



**Dundee**  
**Local Development Plan**  
**2019**



# Contents

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Foreword	4
1 - Introduction	6
2 - Vision	8
3 - Strategy	10
4 - City of Design	15
5 - Sustainable Economic Growth	19
6 - Quality Housing and Sustainable Communities	31
7 - Town Centre First	47
8 - Sustainable Natural and Built Environment	59
9 - Sustainable Transport and Digital Connectivity	83
Appendices	93

## List of Policies & Proposals

Policy 1	High Quality Design and Placemaking	18
Policy 2	Public Art Contribution	18
Policy 3	Principal Economic Development Areas	23
Policy 4	Specialist Economic Development Areas	24
Policy 5	General Economic Development Areas	25
Policy 6	Ancillary Services within Economic Development Areas	26
Proposal 1	Blackness Regeneration	27
Policy 7	Tourism and Leisure Developments	28
Policy 8	Visitor Accommodation	29
Policy 9	Housing Land Release	34
Policy 10	Design of New Housing	35
Policy 11	Householder Development	36
Policy 12	Formation of New Residential Accommodation	36
Policy 13	Development of Garden Ground for New Housing	37
Policy 14	Residential Accommodation for Particular Needs	39
Policy 15	Student Accommodation	39
Policy 16	Houses in Multiple Occupation	40
Policy 17	Small Scale Commercial Uses within Residential Areas	41
Policy 18	Community Facilities	42
Policy 19	Private Day Nurseries	43
Policy 20	Funding of On and Off Site Infrastructure Provision	46
Policy 21	Town Centre First Principle	52
Policy 22	City Centre Retail Frontages	53
Policy 23	District Centres Retail Frontage	54
Policy 24	Goods Range and Unit Size Restrictions	56
Policy 25	Gallagher Retail Park Extension	57
Policy 26	Local Shopping Provision	57
Policy 27	Public Houses, Restaurants and Hot Food Takeaways	58
Policy 28	Protecting and Enhancing the Dundee Green Network	62
Policy 29	Outdoor Access and the Dundee Green Network	63
Policy 30	Green Infrastructure Maintenance	63
Policy 31	Development within the Open Countryside	64
Policy 32	National and International Nature Conservation Designations	65
Policy 33	Local Nature Conservation Designations	66
Policy 34	Protected Species	67
Policy 35	Trees and Urban Woodland	68
Policy 36	Flood Risk Management	69
Policy 37	Sustainable Drainage Systems	69

Policy 38	Protecting and Improving the Water Environment	70
Policy 39	Environmental Protection	71
Policy 40	Air Quality	72
Policy 41	Land Contamination	72
Policy 42	Development of or next to Major Hazard Sites	73
Policy 43	Waste Management Installations	74
Policy 44	Waste Management Requirements for Development	75
Policy 45	Energy Generating Facilities	76
Policy 46	Delivery of Heat Networks	77
Policy 47	Wind Turbines	78
Policy 48	Low and Zero Carbon Technology in New Development	79
Policy 49	Listed Buildings	80
Policy 50	Demolition of Listed Buildings and Buildings in Conservation Areas	80
Policy 51	Development in Conservation Areas	81
Policy 52	Scheduled Monuments and Archaeological Sites	82
Policy 53	Gardens and Designed Landscapes	82
Policy 54	Safe and Sustainable Transport	86
Policy 55	Dundee Airport	87
Policy 56	Parking	88
Policy 57	Transportation Interchanges	90
Policy 58	Digital Connectivity	91

## List of Figures

Figure 1	Links between LDP and other Plans	7
Figure 2	Integrating LDP With Community Planning	9
Figure 3	Cross Cutting Themes	11
Figure 4	Dundee Collated Place Standard Output	17
Figure 5	Developer Contribution Areas	44
Figure 6	Dundee's Network of Centres	50
Figure 7	Identified Commercial Centres	55
Figure 8	Dundee's Green Network	61
Figure 9	Plan of Locally Important Nature Conservation Sites (LINCS)	66
Figure 10	Existing Waste Management Facilities	74
Figure 11	Heat Network Opportunity Map	77

## List of Appendices

Appendix 1	High Quality Design and Placemaking	94
Appendix 2	Supply of Land for Housing	97
Appendix 3	Allocated Housing Sites	98
Appendix 4	Design of New Housing	100
Appendix 5	City Centre and District Centres Retail Frontage Plans	103
Appendix 6	Goods Range and Unit Size Restrictions	107
Appendix 7	Locally Important Nature Conservation Sites	108
Appendix 8	Schedule of Land Ownership	109
Appendix 9	Supplementary Guidance	111

# Foreword

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The Dundee Local Development Plan 2019 sets out the land use strategy that will guide development across Dundee up to 2029 and beyond.

Since the previous local development plan Dundee has consolidated its position as an exemplar of design with the prestigious accolade of being designated as the UK's only UNESCO City of Design.

**“The City was given the accolade in 2014, based on our incredible design heritage – from jute to newspapers – and our design future including the V&A, our rediscovered buildings such as West Ward Works and the range of talented designers working across disciplines from digital to jewellery.” Dundee Partnership 2015**

Looking ahead the City will continue to promote and demonstrate a high quality of design in all new development, creating not only an attractive built environment but enhancing the natural space within the City. Using the Place Standard Tool the Council has been nationally recognised for its innovative approach to working with communities to consider the place that they live. The overall aim is to create good quality places for people to live, work and play within the City.

An innovative Council-led approach to delivering upfront infrastructure has enabled housing delivery across the City in areas including the Western Gateway and Whitfield, as well as creating a platform for the delivery of National development within Dundee Waterfront.

At the forefront of the changing physical and cultural environment within the City is Dundee's award winning Waterfront regeneration project. An early success of this project is the opening of the V&A Dundee, an international centre of design for Scotland - the first ever design museum to be built in the UK outside London. Related projects such as the new railway station and Slessor Gardens will not only benefit local residents but will provide an attractive welcome to the City. This is a unique opportunity to kick-start unprecedented growth in the City's leisure and culture offering; an offer that has already been recognised nationwide with GQ magazine naming Dundee as “Britain's coolest little City” in 2015.

Dundee's foundation as a centre of excellence in research and technology continues to provide an opportunity to further modernise the City and embrace new technologies. The emerging Tay Cities Deal has identified the opportunity to reduce fuel poverty and carbon emissions within Dundee through proposals including district heat networks and a hydrogen energy park - which will be the first of its kind in the UK. Through the Tay Cities Deal the City will receive significant financial investment to deliver sustainable economic growth and the promotion of new job opportunities.

Dundee's outstanding location is supported by a varied and high quality natural and built environment. The City's valued natural heritage sites range from internationally important habitats through to public open spaces and individual gardens. This quality natural and built environment is important for the quality of life, health and wellbeing of residents within the City. A positive approach to responding to the effects of climate change will ensure that the quality of the environment is maintained and improved for the benefit of future generations. Within this context the Local Development Plan sets out how it will play its part in the delivery of the future vision for the City.

# 1. Introduction

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- 1.1. The Local Development Plan is the land use planning document for Dundee, containing the spatial strategy that guides future development in the City up to 2029. The Plan shows which land has been allocated to meet the City's development needs and where new development should and should not happen.
- 1.2. It contains policies and proposals covering the principal land use issues in the City, and provides the context within which decisions on planning applications will be made. The Local Development Plan will be reviewed at five yearly intervals to ensure that an up to date plan is in place at all times to manage future development in the City.
- 1.3. The Local Development Plan has been prepared to reflect the strategic policy requirements of the TAYplan Strategic Development Plan. TAYplan considers strategic land use planning issues, in particular those issues of cross-boundary significance. The first Strategic Development Plan was published in 2012 and set out a 20 year vision for the TAYplan area. Three Strategic Development Areas were identified within Dundee including Linlathen, Dundee Wider Waterfront and the Western Gateway. The second LDP was approved in October 2017 and carried these Strategic Development Areas forward for delivery through the Dundee Local Development Plan. The Council has taken an infrastructure first approach at both Dundee Wider Waterfront and Western Gateway bringing forward the delivery of these Strategic Development Areas.
- 1.4. This is the second Local Development Plan which has been prepared for the City. Under the Dundee Local Development Plan 2014 we have seen the building of more homes across the City including significant development within the Strategic Development Area at the Western Gateway as well as the redevelopment of housing sites in regeneration areas such as Hilltown and Whitfield.
- 1.5. This Plan is supported by a Development Site Assessments document. This contains physical, environmental, infrastructure and other site information for the development sites allocated in the Plan. Its purpose is to highlight site characteristics and constraints to ensure that these are adequately addressed in proposals for development. It has been prepared following consultation with key agencies and was used to support the selection of sites that have potential to contribute towards the spatial strategy. Developers are asked to refer to the Development Site Assessments document at the pre-application stage.



1.6. In December 2014 Dundee was awarded the prestigious title of UNESCO City of Design, the first of its kind in the UK. A key element of this award was due to the innovative redesign and redevelopment of the Dundee Waterfront with the V&A Dundee museum of design spearheading the creation of a new high quality place to be enjoyed by residents and visitors to the City. Development on the Waterfront project has escalated during the time of the previous Local Development Plan with the development of the V&A, a new railway station and a large new multi-purpose public open space at Slessor Gardens. The provision of guidance on design and developer requirements has provided the detail to enable planning applications to come forward on several of the sites to deliver this major regeneration project. This approach has been recognised nationally for its infrastructure first approach with placemaking at the heart of the project. This Local Development Plan will continue to support the implementation of this project to deliver an exciting future for the City.

