of development from which they will be required.

Proposed plans should align with relevant national, regional and local infrastructure plans and policies and take account of the Scottish Government infrastructure investment hierarchy and sustainable travel and investment hierarchies in developing the spatial strategy.

Dundee Local Development Plan 2019

Dundee City Council's current LDP (2019) includes a range of policies which support the delivery and safeguarding of a broad range of infrastructure.

Policy 1: High Quality Design and Placemaking states that design and siting of development should respect the character and amenity of the place, create a sense of community and identity, enhance connectivity and incorporate creative approaches to urban design, landscaping and green infrastructure, appropriate to the local context and the scale and nature of the development.

Policy 10: Design of New Housing directs that the design and layout of new housing developments in Dundee should be of a high quality and contribute to creating places that respect and enhance the distinct character and identity of the different parts of the City.

All new housing developments 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 residential amenity and parking.

Policy 20: Funding of On and Off Site Infrastructure Provision principles guide the requirement for contributions and the preparation of the Developer Contributions Supplementary Guidance are developer contributions will be sought where a need for new or improved services, facilities or infrastructure has been demonstrated that relates directly to the requirements or impacts of a proposed development.

Policy 28: Protecting and Enhancing the Dundee Green Network states development proposals shall protect and enhance the Dundee Green Network by ensuring that development will not lead to the fragmentation of the existing network of green infrastructure.

New development should contribute to the Dundee Green Network where appropriate and as determined by the council, through the integration of green infrastructure in masterplans or development frameworks and the creation and/or improvement of green infrastructure within development sites or in the local area.

Policy 29: Outdoor Access and the Dundee Green Network will seek to safeguard, improve and extend the network of outdoor access routes, with particular emphasis on the Core Path network and routes identified in the Dundee Cycling Strategy which support the development of the Dundee Green Network.

Policy 30: Green Infrastructure Maintenance will apply planning conditions or Section 75 obligations to planning permissions to make suitable provision for the long-term maintenance of green infrastructure (including open space and landscaping associated with Sustainable Drainage Systems) in new housing developments.

Policy 37: Sustainable Drainage Systems states that surface water discharging to the water environment from new development must be treated by a Sustainable Drainage System (SuDS) except for single houses or where discharge is to coastal waters. Proposals will be encouraged to adopt an ecological approach to surface water management, ensure an appropriate level of treatment and exploit opportunities for the system to form an integral part of the Dundee Green Network through habitat creation or enhancement through measures such as the formulation of wetlands or ponds.

Policy 46: Delivery of Heat Networks policy proposes the new development should meet their heat demand through heat networks, by considering the feasibility to create or link into an existing energy centre and heat network or demonstrate the capability to progress towards this technology in the future.

Policy 47: Wind Turbines Proposals involving the production of energy by wind turbines will be supported subject to the Council being satisfied that there will be no unacceptable negative effects from wind turbines individually or cumulatively. The development of wind turbines should not have an adverse effect, either alone or in combination with other proposals or projects, on the integrity of any Natura site.

Policy 58: Digital Connectivity encourages developers to explore, in consultation with service providers, opportunities to provide digital infrastructure to new homes and business premises as an integral part of proposed development.

Infrastructure Investment Plan – 2021/22 – 2025/26

The Scottish Government's Infrastructure Investment Plan promotes a place-based approach for the provision of infrastructure. Through prioritising a place-based approach, the plan supports resilient and sustainable development for new spatial strategies that align with the plans further investment programme and principles.

The Scottish Government has produced a new investment hierarchy framework, that prioritises the redevelopment or repurposing of existing infrastructure above the development of new assets. The plan recommends that where an existing asset cannot be repurposed, a demonstrable

service need for a facility is required before the development of new infrastructure. This approach seeks to protect our environment and ensure value for money.

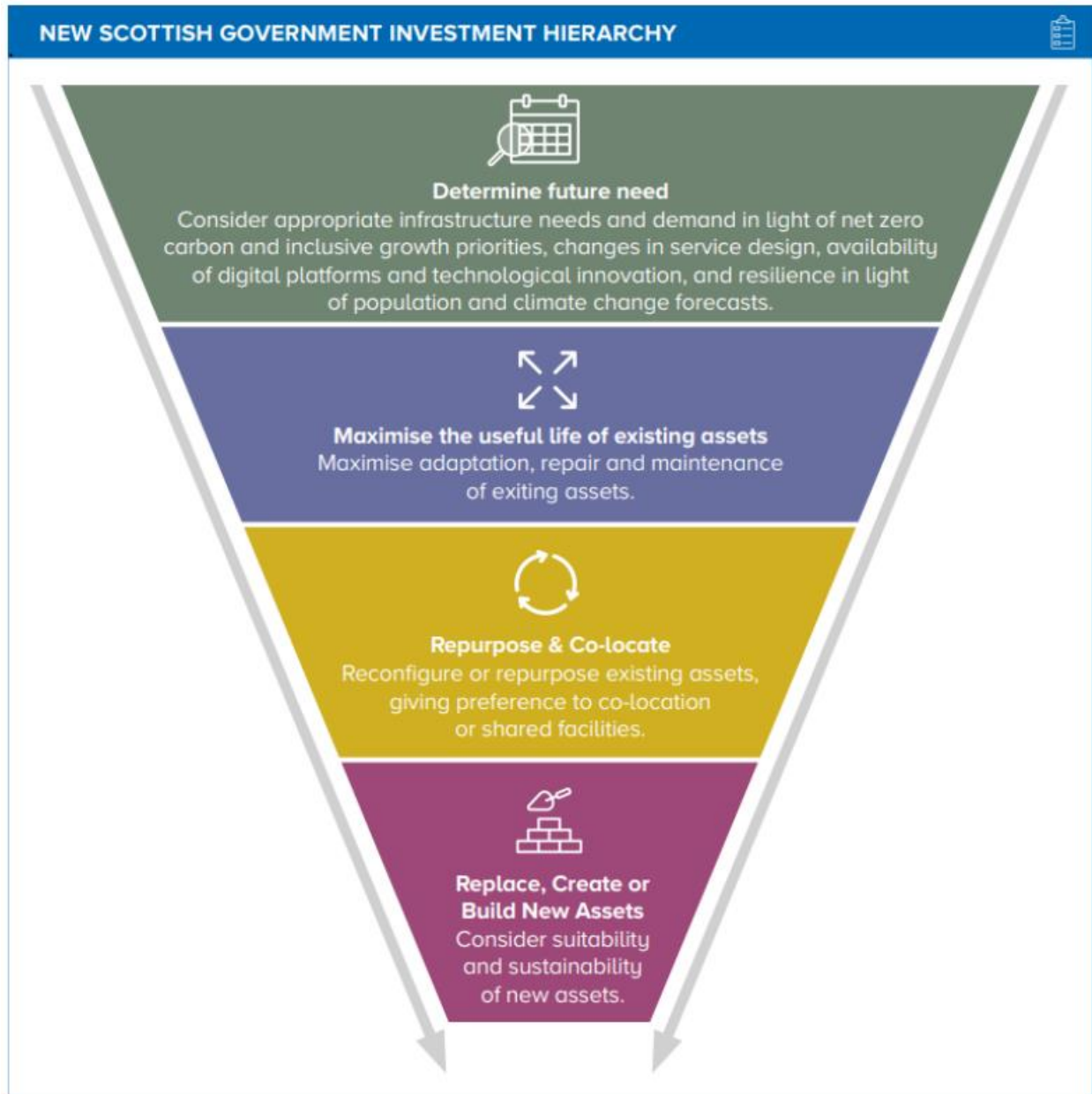


Figure 6: Scottish Government Investment Hierarchy

Tay Cities Region Economic strategy 2019 - 2039

The Tay Cities Region (TCR) is a collection of local authorities that cover East Central Scotland, made up of Angus, Dundee, Perth & Kinross and part of North Fife. The economic strategy sets out a regional strategy for proposed programmes and projects which relate to the City Deal investment agreement, that support economic growth within the region.

A focus of the Economic Strategy is to take a place principal (place-based) approach. Effectively ensuring that the principals of the economic strategy address and respond to the needs of those who live and work in a specific area, utilising existing resources, and creating strategies that are successful and sustainable.

The strategy notes that a more joined-up, collaborative, and participative approach to services, land and buildings, across all sectors within a place, enables better outcomes for everyone and increased opportunities for people and communities to shape their own lives.

Tay Cities Region Deal

The Tay Cities Region Deal prioritises the early adoption of digital infrastructure, highlighting the potential opportunity to secure over 6,000 quality jobs and 'lever' in £400 million of investment over 15 years.

Sustainable Energy & Climate Action Plan

In June 2019, the Council declared a Climate Emergency, recognising the serious and accelerating environmental, social and economic challenges faced by climate change.

To respond to these challenges, a partnership Climate Action Plan has been developed by Dundee City Council in collaboration with public, private and community organisations. The plan is part of the first set of actions to meet the target reductions (40%) in greenhouse gas emissions by 2030 and net-zero by 2045 or sooner.

The plan identifies energy, transport, waste and resilience as its main action plan themes. The plan details that placemaking has the opportunity to improve all four by prioritising collaboration within council infrastructure project at the pre-design stage.

The plan also details that Land Use Planning should identify, evaluate and decide on different options for the use of land, and the subsequent formulation and promulgation of plans or regulations that describe the permitted or acceptable uses.

National Transport Strategy 2

Transport is a large part of Dundee's infrastructure system. This National Transport Strategy 2 highlights that spatial planning can play a key role in addressing a number of challenges for our places but needs to be properly aligned with transport planning to realise its full potential. The places where we live, and work can have important impact on our health and wellbeing. As our land use has continuously evolved, some places have become less sustainable and would benefit from renewal and improvement.

The strategy outlines that development should not be located in areas that are hard to reach and not well served by public transport as this can result in long journeys to access shopping and work, therefore discouraging walking and cycling and encouraging more car use.

Dundee Liveable Neighbourhood Data Tool

The Liveable Neighbourhood Data Tool (as summarised in the previous section) will be particularly useful for demonstrating the needs Dundee's communities, allowing an informed infrastructure strategy to be developed and undertaken.

Dundee City Centre Strategic Investment Plan 2050

The City Centre Strategic Investment Plan 2050 was approved by committee in 2023, in response to the challenges facing Dundee's city centre. The long-term strategic investment plan

development was broadly collaborative, involving significant research, development, and consultation with a broad range of stakeholders.

The plan outlines a strategy to increase the vitality and liveability, of the city centre and to increase the commercial opportunities and employment, within leisure and tourism. There are significant opportunities for mixed-use development in and around Dundee's city centre.

A theme of the strategic plan is the importance of the infrastructure, and specifically active travel infrastructure. The plan identifies opportunities to provide active infrastructure that enhances public health, air quality and road safety, while supporting other sustainable transport systems.

Dundee Walking and Cycling Index 2023

The Dundee Walking and Cycling Index developed by Sustrans details that participation in walking, wheeling and cycling on a regular basis has decreased since 2021. There is clear demand for improved active travel infrastructure, with 62% of people agreeing that increasing the space for socialising, walking, wheeling and cycling on their local high street, would improve their local area.

The index notes that neighbourhoods should be places for children to thrive, and if we design neighbourhoods with children in mind, they will then work better for everyone else too.

Scotland's Learning Estate Strategy

The strategy outlines the Scottish Government's objective to develop a Learning Estate that supports excellence and equity for all. The Scottish Government intends to develop an estate that takes a place-based approach. Within the strategy an infrastructure first approach is echoed in its aims to create an education estate that meets the needs of all pupils, utilising existing infrastructure and creating more environmentally sustainable education environments.

Dundee Education Infrastructure

Infrastructure is a critical element of Dundee City education system. The LDP review process must consider the current quality, capacity and needs within education, allowing the council to take an 'infrastructure first' approach to education.

There are ongoing improvements and adaptations to education infrastructure across Dundee. Including a new build programme; refurbishments; planned maintenance works; cyclical upgrades; and an ongoing programme of general works.

The Harris Academy extension commenced in January 2023 and completed on programme and budget in December 2023. Development has been started onsite the new purpose-built Community Campus facility. Planning approval was gained in 2022, works with works starting in Spring 2023, with a planned completion in 2025.

In line with current Government guidance, Dundee City Development review the condition and suitability of each school. Barnhill, Craigiebarns and Eastern Primary Schools are all currently graded as C for condition. Works are being planned to improve these gradings and restore these schools to grade B. Planned works will include the following as appropriate - window replacement, roof replacement, toilet refurbishments, rewire and lighting upgrades, heating services upgrades etc. In the last year, this process of investment has recently restored the grade B status to St Ninian's Primary School and St Pius Primary School.

Core facts for condition and suitability are measured by Dundee City Council and reported to Scottish Government. Almost all our nurseries and schools are rated as good or satisfactory, with refurbishments planned to take place as necessary to maintain standards.

The planning capacity for schools is based on a standard formula using the Strathclyde Model to ensure a consistent approach across the school estate.

The total capacity across the primary estate is 13,261 pupils. At present 10,059 spaces are used, which represents an occupancy level of 76%. The total capacity across the secondary estate is 9,518 pupils. At present 8,213 spaces are used, which represents an occupancy level of 86%.

There are five primary schools with an occupancy level greater than 95% and three secondary school with an occupancy level greater than 95%. Each of these schools has a significant number of pupils from outside catchment, ranging from 20% to 61%.

The existing council estate strategy of existing schools and associated infrastructure, supports an 'infrastructure first' approach as outlined by NPF4 policy 18 and the Scottish Governments infrastructure investment hierarchy.