**Figure 1: Local Development Plan 2019 timetable and links to National Plans, Policies and Strategies**

National Planning Framework 3	Scottish Planning Policy	Scottish Government Economic Strategy	National Transport Strategy	Low Carbon Scotland	Infrastructure Investment Plan	Scottish Historic Environment Strategy and Policy	Land Use Strategy	Regeneration Strategy	Housing Strategy	Energy Strategy	Scotland's Digital Future	National Marine Plan	2020 Challenge for Scotland's Biodiversity
TAYplan Strategic Development Plan 2016-2046		Tactran Regional Transport Strategy Refresh 2015-2036				The Council Plan		Dundee City Plan		Tay Cities Deal			
Dundee Local Development Plan 2019													
Publication of Development Plan Scheme										March 2015			
Publish Main Issues Report										December 2015			
Main Issues Report Consultation										January/February 2016			
Publish Proposed Plan and Action Programme										August 2017			
Proposed Plan Period of Representation										September 2017			
Consider Representation										Autumn 2017			
Submit Proposed Plan Action Programme and Statement of Conformity with Participation to Scottish Ministers										February 2018			
Examination of Proposed Plan										Spring 2018			
Publish Modifications and Proposed Plan										Autumn 2018			
Planning Authority adopts Local Development Plan and Publish Action Programme										February 2019			
Strategic Environmental Assessment			Habitats Regulation Appraisal (HRA)			Development Site Assessments			Background Papers <ul style="list-style-type: none"> <li>• Transport</li> <li>• Housing</li> <li>• Strategic Flood Risk Assessment</li> </ul>				

## 2. Vision

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- 2.1. The Dundee Local Development Plan sits within the TAYplan Strategic Development Plan area and therefore follows the vision that has been set out in the current Strategic Development Plan which is:

***“By 2036, the TAYplan area will be sustainable, more attractive, competitive and vibrant without creating an unacceptable burden on our planet.***

***The quality of life will make it a place of first choice where more people choose to live, work, study and visit and where businesses choose to invest and create jobs”***

- 2.2. This takes into account the individual visions set out by each of the constituent councils in their Council Plans and Community Plan. For Dundee this was the Dundee Council Plan and the Dundee Partnership's Community Plan. The vision for Dundee as agreed through the Dundee Partnership is:

***“ Dundee will have a strong and sustainable city economy that will provide jobs for the people of Dundee, retain more of the universities’ graduates and make the city a magnet for new talent;***

***Dundee will offer real choice and opportunity in a city that has tackled the root cause of social and economic exclusion, creating a community which is healthy, safe, confident, educated and empowered;***

***Dundee will be a vibrant and attractive city with an excellent quality of life where people choose to live, learn, work and visit”***

- 2.3. The Local Development Plan seeks to promote and implement policies and proposals which help to deliver the aims of the TAYplan, Dundee Council Plan and Community Plan Vision to create a more sustainable, inclusive and vibrant city. It is informed by a Strategic Environmental Assessment, Habitats Regulations Assessment and Strategic Flood Risk Assessment.

### **Integrating Community Planning**

- 2.4. Creating and maintaining sustainable communities are key national policy objectives established through the Community Planning and the Development Planning frameworks. Central to the creation of sustainable communities is the desire to live in an attractive place that provides for our social, economic and environmental needs, as well as making a positive contribution to our health and wellbeing. This is reflected through the strategic outcomes of the Local Outcome Improvement Plan for Dundee.

- 2.5. In order to ensure effective integration of land use planning and community planning, Planning Officers worked alongside Communities Officers to identify the key land use issues within the eight Local Community Plans. Land use issues such as open space, housing and community facilities were identified across the City and these were then used to help inform the Main Issues Report and the subsequent Proposed Plan. The innovative use of the Place Standard Tool to facilitate consultation on both the Local Development Plan and Local Community Plans has ensured shared practice and a consistent approach to the gathering of community concerns and issues which have fed into the content of the City's land use and community plans.
- 2.6. With the content of the Local Community Plan informing the Local Development Plan and the subsequent consultation on the Local Development Plan informing the content of the Local Community Plans, this has enabled a 360 degree approach between Community Planning and Development Planning. It has ensured close working and effective integration between land use planning and community planning.

**Figure 2: Integrating LDP with Community Planning**



## 3. Strategy

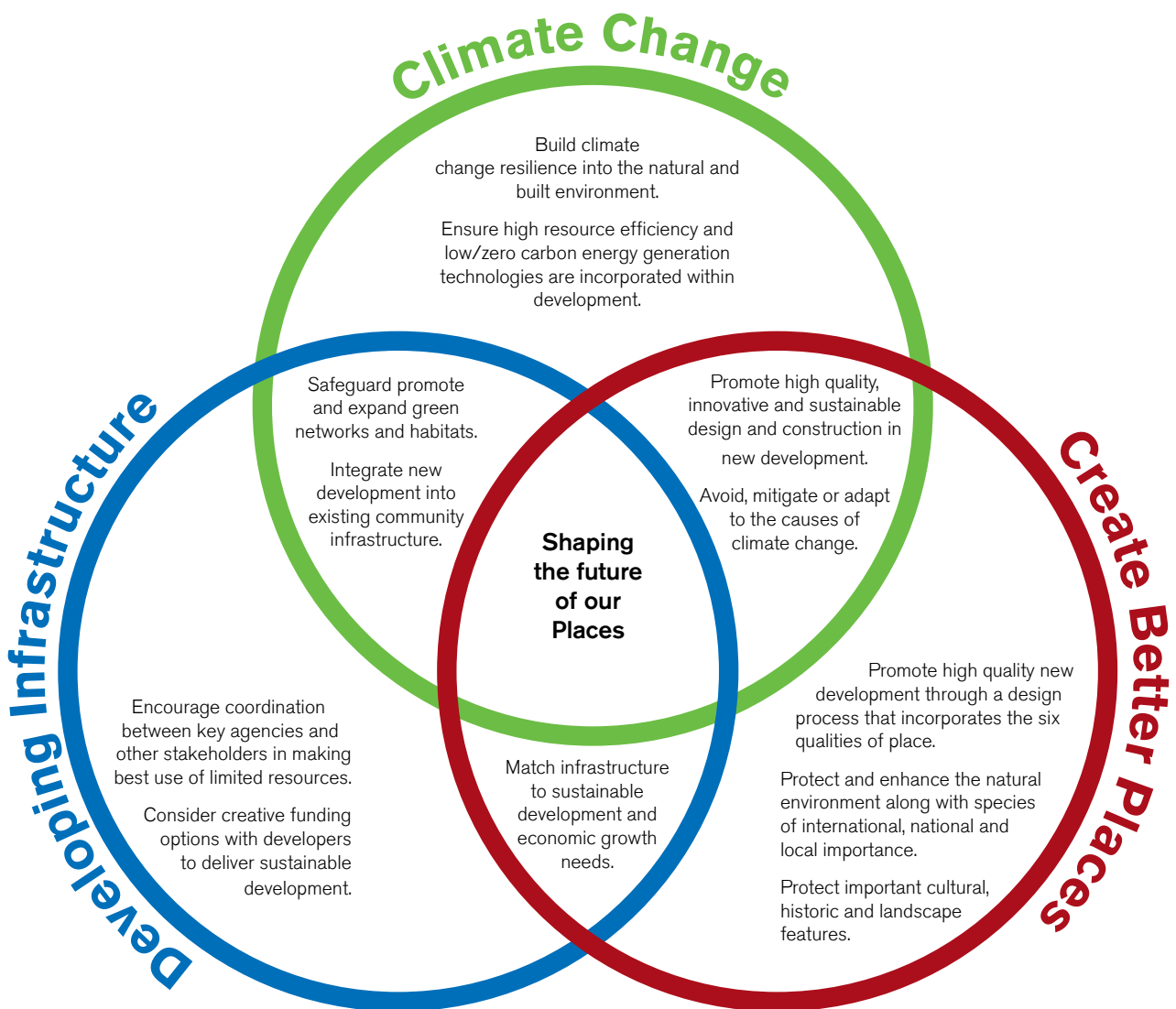
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- 3.1. Scotland's third National Planning Framework (NPF3) is the spatial expression of Scotland's Economic Strategy with a focus on supporting sustainable economic growth and the transition to a low carbon economy. Its central purpose is to set a long term vision that will create a more successful country through increasing sustainable economic growth with a priority on the City Regions as a focus for investment. With an emphasis on the importance of "place" the vision set out through National Planning Framework 3 seeks to promote:
- A successful, sustainable place
  - A low carbon place
  - A natural, resilient place
  - A connected place
- 3.2. National Planning Framework 3 recognises Dundee Port as part of the Low Carbon/Renewables East Enterprise Area and the increasingly important role and opportunity for the energy sector within the City. Both the current TAYplan Strategic Development Plan and this Local Development Plan implement this objective through the safeguarding of Dundee Port to support economic growth.
- 3.3. National Planning Framework 3 has identified the redevelopment of Dundee Waterfront as a National development. The transformation of the Dundee Waterfront is recognised as a demonstration of how planning can deliver large-scale regeneration and promote investment. The continued designation of the Wider Waterfront area as a Strategic Development Area in the Development Plan will promote the continued redevelopment of the area through the lifetime of the plans.
- 3.4. The promotion of sustainable economic growth and the importance of place is further emphasised through Scottish Planning Policy which promotes "sustainability" and "placemaking" as overarching policy principles which should inform the Local Development Plan.
- 3.5. The strategy and policies of this Local Development Plan continue to promote sustainable economic growth and the development of a low carbon city with sustainable connections. They reflect the vision and strategy of TAYplan Strategic Development Plan and have undergone updates to reflect changes such as the promotion of lifetime communities and sustainable design solutions. It recognises the importance of green space throughout the City, the historic environment and

the contribution that leisure and culture make to creating places which can be explored and enjoyed by residents and visitors alike. It emphasises the importance of high quality design in the creation of sustainable communities and promotes the opportunity to be innovative, creative and lead by example as a UNESCO City of Design.

- 3.6. Several cross cutting themes, as shown in Figure 3, have informed this Local Development Plan, influencing and underpinning the choices and direction of the policies, proposals and development sites. They have also been woven through the Environmental Report, Habitats Regulations Appraisal Record and various background papers that accompany the plan.

**Figure 3: Cross Cutting Themes**



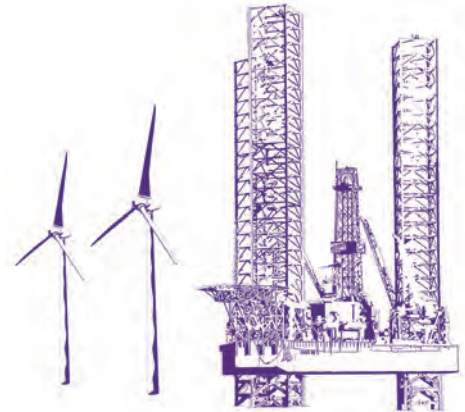


## A City recognised for Leisure, Culture and Design

- Dundee's growing position as a City recognised for design, leisure and cultural activity will be promoted. We will seek opportunities to promote high quality, innovative and sustainable design solutions. We will seek to deliver an increased number and range of leisure related facilities by directing growth to the highly accessible central area.

## Sustainable Economic Growth

- A focus on providing a land use context that facilitates the delivery of jobs to support Dundee's population and wider economy. Increased employment land will be available through Strategic Development and Enterprise Areas with existing land protected from inappropriate development. Policies will encourage existing and new businesses to invest with confidence in the City. Dundee will be increasingly recognised for tourism and cultural activity focused on the City Centre, Waterfront and Broughty Ferry.



## Quality Housing and Sustainable Communities

- The quality of housing in Dundee will be improved with access to a range of housing options. Choice will be encouraged through design that ensures that new development is appropriate to the character of the area in which it is built. This will be done in a sustainable manner and will promote the principles of lifetime communities. Brownfield development will be a priority.

## Town Centres and Retailing

- Dundee will have a vibrant and thriving City Centre, ensuring its position as a regional shopping destination is maintained. High quality shops will be encouraged in accessible locations to support the vitality and viability of the existing network of retail locations throughout the City. We will put our City Centre and District Centres first to protect and promote them as places to work, shop and visit.



## Sustainable Natural and Built Environment

- The quality of Dundee's environment is a vital ingredient in the quality of life for people living and working in the City. The impact of climate change challenges our duty to protect and enhance the environment for this and succeeding generations. The Local Development Plan encourages a lower carbon, sustainable City where development avoids, mitigates or adapts to the effects of climate change while protecting and enhancing the City's environmental assets.



## Sustainable and Accessible Transport

- Dundee will be better connected to its region, the rest of Scotland and beyond. It will be a City that encourages sustainable movements through careful consideration of land use, planning and the promotion of active and sustainable travel.









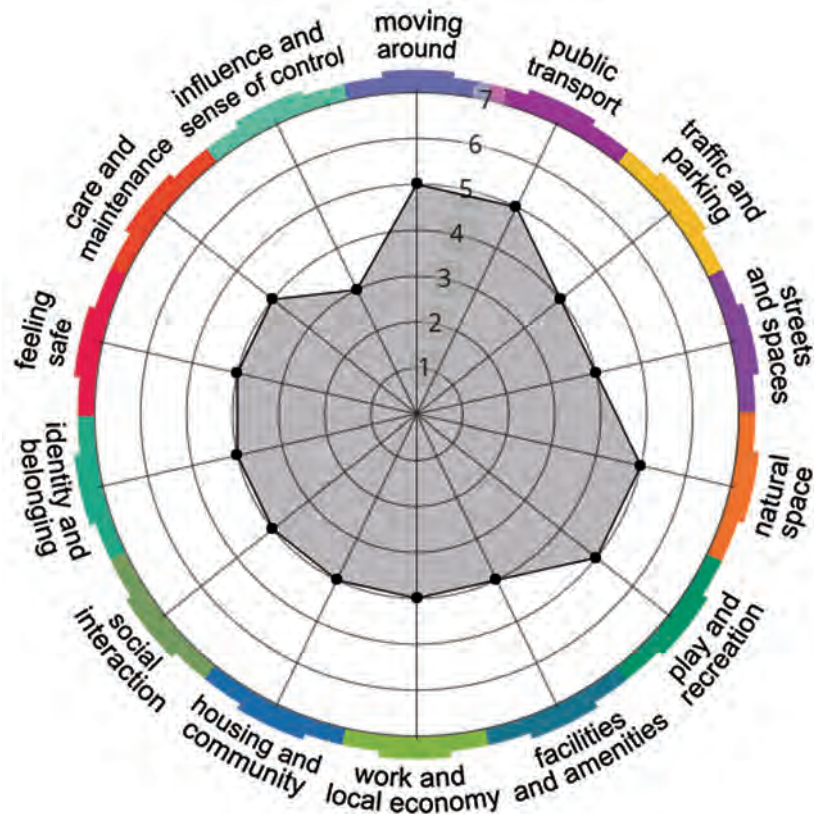
**City of Design**

## 4. City of Design

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- 4.1. In December 2014 Dundee was awarded the prestigious status of UNESCO City of Design, ranking it alongside a select group of international cities, such as Helsinki, Shanghai, Berlin and Curitiba. This accolade recognises the significant and diverse design innovations Dundee has contributed and continues to make to the world, and forms a major component of Dundee's social and economic regeneration strategy. The Local Development Plan seeks to strengthen this status by encouraging a holistic design-led approach to development across the city.
- 4.2. Our design-led approach aligns with Scottish Planning Policy principal policies on sustainability and placemaking, which state ***“Planning should take every opportunity to create high quality places by taking a design-led approach”***. Planning, and in turn development, should adopt a ***“holistic approach that responds to and enhances the existing place while balancing the costs and benefits of potential opportunities over the long term... considering the relationships between: a successful, sustainable place; a natural, resilient place; a connected place; and a low carbon place”***. Consequently, design-led placemaking requires a creative and collaborative approach which encompasses all aspects of development and strives to create sustainable mixed communities, places, homes and buildings that meet people's needs.
- 4.3. High quality placemaking is promoted through the Scottish Government's policy documents 'Creating Places: A policy statement on architecture and place for Scotland' and 'Designing Streets', which both champion the six qualities of successful place: distinctive; safe and pleasant; welcoming; adaptable; resource efficient; and easy to move around and beyond.
- 4.4. High quality places produce successful and resilient places which harness the distinct characteristics and strengths of each place to improve people's overall quality of life. The benefits include an increased sense of identity, community and belonging; improved health and well-being and more sustainable lifestyles; efficiency in public services; increased tourism, jobs and investment; enhanced building performance; and improved environmental standards. High quality placemaking also brings benefits for the developer in increasing returns, providing a competitive investment and reducing public opposition to development.
- 4.5. The use of the Scottish Government's Place Standard Tool is positively encouraged as a means of evaluating the quality of existing, evolving and proposed places.

Figure 4: Dundee Collated Place Standard Output



- 4.6. TAYplan's Strategic Development Plan 'Policy 2 Shaping Better Quality Places' further emphasises the design-led and placemaking approach; requiring Local Development Plans to deliver better quality development and places which respond to climate change. TAYplan also advocates the concept of 'Lifetime Communities' to support independent living for all people through the provision of a range of homes, services and facilities that are easily accessible to all. Lifetime Communities should be embedded into the location, design and layout of development from the outset.
- 4.7. The design of new development will be based on an understanding of context and an appropriate response to the site. Development must promote high quality architecture and urban design; deliver low/zero carbon and resource efficient design and construction; enhance and integrate with active travel infrastructure and public transport links; maximise the benefits of green infrastructure; address air quality and noise; and encourage community engagement where appropriate.
- 4.8. To promote high quality design in householder development, supplementary guidance 'Householder Development – Advice and Best Practice' has been prepared in support of the Local Development Plan. This specific householder guidance takes into consideration Scottish Planning Policy's six qualities of successful place. Therefore, in the first instance householder applications will be determined against the adopted supplementary guidance and the requirements of 'Policy 11: Householder Development'.

- 4.9. Design statements will be required to accompany planning applications for all National and Major developments and for Local developments where it affects the character and/or appearance of a Conservation Area, Historic Garden/Designed Landscape, curtilages of Category A listed buildings or the site of a Scheduled Monument. A design statement may also be required to accompany a planning application for other forms of development where design sensitivity is considered a critical issue.
- 4.10. The use of masterplans and design frameworks is encouraged for large scale developments to secure coherent development strategies and to maximise site potential. Pre-application discussion is encouraged on proposed development, including matters concerning design considerations and public art contributions.