School Name	Sector	Planning Capacity	Roll	Occupancy	Living in Catchment	Outside Catchment	% In Catchment	% Outside Catchment
Ancrum Road	Primary	451	318	71.00%	179	139	56.00%	44.00%
Ardler	Primary	267	110	41.00%	73	37	66.00%	34.00%
BallumbiePrimary	Primary	676	398	59.00%	288	110	72.00%	28.00%
Barnhill	Primary	534	402	75.00%	325	77	81.00%	19.00%
Blackness	Primary	342	329	96.00%	129	200	39.00%	61.00%
CamperdownPrimary	Primary	338	228	67.00%	158	70	69.00%	31.00%
Claypotts Castle	Primary	500	348	70.00%	293	55	84.00%	16.00%
Cleington	Primary	574	401	70.00%	283	118	71.00%	29.00%
Craigiebarns	Primary	367	301	82.00%	135	166	45.00%	55.00%
Craigowl	Primary	434	314	72.00%	202	112	64.00%	36.00%
Dens Road	Primary	292	239	82.00%	125	114	52.00%	48.00%
Downfield	Primary	434	302	70.00%	145	157	48.00%	52.00%
Eastern	Primary	459	388	85.00%	157	231	40.00%	60.00%
Fintry	Primary	434	368	85.00%	193	175	52.00%	48.00%
Forthill	Primary	651	491	75.00%	364	127	74.00%	26.00%
Glebelands	Primary	432	356	82.00%	178	178	50.00%	50.00%
Longhaugh	Primary	371	260	70.00%	128	132	49.00%	51.00%
Mill of Mains	Primary	317	277	87.00%	189	88	68.00%	32.00%
Our Lady's RC	Primary	245	239	98.00%	183	56	77.00%	23.00%
Rosebank	Primary	278	295	106.00%	181	114	61.00%	39.00%
Rowantree	Primary	434	299	69.00%	230	69	77.00%	23.00%
Sidlaw View	Primary	440	214	49.00%	141	73	66.00%	34.00%
St Andrew's RC	Primary	484	461	95.00%	347	114	75.00%	25.00%
St Clement's RC	Primary	288	209	73.00%	160	49	77.00%	23.00%
St Fergus RC	Primary	367	167	46.00%	74	93	44.00%	56.00%
St Francis RC	Primary	392	311	79.00%	246	65	79.00%	21.00%
St Joseph's RC	Primary	367	356	97.00%	179	177	50.00%	50.00%
St Mary's RC	Primary	300	282	94.00%	204	78	72.00%	28.00%
St Ninian's RC	Primary	308	250	81.00%	173	77	69.00%	31.00%
Ss Peter and Paul RC	Primary	341	348	102.00%	223	125	64.00%	36.00%
St Pius' RC	Primary	242	156	64.00%	125	31	80.00%	20.00%
Tayview	Primary	660	440	67.00%	270	170	61.00%	39.00%
Victoria Park	Primary	242	202	83.00%	97	105	48.00%	52.00%
BaldragonAcademy	Secondary	1100	881	80.00%	718	163	81.00%	19.00%
BraeviewAcademy	Secondary	1058	704	67.00%	608	96	86.00%	14.00%
Craigie High School	Secondary	1050	725	69.00%	531	194	73.00%	27.00%
Grove Academy	Secondary	1370	1347	98.00%	1077	270	80.00%	20.00%
Harris Academy	Secondary	1309	1338	102.00%	1066	272	80.00%	20.00%
MorganAcademy	Secondary	1065	942	88.00%	697	245	74.00%	26.00%
St John's RC High School	Secondary	1261	1279	101.00%	979	300	77.00%	23.00%
St Paul's RCAcademy	Secondary	1305	997	76.00%	905	92	91.00%	9.00%
Kingspark School	Special	172	180	105.00%				
Rockwell OES	Special	51	31	61.00%				

Figure 7: School Capacities, Rolls and catchment status as of September 2023 (reported January 2024)

Infrastructure Levy for Scotland – Discussion Paper

Scottish Government are currently in the process of developing an additional infrastructure levy. The Planning (Scotland) Act 2019 (“the 2019 Act”) provides powers for the Scottish Ministers to make regulations to introduce an Infrastructure Levy, which is a charge payable to a local authority on development within an authority’s control, to be spent on the provision of infrastructure.

This is intended to provide an additional stream of funding for infrastructure which is needed to support growth on a wider scale than individual developments. The Programme for Government 2023-24 committed to implementing new infrastructure levy regulations by Spring 2026 – in advance of the next Scottish Parliament election. The infrastructure levy powers in the 2019 Act are subject to a “sunset clause”, meaning that they will lapse if regulations establishing the levy are not made by July 2026.

Throughout the LDP review development it is critical to monitor the development of the Scottish Infrastructure Levy to inform policy development.

Dundee Major Development and Infrastructure

The DPEA evidence review guidance details that within the review process the infrastructure of a district should be reviewed, including communications, transport, drainage systems, water and energy, health care and education facilities.

Within NPF4 it is detailed that the regeneration of the Dundee Waterfront has demonstrated the potential to make sustainable use of urban coasts. As outlined by NPF4, Dundee are making progress to repurpose disused sites, including the development of a new innovation park on the former Michelin site. NPF4 also detailed the Eden project as an upcoming key project within Dundee. The Eden project recently received planning permission on the site of the former Dundee gas works. The Eden Project demonstrates an Infrastructure First approach utilising an existing brownfield site, enhancing existing infrastructure and improving opportunities for access and connectivity in the east of the city centre.

SSEN Transmission- Pathway to 2030 and Beyond 2030 National Blueprint

This work refers to upgrades and reinforcement to the Transmission part of the electricity network which SSEN Transmission will be responsible for delivering as the licensed Transmission operator for Dundee City and the surrounding Tayside region.

To support the forecast of energy needs and the change in energy generation mix beyond 2030, in particular the requirements to export power from offshore wind, a new high capacity electrical spine running from the North East of Scotland through to the North West of England is recommended (Beyond 2030 National Blueprint, 2024). For the ‘North of Scotland’ region, the recommendation for a new electrical spine is at an early stage of development.

SSEN Networks Maps

These maps show the locations of grid supply points and substations in Scotland with indications of the network’s capability and potential opportunities to connect to the network. The Milton of Craigie Substation is classified as constrained meaning that the network does not have the capacity to transport electricity required or produced from a new connection.

SSEN Transmission are developing proposals to replace and upgrade Dundee’s high voltage electricity network. They are embarking on a major new substation development at Stannergate to reinforce the existing Dundee City 132kV transmission network as a replacement for Dudhope

which is approaching the end of its life and also to support the electrification of Scotland's railway network.

Electricity grid constraints may affect land use planning in terms of where housing and other new building development will be allocated, their phasing, and capacity for heat pumps and other zero and low carbon heating installations. Liaison and close working with SSEN in preparing the evidence report will help reduce risks from constraints. Further electricity network evidence is summarised in the Climate Change, Mitigation and Adaptation Topic Paper.

Gas

The gas network is operated and maintained by Scotland Gas Networks (SGN). The future of the gas network is currently uncertain due to decarbonisation and given the ban on gas heating systems in all new development, this isn't likely to be something we need to plan for. Safeguarding existing infrastructure will be required as well as monitoring key developments including the potential transition to the supply of hydrogen.

Sustainable Transport Delivery Plan 2024 – 2034

The Sustainable Transport Delivery Plan outlines a plan to support a transport hierarchy which priorities in this order, active forms of transport, public transport, taxis & shared transport and finally private vehicular transport.

The DCC Sustainable Transport paper comprehensively details the influence of this plan, regarding the sustainable transport system in more detail.

Outlined within the plan are the current public charging infrastructure for EV charging in Dundee. At present, the charging infrastructure deployed in Dundee can support 11.4% of the city's vehicles being electric. There are currently estimated to be 56 publicly available rapid chargers in the city and 134 fast chargers. The table below shows the expected increase in electric vehicles to 2045 and corresponding requirements for charging infrastructure.

Year	Number of Vehicles	% of Total Vehicles	Required charging posts		
			Rapid chargers (Public)	Fast chargers (Public)	Home chargers (Private)
2025	9,507	15%	48	148	4,716
2030	27,252	43%	136	426	13,521
2035	45,631	72%	228	714	22,641
2040	57,673	91%	288	903	28,615
2045	63,377	100%	317	992	31,446

Figure 8: Sustainable Transport Delivery Plan 2024 – 2034 (Projected EV Charging in Dundee)

Within the Delivery a number of upcoming Sustainable infrastructure projects have been outlined within table below, demonstrating £230M of investment into transport infrastructure that are intended to be delivered across the next 10 years.

Short: 1-3 years	Medium: 4-6 years	Long Term: 7-10 years	
Action	Indicative Cost	Potential Funding Partners	Delivery Timescale
Broughty Ferry to Monifieth Active Travel Improvements	£19M	Sustrans Places for Everyone Programme Fund	Short term
Union Street Transformation	£3M	Sustrans Places for Everyone Programme Fund	Short term
Magdalen Green Pedestrian/ Cycle Bridge	£4.5M	Transport Scotland Active Travel Transformation Fund	Short term
St. Leonards Park Regeneration	£6M	Sustrans Places for Everyone Programme Fund, Scottish Water and NatureScot	Short term
Cycle Parking & Storage Infrastructure	£0.75M	Transport Scotland Cycling, Walking, Safer Routes Fund, Cycling Scotland	Short term
20mph zones	£0.5M	Transport Scotland Cycling, Walking, Safer Routes Fund	Short Term
School Streets	£0.25M	Transport Scotland Cycling, Walking, Safer Routes Fund	Short Term
On-street Electric Vehicle Chargers Expansion	£1M	Transport Scotland – Electric Vehicle Infrastructure Fund	Short term
Bell Street Low Carbon Transport Hub	£1.6M	Department for Transport Levelling Up Fund	Short term
Lochee Road Bus Priority Corridor	£15M	Transport Scotland Bus Partnership Fund	Medium term
Forfar Rd / Pitkerro Rd Bus Priority Corridor	£15M	Transport Scotland Bus Partnership Fund	Medium term
Arbroath Road Bus Priority Corridor	£15M	Transport Scotland Bus Priority Partnership Fund	Medium term
East End Campus Active Travel Route Improvements	£11M	Transport Scotland Active Travel Transformation Fund	Medium term
Ninewells Campus Active Travel Route Improvements	£2M	Transport Scotland Active Travel Transformation Fund	Medium term
Western Gateway Active Travel Route Improvements	£6M	Transport Scotland Active Travel Transformation Fund	Medium term
Lochee Road Active Freeway	£24M	Transport Scotland Active Travel Transformation Fund	Medium term
Macalpine Road Active Freeway	£1.6M	Transport Scotland Active Travel Transformation Fund	Medium term
Arbroath Road Active Freeway	£20M	Transport Scotland Active Travel Transformation Fund	Medium term
Hawhill Active Freeway	£10M	Transport Scotland Active Travel Transformation Fund	Long term
Harefield – Strathmore – Dens Road Active Freeway	£20M	Transport Scotland Active Travel Transformation Fund	Long term
Pitkerro Road Active Freeway	£10M	Transport Scotland Active Travel Transformation Fund	Long term
Kingsway Junctions Bus Priority	£15M	Transport Scotland Bus Partnership Fund	Long term
Total	£230M		

The projects identified in this delivery plan are at varying stages of development and cost estimates will be confirmed following completion of detailed design work. Delivery timescales are dependent on national funding awards and not all projects are certain to secure grant funding. Indicative costs presented are based on 2023 prices.

Figure 9: Sustainable Transport Delivery Plan 2024 - 2034 (Dundee Infrastructure Delivery Plan Summary)

Upcoming Significant Transport Infrastructure Projects

There are a range of infrastructure projects in Dundee and across bordering local authorities, either in development or expected to begin construction within the near future.

These include infrastructure improvement works proposed to the Aberdeen to Central Belt consisting of a suite of enhancements to transform the route between Aberdeen and Perth to improve journey time, resilience and freight capacity. It comprises a series of infrastructure upgrades including signal enhancements, station works (at Aberdeen, Dundee, Montrose and Arbroath) and new freight loops specific to enable the operation of more and faster trains on the same route. Approval in Principle design is underway (Spring 2024) and an Outline Business Case is being prepared for presentation to Transport Scotland’s Investment Decision Making Board in 2024.

A package of enhancements are currently being recommended to IDM which will involve enhancements to Dundee Station, to improve the flow of passenger and freight services through the station.

There are maintenance, repair and removal works proposed to the Trunk Road network that include:

- A972 Pitkerro Road Footbridge (repairs and removal of temporary propping)
- A90 Strathmartine Road Footbridge (repairs)
- A90 Old Glamis Road footbridge (repairs)

- A90 Kingsway Footbridges (maintenance)
- Swallow roundabout development ongoing (maintenance)
- A90 Forfar Road /Kingsway (remodelled / revised traffic signals)
- A90 near to Morrisons (maintenance)

Springfield Properties are in the process of delivering a sizeable residential development, known as the Western Gateway / Dykes of Gray Villages. Their proposals came forward as three separate planning applications in 2015 and 2016 and comprise in total circ. 700 dwellings. As part of the planning permissions, the developer is obligated to deliver junction improvements at the Swallow Roundabout to address the impact of this development on the trunk road network and to enable the creation of safe pedestrian and cycle across the roundabout. These works were required to be delivered by the occupation of the 270th dwelling. The developer secured planning permission for these works to the roundabout in 2015 and renewed in 2018, with the developer implementing the consent.

Water Fountains and refill stations

There are currently only two water refill stations in Dundee as outlined by Scottish Water. These are located in Slessor Gardens and the Murraygate in the city centre. These are mapped by Scottish Water in the [Top Up Map](#).

Dundee Council Public Toilets

There are currently 20 public toilets that are maintained by Dundee City Council. Two of which are currently awaiting repair. These are listed within Appendix C.

Dundee City Council EV Charging locations

The map below outlines the locations of Dundee City Councils publicly accessible EV charging stations. This map does not include commercial charging stations that are publicly accessible or privately owned locations.