### **Policy 1: High Quality Design and Placemaking**

All development proposals should follow a design-led approach to sustainable, high quality placemaking. Development should contribute positively to the quality of the surrounding built and natural environment and should be planned and designed with reference to climate change mitigation and adaptation.

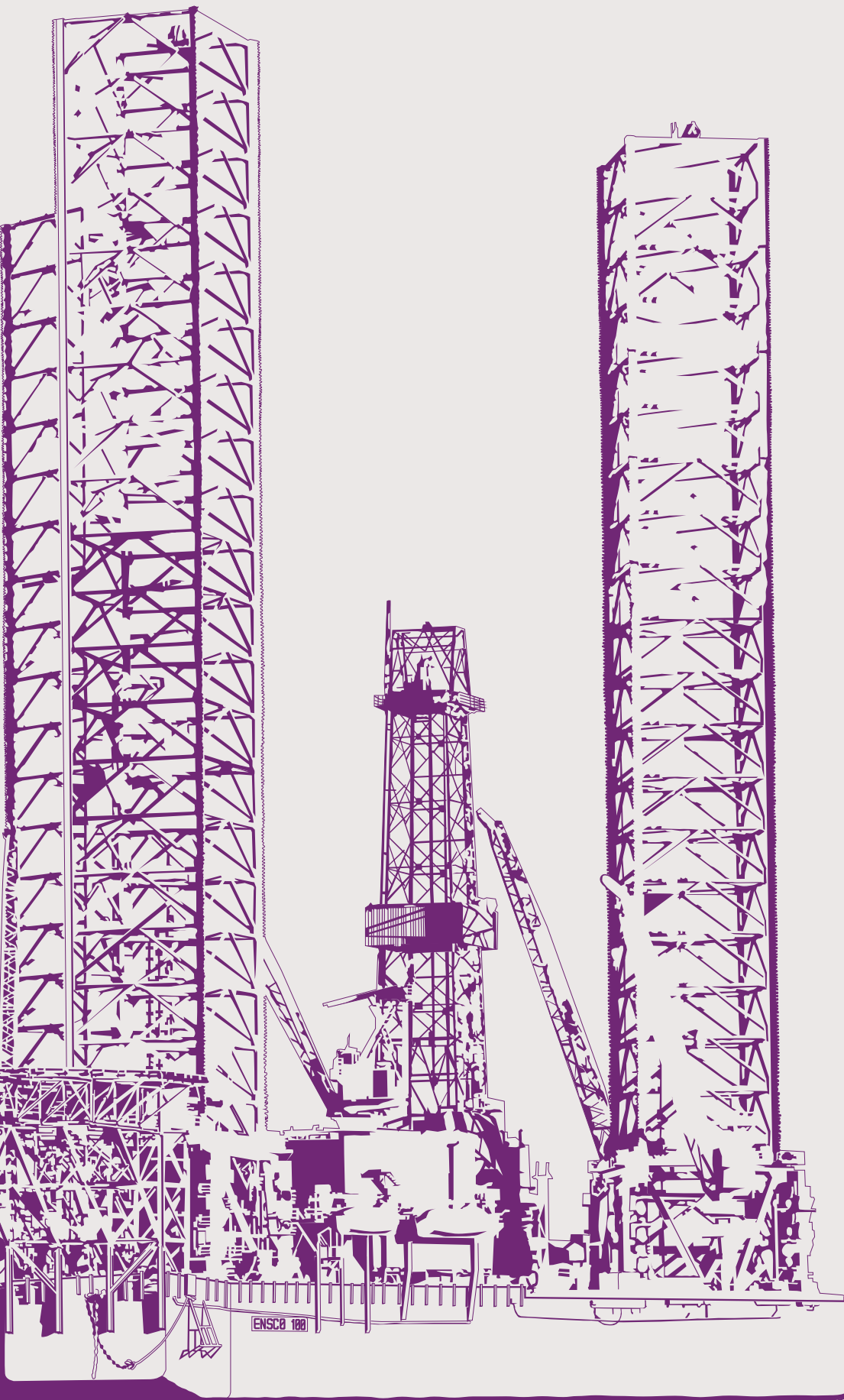
The design and siting of development should respect the character and amenity of the place, create a sense of community and identity, enhance connectivity and incorporate creative approaches to urban design, landscaping and green infrastructure, appropriate to the local context and the scale and nature of the development.

New development will be required to meet the six qualities of successful place in accordance with the guidance provided in Appendix 1.

- 4.11. Public art can make a significant contribution to enriching the quality of developments, open spaces and the cultural heritage by adding to the visual interest and quality of the City's environment. The inclusion of public art within developments will be promoted through this policy, which requires developer contributions toward public art in relation to the scale of the development.

### **Policy 2: Public Art Contribution**

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



# Sustainable Economic Growth



## 5. Sustainable Economic Growth

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- 5.1. As the economic hub of a diverse City Region, Dundee provides employment opportunities and services to a 30 minute drive time population of over 300,000. It has a varied economy ranging from traditional manufacturing and engineering sectors through to health, retail, public administration and higher education. The City's two universities have an established international reputation for research and innovation and this has helped to drive the growth of key sectors such as Life Sciences and Creative Industries. Tourism is another sector experiencing growth.
- 5.2. The designation of UNESCO City of Design status in 2014 further established Dundee's significance in terms of culture, education and scientific research and gives Dundee membership of a worldwide network of creative cities and the platform from which to share experiences and create new opportunities for the social and economic development of the City.
- 5.3. Against a backdrop of the most sustained economic downturn in 60 years the City's focus is on delivering economic recovery and growth and the creation of employment opportunities that people have the qualifications and skills to access. Alongside a regional innovation programme and funding for key industries, the City Deal for the Tay Cities Economic Region will create the infrastructure and employment opportunities required to deliver sustainable economic growth.

***"We will create a region where fair business growth, social inclusion and skills development is at the heart of everything we do. Our vision is to become a cohesive region of knowledge with a culture of creativity within Scotland and the UK. By focusing on the skills, knowledge and expertise of our people, we can boost innovation, economic growth and productivity within our region."***

- 5.4. There is strong cause for optimism within Dundee with expected increased employment to be generated in a growing energy services sector as well as in tourism and the arts. The £1 billion Dundee Waterfront development – designated as a National development in National Planning Framework 3; the construction of the internationally important V&A Dundee; and the opportunity to attract broader energy sector investment provide confidence that the foundations for future economic growth will be firmly established over the plan period. This is in addition to those industries such as Life Sciences and Creative Industries for which Dundee already has a strong reputation.

- 5.5. The Local Development Plan aims to create a supportive business environment that:
- “Creates opportunities for people to contribute to a growing, adaptable and productive economy. By allocating sites and creating places that are attractive to growing economic sectors, and enabling the delivery of necessary infrastructure, planning can help provide the confidence required to secure private sector investment, thus supporting innovation, creating employment and benefiting related businesses.” (Paragraph 16, Scottish Planning Policy 2014)***
- 5.6. Through alignment with the Dundee Economic Strategy, the Local Development Plan supports sustainable economic growth and the growth of key sectors, providing a land use planning context for Dundee that increases enterprise and encourages businesses to invest and create jobs.
- 5.7. New and existing employment activity is supported at all levels by encouraging further growth through the designation of appropriate and effective Economic Development Areas and by supporting alternative business environments such as homeworking, live-work units, micro-businesses and co-working spaces.
- 5.8. To create places that will attract investment, the design policy in this Plan encourages all development, including economic development, to create successful, sustainable places. Proposals for new business development or expansion of existing businesses should include opportunities to improve the quality of place of business and industrial areas through improvements to landscaping, building design, air quality, energy efficiency and waste management.
- 5.9. It is also recognised that the Economic Development Areas are in locations where new development will be well located to make use of the City's existing infrastructure with established connections to a transport network that includes public transport, active travel and green infrastructure networks rather than encouraging dependence on the car.

### **Strategic Development Areas**

- 5.10. TAYplan Strategic Development Plan identifies the following sites in Dundee as Strategic Development Areas:
- Dundee Western Gateway: 750+ homes and 50 hectares of employment land
  - Linlathen: 40 hectares of employment land
  - Dundee Wider Waterfront: mixed uses including business, commercial, leisure, retail, homes and port related uses.
- 5.11. Strategic Development Areas demonstrate that the city region is business ready and offers a competitive and quality place for people and businesses to be. These sites are safeguarded in the Local Development Plan for future growth opportunities in key sectors with the exception of the Western Gateway employment land. This is considered to be a long term strategic allocation in TAYplan and as such is not included in the figures for effective employment land in the Local Development

Plan. As with the developments at Western Gateway and the Central Waterfront, design tools such as masterplans and development frameworks should be used to create high quality places for economic development.

- 5.12. The Dundee Wider Waterfront is also designated as a National development in National Planning Framework 3. This recognises that the City Council's plans for the waterfront support the government's purpose of creating a more successful country through increasing sustainable economic growth. This development continues to progress rapidly and is already demonstrating how it will support several of the Scottish Government's objectives, including: regeneration, high quality placemaking, improvements to the public realm, better connections, and support for the low carbon economy.