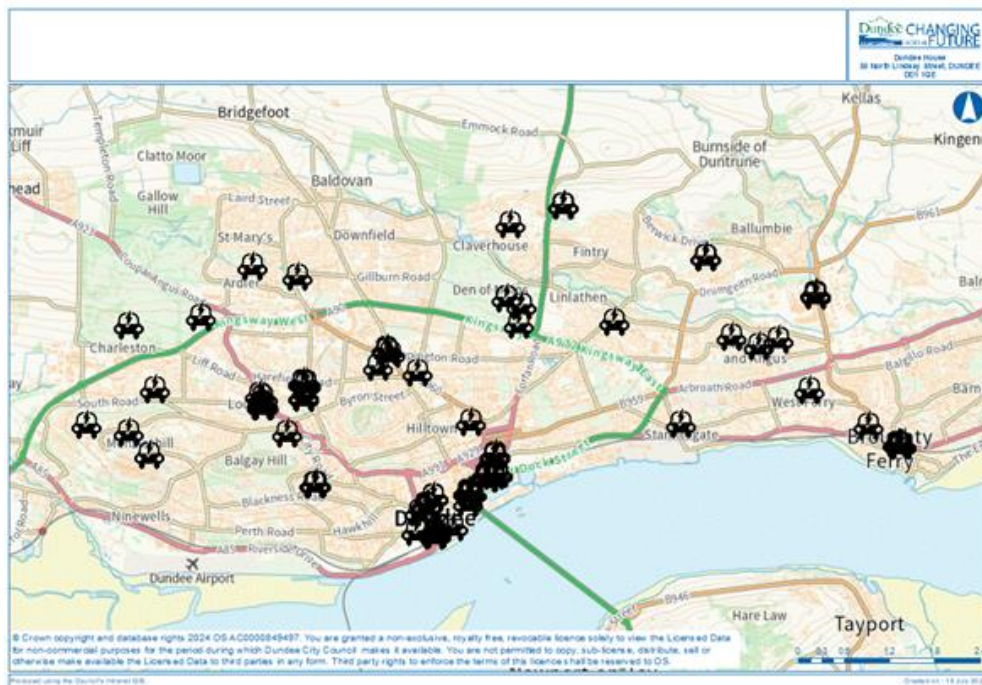


Figure 10: Dundee City Council Electric Vehicle Parking

3.3. Policy 24- Digital Infrastructure

National Planning Framework 4

NPF4 details that the development of digital infrastructure is fundamental to the growth of liveable places across Scotland. Digital infrastructure is critical to a sustainable and inclusive future.

Policy 24 recognises the importance to encourage, promote and facilitate the roll out of digital infrastructure across Scotland to unlock the potential of all our places and economies.

Successful outcomes of the policy will support the continued investment and delivery in high quality digital infrastructure. It is outlined that digital infrastructure is key to Scotland's economic future creating a more resilient and innovative commercial environment. Digital infrastructure will enhance connectivity, facilitate more sustainable ways of living, support flexible ways of working, whilst improving access to health and social care.

NPF4 Policy 24 emphasises that Local Development Plans should support the delivery of digital infrastructure, including fixed line and mobile connectivity, particularly in areas with gaps in connectivity and barriers to digital access.

Dundee Local Development Plan 2019

Dundee City Council's current [Local Development Plan 2019](#) (LDP) includes Policy 58 Digital Connectivity. The policy looks to integrate digital infrastructure into the existing natural and built environment in a manner that is sensitive to the surrounding area.

Policy 58 encourages developers to explore, in consultation with service providers, opportunities to provide digital infrastructure to new homes and business premises as an integral part of proposed development.

A Changing Nation: How Scotland Will Thrive in a Digital World (2021)

This document outlines the Scottish Government's strategy to ensure that the country fulfils its potential within an evolving digital world, part of which is proactively delivering and supporting digital infrastructure across Scotland.

The strategy highlights the importance to develop a digital infrastructure that is accessible to all. As our social, civic and commercial services become digitalised, it is imperative to ensure that we do not exclude the least advantaged in our society, through digital exclusion.

It is demonstrated within the report that there is opportunity to capitalise on the digital transformation to create new jobs in industries with long term growth potential, to ensure that the way we work post pandemic is sustainable, and contributes to increased productivity, improved resilience and economic recovery. There is further opportunity to develop public services that are straightforward and accessible to all. Whilst enabling digital capability plays a key role in education establishing a strong, digitally skilled workforce.

Reaching 100% (R100)

Reaching 100% (R100) is a funding scheme provided by Digital Scotland, that funds the delivery of faster broadband, to premises within Scotland that do not have access to 'superfast' broadband. The scheme intends to create a national infrastructure network, that enables Scotland to capitalise on emerging digital economies and ensuring access to 'superfast' broadband is equal.

Investment has been distributed via direct funding to network operators and a Scottish Broadband Voucher Scheme. As of April 2040, £600m has been invested via the Scottish Government's R100 programme, with 70% of premises connected through R100 contracts being in rural area.

Connected Nations (2023)

The Connected Nations Scotland Report (2023) details the current provision of digital infrastructure within Scotland including, full-fibre, fixed wireless access and 5G networks. The report found that digital connectivity is significantly improving across Scotland.

Despite improvement, it is noted that there are challenges faced when delivering digital infrastructure within rural areas. Traditional technologies are often found to be either not effective or economically viable within rural areas. As Dundee is broadly considered an urban environment these issues are not prevalent.

The report demonstrates that individual data demands are increasing, at a significant rate. The average monthly data usage, via a fixed network connection is 542 GB per connection, up from 482 GB last year.

The report has published figures demonstrating the growth of digital infrastructure roll out, however, Ofcom continues to publish quarterly figures within an interactive report which contains more up to date data.

Connected Nations Spring 2024: Interactive Report

Ofcom's Connected Nations Spring 2024 Interactive Report demonstrates the quality of digital infrastructure provision within the City of Dundee. The table below demonstrates the urban average coverage across both 4g and 5g mobile networks. When compared to the national and UK averages Dundee has above average levels of coverage for both 5G and Full-Fibre networks.

Location Coverage	4G (At least one MNO)	4G (All MNO)	5G (At least one MNO)	5G (All MNO)	Full-Fibre
UK (Urban)	100%	97%	82%	8%	64%
Scotland (Urban)	100%	97%	82%	10%	62%
Dundee	100%	100%	97%	14%	77%
Aberdeen	100%	96%	85%	9%	88%
Edinburgh	100%	93%	84%	22%	76%

Figure 11: Connected Nations, Spring 2024 (mobile coverage)

The table below shows the percentage of coverage of Dundee's fixed broadband speeds. When compared to the national average Dundee's fixed broadband speeds are higher. This is more significant when comparing higher speed connections gigabit capability and full fibre connections.

Speed	Dundee	Scotland
<10 Mbit/s	0%	2%
>= 10 Mbit/s	100%	98%
>= 30 Mbit/s	99%	95%

>= 100 Mbit/s	95%	74%
>= 300 Mbit/s	94%	73%
Gigabit Capable	93%	73%
Full Fibre	77%	57%

Figure 12: Connected Nations, Spring 2024 (fixed broadband coverage)

Tay Cities Region Economic Strategy 2019-20

A key theme of the strategy is digital connectivity. Dundee's current levels of connectivity have been highlighted as a current strength. The plan details that local authorities should keep pace with evolving technologies, in terms of investment, skills and capacity.

Scottish 4G Infill Programme

The Scottish 4G Infill Programme looks to support the delivery of the 4G LTE networks across Scotland in locations where there is no existing 4G LTE coverage. As there is full 4G LTE coverage (100% All MNO) across Dundee this policy paper is not relevant.

Shared Rural Network

The Shared Rural Network (SRN) is a UK government strategy to provide 4G coverage to 95% of the UK landmass by the end of 2025. The SRN includes a joint investment by EE, O2, Three and Vodafone, which guarantees coverage to 280,000 premises and 16,000km of roads across rural parts of the UK. This strategy is not relevant to Dundee due to existing full 4G LTE coverage (100% All MNO).