### **Principal Economic Development Areas**

- 5.13. Due to its location on the east coast of Scotland and its ready access to deep water wharfage, Dundee has been identified at a national level as a key location for offshore energy related developments. The City is well equipped with a range of sites, facilities and a skilled workforce, and a number of specific measures are in place to accommodate the needs of this sector.
- 5.14. Having already experienced growth in the servicing of the offshore oil and gas sector Dundee is now expanding its offer to a broader energy sector, readying and promoting itself as a location for increased activity in areas such as the decommissioning of oil and gas infrastructure.
- 5.15. The exact needs of businesses within this broader energy sector are varied and the technology and processes are constantly evolving. Requirements are likely to be for a variety of uses from office to storage to heavy engineering. It is not clear what land requirements will be needed in terms of size, location, quality and accessibility. Furthermore Dundee will need to respond quickly to meet the requirements of this evolving sector as it competes with other locations to accommodate these new opportunities. To do this the City will need a generous and varied supply of land in locations across the City where existing businesses can expand and new businesses can locate.
- 5.16. The Scottish Government through Scotland's Economic Strategy seeks to prioritise investment to ensure the country can capture the opportunities offered by the transition to a more resource efficient, lower carbon economy.
- 5.17. To support this commitment Dundee Port continues to be recognised as one of the Scottish Government's Low Carbon/Renewables Enterprise Areas with the aim of encouraging businesses in this sector to set up and grow in Scotland. Land within the Port area itself is limited so a complementary area of land within the Claverhouse East Energy Park also has Enterprise Area status to accommodate developments not requiring immediate quayside access.
- 5.18. This status offers a range of incentives for private investors and businesses including Enhanced Capital Allowances and a commitment through a protocol for all partners to work together to facilitate the planning process to deliver economic benefit expeditiously.



- 5.19. The timescale for the Enterprise Area has been extended up to April 2020. To reflect the Enterprise Area boundary and to further support the potential of a broader energy sector, a generous supply of employment land has been identified in Energy Parks at Claverhouse East and West on the Forfar Road.
- 5.20. Dundee also has a number of long established and well located Principal Economic Development Areas that remain well suited for their purpose and capable of providing future employment opportunities either through their retention, regeneration or modest expansion.
- 5.21. These sites include the Gourdie, Dryburgh, and Dunsinane areas in the west and the West Pitkerro, Claypotts and Linlathen areas in the east of the City. They also include the Port of Dundee area which is recognised as an ideal site for the expansion of energy sector activities. Between them they offer a range of economic development options and make a substantial contribution to economic activity in the City.
- 5.22. The important contribution of brownfield sites to economic development should be recognised and positive support given to the regeneration of such locations where appropriate. These sites provide quality environments in locations that are proven to be highly suitable to both the transport network and their workforce accessibility. The maintenance of a good range and distribution of brownfield sites available for development over time is required to actively assist economic development. It is also necessary to safeguard employment and business land from other development pressures. As economic development needs to be well connected within the city region, to other cities and beyond it is particularly important to safeguard sites with good accessibility to and visibility from the trunk road network.

### **Policy 3: Principal Economic Development Areas**

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

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

### **Specialist Economic Development Areas**

- 5.23. Knowledge, skills and creativity based companies can benefit from being clustered with other companies in similar fields of research, technology or expertise. Locating these clusters close to places of learning or medicine helps to exploit the means by which intellectual capital and know-how pass between public and private sector organisations with a view to creating and developing commercially viable products or services.
- 5.24. The Plan identifies four specialist clusters across the City each serving a different

market sector. These provide prestigious and unique locations varying from high quality landscaped settings, to those adjacent to complementary centres such as Ninewells Hospital or the City's universities. It is important that these locations are safeguarded and promoted for Class 4 (Business) development, as they provide the potential for inward investment and the growth of indigenous industry.

- **Seabraes Creative District**

One of the five development zones within the Dundee Waterfront, this area already has a core of uses in the creative industries sector. Located close to the City Centre and the Duncan of Jordanstone College of Art and Design, Seabraes is well placed to provide further innovative, low cost start up accommodation to encourage more uses within the creative industries sector.

- **Dundee MediPark**

Already home to several research facilities the MediPark offers innovative biomedical, biotech or medical device companies the opportunity to develop laboratory, production and office space within the wider Ninewells Hospital campus.

- **Dundee Technopole**

Located in close proximity to the University of Dundee, the Dundee Technopole houses several biomedical research companies in purpose built research laboratories and offices. The remaining development plots provide space for these occupiers to expand or for new premises, providing small scale 'incubator' opportunities for economic activities resulting as a spin off from research and development work at the City's universities.

- **Dundee Technology Park**

Originally established as a high quality business park location for high technology uses, the Technology Park provides a substantive campus style environment with high quality landscaping in an accessible location on the western approach to the City. Now almost fully developed it contains a mix of technological, research and service sector businesses.

#### **Policy 4: Specialist Economic Development Areas**

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

## General Economic Development Areas

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

### Policy 5: General Economic Development Areas

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

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

Other uses within these areas will not be supported.

### **Ancillary Services within Economic Development Areas**

- 5.30. The attractiveness and sustainability of Economic Development Areas may be enhanced by the inclusion of other complementary land uses such as small scale catering. Such ancillary services may be permitted where they are aimed at primarily meeting the needs of businesses and employees within the Economic Development Area.

#### **Policy 6: Ancillary Services within Economic Development Areas**

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

### **Blackness General Economic Development Area**

- 5.31. The largest General Economic Development Area within the Inner City area, Blackness contains a wide variety of uses ranging from car repairs to workshop space for creative industries. There are residential uses on the periphery, largely comprising purpose built student apartments, and houses that have been converted into Houses in Multiple Occupation. The area has preserved its industrial character over time, but there are a number of sites, mills and other buildings which have lain vacant, underused or derelict for long periods of time. These present opportunities for redevelopment and reuse with a variety of commercial and complementary uses.
- 5.32. Whilst the mix of historic buildings and more modern developments create some sense of place, the public and private realm lacks cohesiveness. This combined with the lack of activity from the early evening onwards discourages pedestrian movement to and through the area.
- 5.33. Blackness has the potential to accommodate new and expanded uses, as it benefits from a central location, good connectivity and population density in the surrounding area.
- 5.34. Allowing a wider range of uses into the area may bring redundant land and buildings back into productive use. New and existing businesses could benefit from investment in buildings, the public and private realm and improved active travel connections to the area and beyond. A physically more welcoming place would significantly improve the perception of the area, increase footfall, and in turn increase the economic attractiveness of the area as a place to invest and do business.

### **Proposal 1: Blackness Regeneration**

To highlight the potential to reuse vacant land and buildings within the Blackness General Economic Development Area and set a framework for physical improvements the City Council will prepare a design framework. This will identify and support the development of appropriate complementary uses within the Blackness area such as creative industry workspaces; social and cultural uses; shared work hubs; live-work units; micro-businesses; wholesaling; and ancillary retail sales.

All proposals for development will be considered against the approved design framework, and must demonstrate how the development will support the regeneration of Blackness.

In order to safeguard the objectives of the design framework the City Council may impose planning conditions removing the right to change between Use Classes.

Whilst this proposal encourages new development within the Blackness General Economic Development Area this must not prevent the operation or expansion of the existing employment uses.

### **Tourism and Leisure Developments**

- 5.35. Tourism and leisure are important economic activities for the national economy and also at more regional and local levels where they can generate a wide range of business and employment opportunities. Tourist attractions such as museums, visitor centres, and conference facilities, in addition to leisure developments such as cinemas, bowling alleys, entertainment complexes, theatres and events can draw significant numbers of people into an area. This can be particularly beneficial to town centre destinations where the potential exists to increase visitors dwell time and expenditure.
- 5.36. The success of tourist and leisure destinations is not only dependent on having quality attractions and facilities but also on having a quality of place. Proposals for new and expanded tourism and leisure developments must create quality places through the use of high quality architecture and urban design.
- 5.37. Developments within Dundee Waterfront, including the regeneration of the railway station, the opening of the V&A Dundee museum of design and the development of new and extended hotel accommodation are already significantly extending the City's tourism offer.
- 5.38. Informed by VisitScotland's Tourism Development Framework for Scotland Refresh 2016 Dundee's growing reputation for tourism, leisure and cultural activity will be promoted through the encouragement of a wide range of tourism and leisure related facilities. The main focus and location for new developments of this nature will be the City Centre. The existing leisure parks within the City will also play an important role in accommodating leisure uses serving the City. Through this the promotion of Dundee as a significant visitor and tourist destination will be encouraged.

## **Policy 7: Tourism and Leisure Developments**

### a) Visitor Attractions and Facilities

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

### b) Leisure Developments

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

- 1) no suitable site is available, within and thereafter on the edge of the City Centre or District Centre or within the existing leisure parks;
- 2) individually or cumulatively it would not prejudice the vitality or viability of the City Centre or District Centres;
- 3) the site is readily accessible by modes of transport other than the car; and
- 4) activity-specific issues indicate that this is impractical.

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

## **Visitor Accommodation**

- 5.39. VisitScotland's Tourism Development Framework for Scotland Refresh 2016 notes that accommodation is one of the main drivers of tourism revenue, and that Scotland's tourist accommodation supply, particularly at the higher end of the market, helps support the growth of the visitor economy. The Framework highlights that Dundee is attracting hotel interest due to the regeneration of Dundee Waterfront and the arrival of the V&A Dundee.
- 5.40. Continuing private sector investment in the City's tourist accommodation supply is therefore essential to ensure that the City provides a range of visitor accommodation that meets the varying needs and expectations of leisure and business visitors.
- 5.41. The majority of quality hotel and visitor accommodation is currently located in the City Centre with a small cluster in Broughty Ferry. Given the City Centre's role as the principal location for retail, business, leisure and tourist related activities, visitor accommodation will be encouraged to locate in the City Centre as the potential exists here to achieve the greatest economic benefit from visitors to the City in terms of footfall to shops, restaurants and other visitor facilities.

- 5.42. In order not to undermine the provision of new visitor accommodation in the City Centre there will be a general presumption against additional accommodation throughout the City.

**Policy 8: Visitor Accommodation**

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

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

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

- 5.43. Further information on the economic development areas, and leisure parks referred to in this chapter is contained in the Development Sites Assessment document. Development proposals for each site will be required to be supported by the information contained in the table at section 4 of the Development Sites Assessment document.







## 6. Quality Housing & Sustainable Communities

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**“The planning system should... enable provision of a range of attractive, well-designed, energy efficient, good quality housing, contributing to the creation of successful and sustainable places...”  
(paragraph 110, Scottish Planning Policy 2014)**

- 6.1. Access to good quality housing is a key component of quality of life within our communities. To continue to deliver this it is important to ensure an effective and generous supply of land for housing is available at all times and to provide for a balance and choice in the type, size, tenure and location of housing within the City.
- 6.2. The Local Development Plan seeks to encourage a design-led approach to sustainable, high quality placemaking, with the purpose of achieving quality residential environments through delivering new housing and in guiding the changes to existing homes and residential areas. The aim is to create places that complement the distinct character and identity of the different parts of the City and promote an integrated mix of land uses, including well designed, energy efficient homes of different types and tenures.
- 6.3. TAYplan's Lifetime Communities concept should be embedded into the location, design and layout of housing development, from the outset in order to support independent living for all people through the provision of a range of homes, services and facilities that are easily accessible to all.

### **Housing Land Requirement**

- 6.4. The TAYplan Strategic Development Plan sets the housing supply target and the housing land requirement for each local authority in the TAYplan area. The housing supply target figure for Dundee City has been set at an average annual build rate of 480 homes per annum over the plan period.
- 6.5. This housing supply target is then increased by a margin of 10% to provide a housing land requirement of 528 units per annum to be planned for over the lifetime of the plan. Over the 10 year plan period from 2019-2029 this amounts to a housing land requirement of 5,280 homes. This additional land represents the generosity of land supply that will ensure that the housing supply target can be met. This housing land requirement figure builds on the housing strategy from the Dundee Local Development Plan 2014 and will provide further choice and opportunities within the City to deliver high quality housing.

- 6.6. Appendix 2 sets out details of the existing supply of land for housing over the plan period and the number of additional housing units for which land is required to be allocated within this Local Development Plan. The Dundee Housing Land Audit 2016 identified the existing supply of land for housing across the City. This existing supply, along with the additional sites identified in Appendix 3 and on the Proposals Map, will meet the generous housing land requirement.
- 6.7. In accordance with the TAYplan Strategic Development Plan the Local Development Plan has set the delivery of the housing supply target for Dundee City at a ratio of 25% affordable homes to 75% market homes. The Local Development Plan will help to meet the Local Housing Strategy outcomes through improvements to the quality, affordability and choice of housing across tenures and markets. This will be realised through the allocation within the Local Development Plan of a range of housing sites across the City which will support the delivery of a variety of affordable housing types and tenures. Furthermore, the Local Development Plan strategy will support the delivery of affordable housing within the City through enabling the continued partnership working with the Scottish Government, affordable housing providers and developers and by guiding the managed release of surplus Council owned land through the Council's programme of land disposal.
- 6.8. The strategy for identifying additional land to meet the housing land requirement is to prioritise the reuse of brownfield land within the existing urban area. Greenfield land allocations at Baldrigon and Linlathen will be carried forward from the Dundee Local Development Plan 2014. To further support the growth of Dundee, the indicative capacity of the Linlathen allocation will be increased with an additional release of greenfield land in the north east at Ballumbie and the west at the Western Gateway. The additional greenfield land release at the Western Gateway will be phased over the first 5 year period (2019-2024) and the second 5 year period (2025-2029) of the Plan. The land release at the Western Gateway will support the continued delivery of the Strategic Development Area and together with the other housing land allocations will provide flexibility and choice in Dundee's housing market for house builders and occupiers.
- 6.9. To ensure the housing strategy is delivered, the development of brownfield land will require to be carefully managed to ensure that the benefits of new developments are fully realised.

### **Policy 9: Housing Land Release**

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

To ensure that an effective 5 year supply of housing land is maintained over the plan period the sites allocated in Appendix 3 shall not be developed for other uses.

Housing land release on brownfield sites, in addition to the allocations set out in Appendix 3, may be acceptable where it can be demonstrated that it will improve the tenure mix in an area where existing choice is limited and would make a positive contribution to the regeneration objectives of the area.

Progress on the release of housing land will be monitored through the Action Programme and the annual Housing Land Audit. Where the annual Housing Land Audit identifies a shortfall in the effective 5 year land supply the Council will look to bring forward additional housing land with sites that have been allocated within the second 5 year period of the Plan to be considered first.

### **Design of New Housing**

- 6.10. Promoting the development of well designed housing that contributes to sustainable high quality placemaking, is a key objective of the Local Development Plan. The availability of high quality housing across a range of house type, size, tenure and location is critical to meeting the City's varying demographic needs and to ensure that all of Dundee's citizens can enjoy a high quality of life, as sought by the vision for the City.
- 6.11. The projected growth in the City's elderly population creates challenging housing needs which must be addressed, in part, by mainstream public and private sector housing. The Scottish Government requires that housing development must reflect our local community needs and encourage mobility in a housing market that enables downsizing where desired.
- 6.12. Innovative design solutions are encouraged to respond to the needs of our ageing population and to support Lifetime Communities. A variety of housing types are encouraged as part of larger developments, including housing for the elderly that is innovative and sensitively integrated.
- 6.13. New housing must reflect the aspirations of today's households and be long-lasting, energy efficient and adaptable to the varying needs of residents. People's expectations of their homes are constantly changing with increased homeworking and entertaining demands. Gardens are used for a wider range of activities including secure and convenient children's play with increasing levels of parking and garaging required.
- 6.14. It is also recognised that new housing developments should be integrated with public transport and active travel networks, such as footpaths and cycle routes, rather than encouraging dependence on the car. New streets should connect well with existing streets and with walking and cycling networks and link into and develop the green infrastructure network across the City. The Dundee Green Network non-statutory planning guidance has been published to support and promote the integration of green infrastructure throughout Dundee.

- 6.15. The Scottish Government's Town Centre First Principle, encourages local authorities to promote town centres as key areas for sustainable economic growth so that communities can thrive. Dundee's City Centre and District Centres are key elements of the City's economic, social and environmental fabric, which must be strengthened to further support thriving communities for living, working and socialising. Access to facilities and services are vital to supporting vibrant community centres and housing is a fundamental aspect. Encouraging housing within the City Centre and District Centres will support the creation of thriving communities by repopulating the area and increasing footfall, which further support the use of local services and facilities.

#### **Policy 10: Design of New Housing**

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

All new housing developments should meet the six qualities of successful place, as set out in Policy 1 and should provide a balanced choice and type of housing.

All new housing developments will be required to conform to the guidance on the Design of New Housing set out in Appendix 4.

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.

#### **Householder Development**

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

### **Policy 11: Householder Development**

Householder development will be supported where it:

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

### **Formation of New Residential Accommodation**

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

### **Policy 12: Formation of New Residential Accommodation**

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

- 1) the requirements for the design of new housing (Policy 10 and Appendix 4) are met;
- 2) all new dwellings created will have a quality surrounding environment;
- 3) main living areas will be located on a principal elevation or on an elevation with an attractive open aspect; and
- 4) it will not have a detrimental effect on the environmental quality enjoyed by existing residents by virtue of the loss of amenity/garden ground, the loss of both off/on street parking provision and increased traffic movements.

### **Development of Garden Ground for New Housing**

- 6.18. Throughout the City there have been proposals for the subdivision of garden ground to accommodate new houses. These proposals can take many forms, from the subdivision of large gardens in generous plots to small scale backland developments. Whilst these proposals can provide for new housing in existing areas they do need to be given careful consideration. The subdivision of existing garden ground can potentially have a significant impact on the environmental

quality of the existing house and the surrounding area. This can be in the form of reduced garden ground, loss of off street car parking provision and the detrimental impact on the setting of the original house and character of the surrounding area.

- 6.19. In determining applications for the subdivision of garden ground the consideration of the design and layout of the new house is important and all proposals should meet the requirements for new small scale/infill housing developments. It is also important to ensure that it fits in with the character of the surrounding area and enhances rather than detracts from the visual quality. Equally important is to ensure that the existing house also maintains its environmental quality and continues to contribute to the quality of the surrounding environment.