3.4. Policy 32: Aquaculture

National Planning Framework 4

The National Planning Framework Policy 32. Aquaculture intends to “encourage, promote and facilitate aquaculture development and minimise any adverse effects on the environment, including cumulative impacts. Planning should support an aquaculture industry that is sustainable, diverse, competitive, economically viable and which contributes to food security, whilst operating with social licence, within environmental limits and which ensures there is a thriving marine ecosystem for future generations.”

Local Development Plan 2019

LDP 2019 does not contain a policy that directly relates to Policy 32, Aquaculture.

Marine Scotland Planning & Location Guidelines, and National Marine Plan (Map)

The National Marine Plan demonstrates that Dundee is not designated as a location for marine fish farms as of April 2024. The Marine Scotland Planning & Location Guidelines are not relevant to the proposed plan as there are no finfish farms located within or close to Dundee City.

Finfish Aquaculture Sector Plan (SEPA)

The Finfish Aquaculture Sector Plan looks to protect and improve the environment in a way that benefits health and wellbeing, whilst creating sustainable economic growth.

Shellfish Water Protected Area

The GIS data is not relevant to the proposed plan as there are no Shellfish waters protected within or close to the Dundee City.

Scottish Coastal Observatory Data

The Scottish Coastal Observatory Data are not currently relevant to the proposed plan.

3.5. Policy 33: Minerals

National Planning Framework 4

NPF4 Policy 33 supports the sustainable management of resources and minimise the impacts of the extraction of minerals on communities and the environment. NPF4 details that LDPs should “support a landbank of construction aggregates of at least 10-years at all times in the relevant market areas, whilst promoting sustainable resource management, safeguarding important workable mineral resources, which are of economic or conservation value, and take steps to ensure these are not sterilised by other types of development.”

Local Development Plan 2019

LDP 2019 does not contain a policy that directly relates to Policy 33, Minerals.

Dundee Minerals and Quarries

Although Dundee has in the region of fifty inactive quarries, either abandoned, filled or partially filled it has no current active quarries. Angus Council has an active quarry in close proximity to the boundary of Dundee, Breedon Ethiebeaton Quarry.

Aggregate Minerals Survey 2019

The Scottish Aggregate Mineral Survey collects data on the national and regional sales, inter-regional flows, transportation, consumption and permitted reserves of primary aggregates. Producing information that is primarily used by Government, Planning Authorities, industry and environmental interest groups. The data produced informs the development of minerals policy in respect to the production, movement and consumption of aggregates.

Dundee City Council forms part of the Tay Area market region, along with Perth & Kinross Council and Angus Council.

As of 2019 the Tay Area had an estimated 2,650,000 tonnes of primary aggregate reserves resulting in a 9-year maximum supply, at 2019 sales levels (Table 15a). This figure does not meet the demands of policy 33.

4. Implications for the Proposed Plan

Policy 15- Local Living and 20 minute neighbourhoods

Incorporating the 20 Minute Neighbourhood concept into the forthcoming Local Development Plan is a key priority set out in the Dundee City Council Plan 2022-2027. It is recognised that a largely urban area like Dundee already has many of the components required to deliver the principles of local living. However, effective implementation can only be achieved by having a robust understanding of the diverse nature of neighbourhoods. The approach to local living is a culmination of a range of policy areas and planners cannot achieve this in isolation. It requires buy-in from stakeholders such as health care providers, education services, developers and housebuilders, local people, and community groups.

It is recognised that delivering the key elements of Local Living will pose several challenges, including funding and resourcing of services and facilities. Placemaking will play a fundamental role in delivering this aspiration whether through individual planning applications or wider masterplans. Embedding the principles of local living within masterplans allows essential facilities like shops, community facilities and schools to be provided from the outset and delivered at the development management stage. Development which makes efficient use of land including achieving appropriate densities should be supported. Large housing developments in areas which do not have easy access to employment, schools, goods and services will not be supported unless these facilities are delivered. Provision for community facilities should be considered according to local need as evidenced through community engagement and assessed against existing provision in areas where there is no, limited or inaccessible provision.

In the preparation of the Proposed Plan, we will:

- Consider key design principles and/or development briefs on key sites to support a tailored approach.
- Consider future masterplan requirements for longer term growth areas.
- Consider place-based opportunities for new development sites and incorporate outcomes from other strategies and evidence to support the Local Living principle. This should include early engagement with communities and key stakeholders.
- Consider restricting further drive-through development where non-conductive to local living principles (i.e. inaccessible within a 10-minute walk or cycle).

Data is of particular importance to inform decisions about whether to carry forward previous allocations from preceding LDPs, depending on whether allocated housing sites are within a 10-minute walking distance of core facilities. In the event where the only suitable sites are out with sufficient walking distances, but within sufficient cycling distances, there may be a requirement to secure contributions towards cycling infrastructure accordingly between new residential development and the facilities at hand. The Design of New Housing standards set out in Appendix 4 and Policy 10 of the current LDP may require to be revised to ensure that new housing contributes to creating liveable places.

There are many connections between this policy theme and other evidence. For example, delivering walkable neighbourhoods with integrated blue and green infrastructure will help to reduce car travel contributing to the climate and nature crises. Community wealth building implications are set out further in the Design, Quality and Place topic paper. There are key linkages between keeping wealth within communities and promoting local businesses and services within walking distance of homes.

The LDP will include a statement of the planning authority's policies and proposals as to the provision of public conveniences. This will take into consideration that public conveniences are a vital facility, both for local people (especially for women, families, disabled people and older people) and visitors to an area. The approach in the spatial strategy to public convenience provision could usefully align with wider policies relating to local living and town centres. A statement of the planning authority's policies and proposals as to the provision of water refill locations will also be included.

In conclusion, the strategy for promoting local living in Dundee will involve aligning various policy areas to work cohesively across the city's diverse neighbourhoods. By concentrating on the integration of policies such as improving infrastructure, encouraging mixed-use developments, incorporating green spaces, enhancing public transportation, and strengthening community involvement, Dundee can effectively achieve the objectives set out in NPF4.

Policy 18 – Infrastructure First

NPF4 supports development that encourages the facilitation and early adoption of infrastructure within placemaking. This approach intends to improve the quality and accessibility of infrastructure by responding to the needs of a place and its communities.

Infrastructure has been reviewed across a range of topic papers produced by Dundee City Council. Within the Local Living and Infrastructure First topic paper, education and digital infrastructure has been reviewed.

The proposed LDP should support place-based infrastructure investment, focusing on delivery outcomes. An infrastructure first approach puts infrastructure considerations at the heart of spatial planning. Becoming an integral part of the plan preparation process, from the outset. This requires the plan to be constructed upon a robust evidence base, which includes infrastructure capacity and condition. Infrastructure considerations should inform site selection, rather than infrastructure responding to predetermined sites. Where possible and appropriate infrastructure needs should be identified, outlining the current conditions, and detail how and by whom infrastructure development will be delivered by.

Developer obligations should be considered and where it is appropriate, it is necessary to detail the type of infrastructure, its location and level that developer contributions will be considered. Where it is required, sites should be safeguarded for critical infrastructure within the proposed plan.

The council's existing Developer Contribution Supplementary Guidance will be reviewed and integrated where appropriate. Allowing developer contributions to be sought where a need for new or improved services, facilities or infrastructure has been demonstrated that relates directly to the requirements or impacts of a proposed development.

Policy 24 - Digital Infrastructure

As our digital reliance increases our networks will need to evolve with the growing demand and emerging technologies. As we become more reliant on digital infrastructure whether at home, school or at the workplace it is important that digital infrastructure is of a high standard, accessible and inclusive.

Dundee is receiving significant investment in both the mobile and fixed broadband networks of the city. Investment has supported the wide-ranging roll out of both full-fibre broadband and 5G networks across the Dundee. Despite Dundee having a comprehensive digital infrastructure network, it is critical to continue to encourage developers and service providers to provide digital infrastructure to new homes and business premises as an integral part of the local development plan review.

Policy 32 – Aquaculture

As detailed within the topic paper the Aquaculture industry is not present within Dundee and its surrounding Areas. Therefore, NPF4 Policy will not cover within the Proposed Plan.

Policy 33 – Minerals

As outlined by NPF4 Policy 33, proposed plans should support a landbank of construction aggregates of at least 10-years at all times in the relevant market areas, whilst promoting sustainable resource management, safeguarding important workable mineral resources, which are of economic or conservation value.

The current landbank of primary aggregates is 9-years, as demonstrated by Aggregate Minerals Survey 2019. This falls short of the 10-year landbank that is expected by policy 33.

As the Tay Area has an insufficient landbank of primary aggregate reserves, dialogue will be required within the proposed plan process with both Angus and Perth & Kinross as well as local operators to identify opportunities to increase consented reserves and secure a sufficient landbank of primary aggregates.

Consultation exercise	Geographical Area covered	Key Priorities/Issues Identified (which LDP has capacity to address)
Locality Community Plans 22-27	Strathmartine	Develop a network of community growing spaces and community gardens
		Establish a network of community support hubs in Ardler, St Marys and Kirkton.
	Lochee	<p>Improve green spaces in the central Lochee area focused on:</p> <ul style="list-style-type: none"> • Play improvements, • Improve green spaces, and • Develop green trails for walking and cycling.
		Establish a “campus” of agencies and stakeholders who will plan celebratory events, street art improvements, heritage projects, environmental and physical improvements.
	West End	Develop structures which allow for community involvement in identifying, developing and taking part in greenspace enhancements.
	Coldside	Increase and develop the number of growing spaces.
	Maryfield	Establish a group to produce an Albert Street area plan.
		Explicitly link the work of groups, walkabouts, Community Choices and the Regeneration Forum to improve local spaces.
	North East	Take collective action to develop green spaces and playparks identified as most in need of improvement.
	East End	Take collective action to develop and increase usage of public and green spaces Increase local opportunities for community growing
The Ferry	Develop structures which allow for community involvement in identifying, developing and taking part in greenspace enhancements.	
Engage Dundee 2023: Exploring Citizens’ experiences of the cost of living crisis	City-wide	Affordability of public transport, Social isolation, Declining physical and mental health, Usage of support services

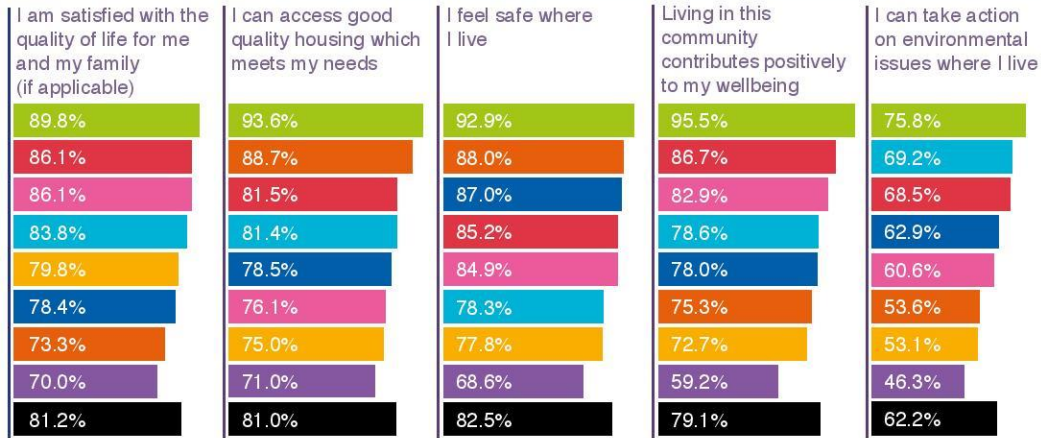
Engage Dundee 2021	Coldside	Substance misuse, poor public transport links, lack of quality greenspace, community food growing, access to public space for people with disabilities, cycle paths, pavement parking
	East End	Lack of access to pharmacy and GP, better community spaces, not enough play spaces, poor public transport links, cycle safety and infrastructure, blue and green infrastructure
	Lochee	Affordable housing, substance misuse, poor lighting of public space, poor public transport links, lack of parking, improved cycle path and road surfaces.
	Maryfield	Old and poor quality tenement housing, accessibility of play parks, blue and green infrastructure, litter, community facilities, cycle path improvements, used as through route
	North East	Lack of community/sports facilities and local shops with healthy food provision, poor quality play spaces, road safety, ageing population, walkability, unreliable public transport
	The Ferry	Lack of access to GP, speeding, not enough street lighting, less cars, more natural habitats/biodiversity, bus stops closer to home, cycling and walking infrastructure
	Strathmartine	Anti social behaviour, poor quality and deteriorating housing, poor traffic management, poor quality greenspace, more outdoor seating, frequency of buses, road safety
	West End	Play opportunities for older kids, anti social behaviour, speeding, lack of parking, lack of community facilities, poor road/pavement surfaces, expensive public transport.
Hello Dundee	City-wide	Greenspace use, shopping locally, food growing, active travel, ward/climate justice
Regeneration and Area Masterplans- Consultation with communities	Mill O Mains	Lack of community facilities, fear of crime, unsafe play areas, dark pedestrian routes, lack of access to greenspace, antisocial behaviour
	Lochee	Housing quality and design, unsatisfactory pedestrian links with High Street, unattractive vacant sites, limited retail choice, need for additional play spaces and seating areas.
	Whitfield	Tenure mix, active travel, quality of greenspace, flooding, vacant and derelict land.
	Hilltown	Housing types, greenspace, public art, active travel, public transport, lack of community

		building, better links to sports and recreation facilities.
	Western Gateway	Pedestrian safety, path quality, lack of public transport, education provision, accessible housing, anti-social behaviour.
LDP 2019- Main Issues Report, Place Standard Tool workshops	City-wide	Comments and scores from all Place Standard themes, this year's Place Standard Survey will be compared against 2017 scores to assess change over time.
City Centre Strategic Investment Plan: Consultation Outcomes Report 2023	City Centre	Diversity of housing types, lack of vital facilities like GPs and schools, vacant and derelict land, affordable housing, flexible office accommodation, digital connectivity, public transport, air pollution, biodiversity, blue and green infrastructure.