### **Policy 13: Development of Garden Ground for New Housing**

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

- 1) the proposed new house/s meet/s the requirements for the design of new housing (Policy 10 and Appendix 4);
- 2) no new building is proposed in front of the principal elevation of the existing house;
- 3) both the curtilage of the existing house and the proposed house maintain the prevailing density of the surrounding area;
- 4) that the useable private garden ground of the existing house is maintained to a level in keeping with the scale of the house and that of similar houses in the surrounding area;
- 5) that sufficient off-street car parking is maintained/provided with the existing house in accordance with its size and the standards set out in Appendix 4; and
- 6) the development will not have a detrimental effect on the existing house and neighbouring properties in terms of physical impact, overshadowing or overlooking.

### **Non-Mainstream Residential Uses**

- 6.20. Non-mainstream residential uses are important in providing the full range of living choices throughout the City, which are critical to meeting the housing needs of particular groups in society. Such uses include sheltered housing, residential and nursing homes, housing for people with special needs, gypsy/travellers and travelling showpeople, purpose built student accommodation and houses in multiple occupation.
- 6.21. Non-mainstream housing which contributes to sustainable high quality placemaking is important to the objectives of the Local Development Plan. The associated broad range of housing needs, that are often specialist in nature, requires new development to be of a high quality that is complementary to and integrates well with the surrounding area.

- 6.22. Non-mainstream housing can have specific requirements and the need for proximity to a range of services and facilities. Such developments may require housing of a specific design and form. As a result of these particular requirements, it is recognised that it is often neither practical nor appropriate for non-mainstream housing developments to satisfy the standard housing design requirements. Notwithstanding this, it is important that appropriate amenities such as parking and open space are provided.
- 6.23. In order to maintain a balance in any community it is considered that there should not be an excessive concentration of non-mainstream housing in a particular area. It will also be necessary to ensure that non-mainstream housing is retained for the purposes for which it was approved and may not be permitted to be occupied for mainstream housing in the future if it cannot meet the relevant design standards.

### **Residential Accommodation for Particular Needs**

- 6.24. This policy promotes the Scottish Government's commitment to shifting the balance of care in favour of older people and people with special or varying needs being able to live as independently as possible, within communities, through a variety of non-mainstream accommodation types. With an ageing population the needs of communities become more varied in relation to physical and mental wellbeing. Various health and mobility issues create a growing demand for particular types of services and non-mainstream housing throughout the City. Care in the community may also necessitate other types of special needs housing.
- 6.25. Another form of non-mainstream residential use, for which the council is required to make provision, is that required to accommodate gypsy/travellers and travelling showpeople. In this regard, Dundee City Council provides a purpose built gypsy/travellers caravan park at Tealing, in Angus. The TAYplan Strategic Development Plan requires that existing sites in the TAYplan area are maintained but does not identify a specific additional need for further provision in the Dundee area. Also, it does not identify additional need for travelling showpeople that cannot be dealt with through existing arrangements for temporary encampments or fairs. For these reasons, the Plan does not allocate additional sites for use by gypsy/travellers or travelling showpeople.



### **Policy 14: Residential Accommodation for Particular Needs**

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

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

Conditions may be applied to permissions to ensure that they do not change into mainstream residential accommodation without an assessment that they can meet the necessary requirements in terms of design and layout in Policy 10 and Appendix 4.

### **Student Accommodation**

- 6.26. Following comprehensive development of new and replacement purpose built student accommodation over the past ten years, it is considered unlikely that there will be the need over the short to medium term for any significant additions to the supply of purpose built accommodation for students.
- 6.27. To ensure that there is not an oversupply of this type of accommodation future proposals will need to demonstrate that there is a need in the area for the accommodation proposed.

### **Policy 15: Student Accommodation**

Student accommodation will only be supported where:

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

## Houses in Multiple Occupation

- 6.28. Houses in Multiple Occupation (HMOs) provide an important supply of housing within Dundee for a range of different people. Whilst many of the concerns relating to HMOs can be more appropriately managed through the licensing regime, there are a number of land use issues that HMOs can raise due to increased number of residents such as increased pressures on parking, amenity space and refuse facilities. In addition to this there are wider community issues where established communities could be eroded and the demands on local services could rise substantially should the proportion of HMOs excessively increase. These issues are particularly pertinent to tenement and flatted developments.
- 6.29. In order to avoid an excessive concentration of HMOs within a particular area thresholds have been applied to HMO unit numbers within the census output areas.

### Policy 16: Houses in Multiple Occupation

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

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

Proposals for new HMOs within census output areas that already exceed 12.5% will not be supported.

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

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

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

### **Small Scale Commercial Uses within Residential Areas**

- 6.30. A high quality and popular residential area is the sum of much more than simply houses in a neighbourhood. Of equal importance is the availability of a range of facilities nearby including shops, open spaces, good schools, leisure facilities, public transport and other social infrastructure. Other commercial uses are important too, providing local employment and services to the surrounding area.
- 6.31. Residential areas in Dundee display great diversity. This is necessary to satisfy the different aspirations and available choices of individual households. It is also important in giving the City a vibrant urban fabric and each neighbourhood a varying character, much of which is the result of the varied mix of uses that exists.
- 6.32. This mix of uses and the availability of a range of services and facilities locally helps to create strong, stable and sustainable communities. It is also an important means of providing opportunities to reduce the need to travel to meet everyday needs and therefore makes an important contribution to the promotion of sustainable development. Operating small scale businesses from home is also an area which may increase in the future and the impacts on neighbours requires to be considered.
- 6.33. In new residential developments there is a need to encourage proposals that include an appropriate range of facilities to serve the needs of the communities that will emerge. New housing development can also be a catalyst for the introduction of facilities into existing neighbourhoods where there is currently a lack of provision. Whilst this can be contentious, with the requirement for provision being known early in the planning process and sensitive design, the long term benefits of such provision can be achieved.
- 6.34. The creation of large areas in the City where housing is the sole use is to be avoided. However, there is a need to ensure that the amenity of existing and proposed residential areas is not adversely affected by inappropriate development. This policy approach will not apply within the City Centre or District Centres where other policy provisions are in place.

#### **Policy 17: Small Scale Commercial Uses within Residential Areas**

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

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

## Community Facilities

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

### Policy 18: Community Facilities

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

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

### Private Day Nurseries

- 6.38. Nurseries are important facilities providing childcare and contributing towards meeting the early education needs of young children. Encouraging a good distribution of such facilities is beneficial to the convenience of parents and guardians of children attending nurseries as well as contributing to the requirements of the Council's transportation objectives, including the promotion of active travel. A policy approach that supports nursery proposals close to homes and workplaces together with other accessible locations is considered appropriate. Planning policy can also positively influence the quality of facilities provided by requiring high quality outdoor play space provision, adequate levels of car parking and dropping off space and safe and suitable pedestrian access. It is important that private day nurseries provide high quality internal and external environments which support childhood wellbeing and learning.

- 6.39. Encouraging a good distribution of private day nursery services also ensures that the provision of such facilities is accommodated without detriment to the amenity and parking provision of neighbouring residents. Small scale nursery provision operating within residential areas, where planning permission is required, would also be considered under Policy 17: Small Scale Commercial Uses within Residential Areas.

### **Policy 19: Private Day Nurseries**

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

- 1) all private day nurseries should have a quality surrounding environment and outdoor play space should be attractive, useable, safe and enjoy a sunny aspect;
- 2) they are situated wholly or predominantly on the ground floor, with direct access to private outdoor play space;
- 3) private outdoor play space of 100 square metres for up to 10 children and 5 square metres per additional child will be provided;
- 4) dropping off parking provision should be provided at a level of 3 spaces for up to 25 children and 4 spaces for more than 25 children (up to a maximum of 50). Where on street parking restrictions exist, dropping off provision of 6 spaces for up to 25 children and 8 spaces for more than 25 children (up to a maximum of 50) will be required;
- 5) staff parking of one dedicated space per 3 members of staff will be provided; and
- 6) all parking should be for the sole use of the nursery and will be accommodated within the curtilage of the premises, where a car can enter and leave in a forward gear.

Within the City Centre and District Centres the requirements of the criteria may be relaxed subject to suitable alternatives being put in place e.g. proximity to car parks and public transport.