Appendix B- Engage Dundee 2021 Ward Comparison

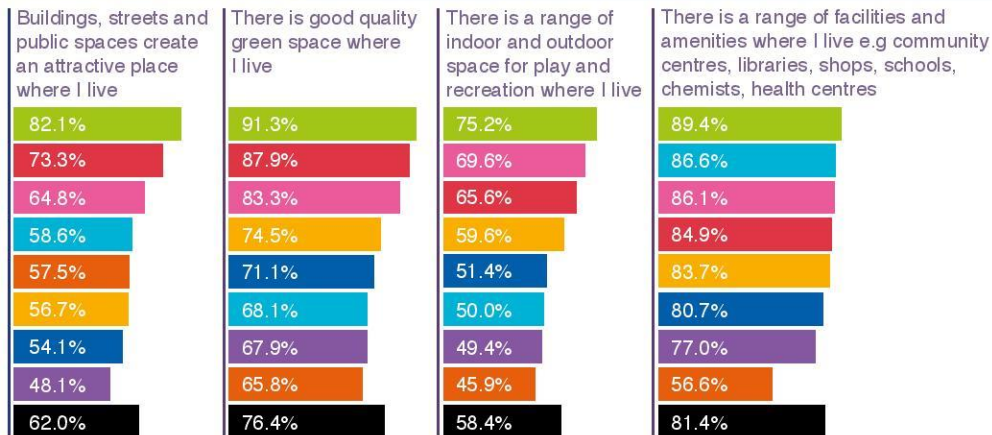
Community Living

Coldside • Dundee • East End • Lochee • Maryfield • North East • Strathmartine • The Ferry • West End



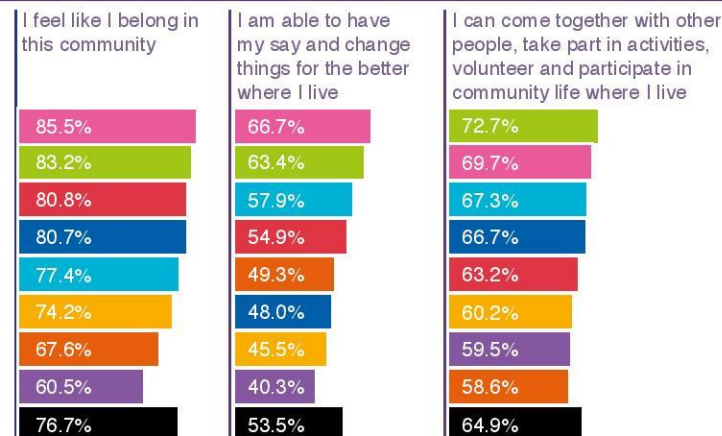
Community Spaces

Coldside • Dundee • East End • Lochee • Maryfield • North East • Strathmartine • The Ferry • West End



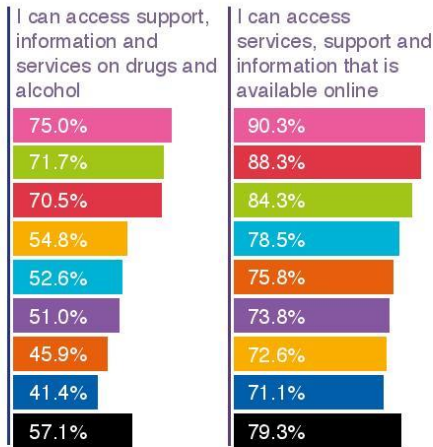
Community Spirit

Coldside • Dundee • East End • Lochee • Maryfield • North East • Strathmartine • The Ferry • West End



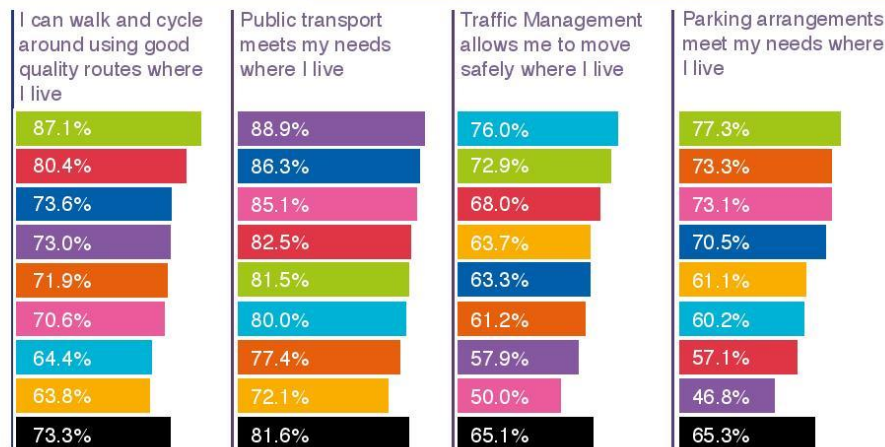
Community Support

Coldside • Dundee • East End • Lochee • Maryfield • North East • Strathmartine • The Ferry • West End



Community Travel

Coldside • Dundee • East End • Lochee • Maryfield • North East • Strathmartine • The Ferry • West End



Appendix C- Public Toilets List

1. Balgay Cemetery, Glamis Road, Dundee, DD2 2UJ
2. Barnhill Cemetery, 27 Strathmore Street, DD5 2NY
3. Baxter Park Community Building Toilet, Baxter Park, Bingham Terrace, Dundee, DD4 7HO
4. Birkhill Cemetery, Waiting Room Complex, Birkhill Cemetery, Templeton Road, Dundee, DD5 2NY
5. Camperdown House (External), Camperdown House, Camperdown Park, Coupar Angus Road, Dundee, DD2 4TF
6. Camperdown Park, Crow's Nest Kiosk, Camperdown Park, Coupar Angus Road, Dundee, DD2 4TF
- * Changing Places facility is currently out of order *
7. Castle Green, St Vincent Street, Broughty Ferry, DD5 2HA
8. Clatto Country Park, Ranger Station, Clatto Country Park, Dalmahoy Drive, Dundee, DD3 0PN
9. Dawson Park, Dawson Park, Strathern Road, Broughty Ferry, Dundee, DD1 1RL
10. Dundee Law, Dundee Law, Law Road, Dundee, DD3 6PZ *Dundee Law Toilets - currently closed awaiting repair*
11. Eastern Cemetery, Arbroath Road, Dundee, DD4 7JX
12. Fairmuir Park, Fairmuir Park, Fairmuir Street, Dundee, DD3 8HU
13. Lochee Park, Lochee Park, Ancrum Road, Dundee, DD2 2HT
14. Pitkerro Grove Cemetery, Drumsturdy Road, Broughty Ferry, Dundee, DD5 3NY
15. Riverside Nature Park, Composting Public Toilet, Wright Avenue, Dundee, DD2 1QE (24hr access) *Currently Closed - awaiting repair*
16. Stobsmuir Park, Stobsmuir Road, DD4 7EP
17. Templeton Woods, Visitors Centre, Templeton Woods, Templeton Road, Dundee, DD2 4TF
18. The Esplanade, The Esplanade, Broughty Ferry, Dundee, DD5 2EN
19. Windmill Car Park, Castle Lane, Broughty Ferry, Dundee, DD5 2EG
20. Dundee Cycle Hub, Waterfront Place, Dundee, UK, DD1 4EZ