Proposals will not be supported where they are either:

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

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

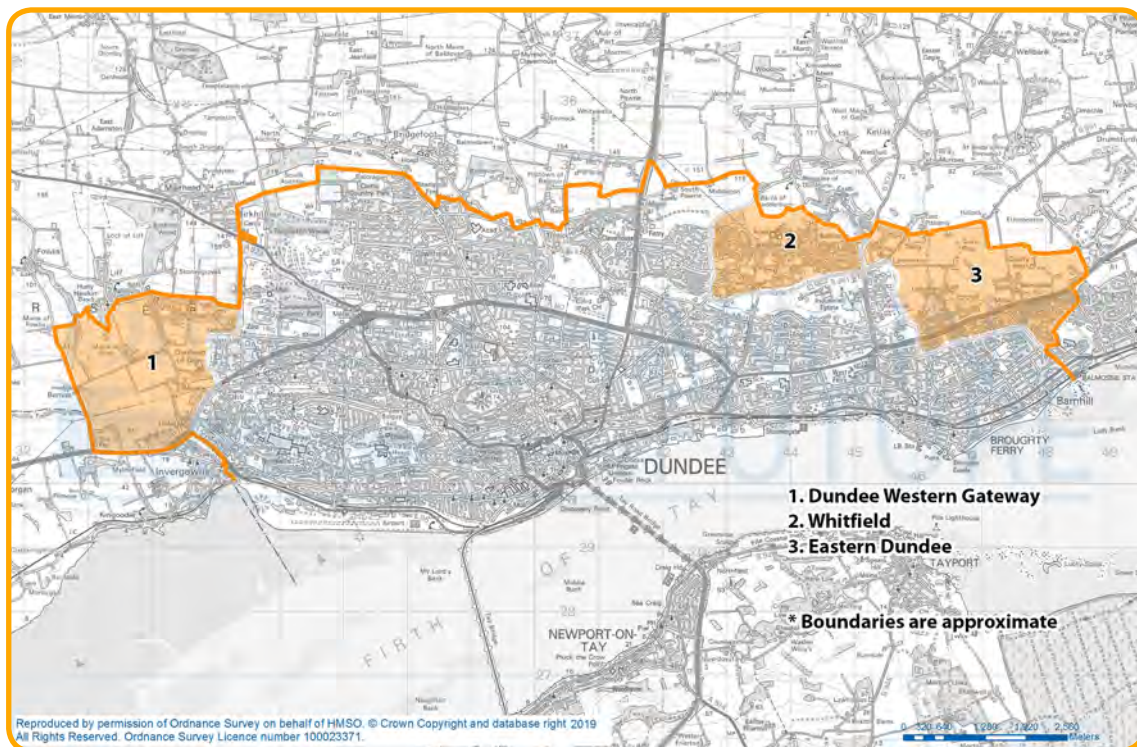
### **Funding of On and Off Site Infrastructure Provision**

- 6.40. Infrastructure provision, for example roads, green infrastructure, street lighting and drainage, is a necessary part of most development proposals. As part of the development process it is normal for the developer to meet the capital costs for infrastructure such as roads, footways and street lighting within the site area of the development. In some instances, the impact upon the infrastructure extends beyond the boundaries of the development site, for example through increased demand

for green infrastructure and facilities for education, healthcare or community uses. In these instances, where it can be demonstrated that the need for infrastructure improvement or provision in a surrounding area is as a result of the development of a site within the area, it is not unreasonable to expect the development to make a contribution to these improvements. In addition, the improvement of green infrastructure through developer contributions should be considered.

- 6.41. It is recognised that the need for investment in infrastructure improvements most commonly arises from new residential development. It is also recognised that a flexible and creative approach to front funding of infrastructure may be required to enable development to occur. Supplementary Guidance on Developer Contributions will ensure landowners, developers and the local authority have certainty about the likely level of developer contributions and the nature of requirements for sites from the outset in relation to education provision, roads and transportation, the green network and public art. It also identifies key areas of the city where contributions towards infrastructure are known to be required. This includes contribution details for the Western Gateway, Whitfield and Eastern Dundee.

**Figure 5: Developer Contribution Areas**



- 6.42. The following list is indicative of what contributions would be required if development in accordance with the Local Development Plan were to be approved in that location:

## Developer Contribution Areas

Area	Contributions Required
City Wide	<p>All developments over £1m in construction value will be required to allocate at least 1% of construction costs for the inclusion of public art projects in a publicly accessible/visible place or places within the development.</p> <p>All development should seek to encourage and promote active travel methods. The achievement of which may be by contributions towards associated infrastructure where a development has significant impact beyond its site boundaries.</p> <p>All 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.</p>
1) Dundee Western Gateway	<p>All greenfield residential developments in this area will be required to contribute towards provision of: flood protection and drainage facilities; the future construction of junction improvements at Swallow Junction; the improvement works undertaken at Dykes of Gray Road; provide connections for cycling and walking routes to the wider Dundee Core Path Network and green infrastructure; and a contribution towards enhancing education provision, the nature of which is currently being considered.</p>
2) Whitfield	<p>Residential developments built for private sector sale shall be required to contribute towards primary education facilities and provide connections for cycling and walking routes to the wider Dundee Core Path Network and green infrastructure.</p>
3) Eastern Dundee	<p>All allocated greenfield housing sites will be required to make a financial contribution towards enhancing education provision. Any greenfield housing land release in this area over that allocated will require the provision of a new education facilities north of the A92 Arbroath Road. Developer contributions in the form of both land and finance will be required for this new primary school and nursery.</p> <p>All developments in this area shall be required to provide connections for cycling and walking routes to the wider Dundee Core Path Network and green infrastructure.</p>

- 6.43. Without detailed information of each development proposal it is not possible to identify every instance where a contribution will be required. The City Council strongly encourages early pre-application discussion as a means to identifying any such requirements that may be necessary as a result of a development proposal.

**Policy 20: Funding of On and Off Site Infrastructure Provision**

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

The principles that guide the requirement for contributions and the preparation of the Developer Contributions Supplementary Guidance are:

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





# Town Centres First

## 7. Town Centres First

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***“Town centres are at the heart of their communities and can be hubs for a range of activities. It is important that planning supports the role of town centres to thrive and meet the needs of their residents, businesses and visitors for the 21st century.” (paragraph 58, Scottish Planning Policy 2014)***

- 7.1. National Planning Framework 3 reflects the importance of town centres as a key element of the economic and social fabric of Scotland. It notes that town centres are at the heart of their communities and can be hubs for a range of activities. It recognises that it is important for planning to support the role of town centres, helping them to thrive and meet the needs of their residents, businesses and visitors for the 21st century.
- 7.2. The Framework highlights the Scottish Government's Town Centres Review calls for a 'town centres first' approach to planning policy and emphasises that the town centre first principle, stemming from the Town Centre Action Plan, promotes an approach to wider decision-making that considers the health and vibrancy of town centres.
- 7.3. Scottish Planning Policy responds to the objective of the 'town centres first' approach and asks planning for town centres to enable a wide range of uses which bring people into town centres and for development plans to apply a sequential town centre first approach when planning for uses which generate significant footfall.
- 7.4. To achieve the Scottish Government's aim of protecting and enhancing town centre vitality and viability TAYplan Strategic Development Plan identifies a hierarchy of town centres within the TAYplan area, with Dundee recognised as the Regional Shopping Centre. The aim of this approach is to protect and enhance the vitality and viability of town centres as the focus for land uses that generate significant footfall. Other uses such as residential, hospitality and events are identified as uses that should be encouraged to locate in town centres.

### **Network of Centres**

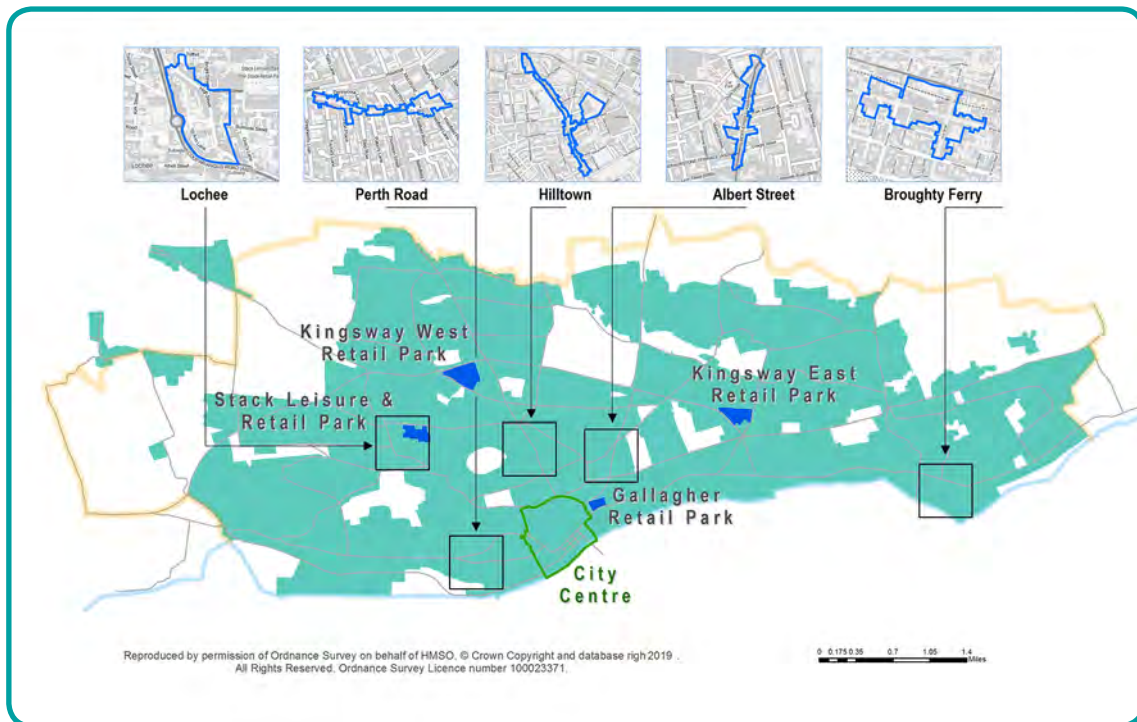
- 7.5. Within Dundee there is an established network of centres that includes the City Centre, District Centres and Commercial Centres. These have been supported and developed over the years by previous planning strategy and policies which have sought to reinforce their role within a recognised hierarchy. Together these centres seek to meet the needs of the population within the city and surrounding areas.

- 7.6. The City Centre is at the top of the network and is the recognised regional centre. As the principal location for civic, retail and business activity it has a key role in the success of the City and the wider city region as a place to work, a place to live and a place to visit.
- 7.7. In Dundee the term town centre also covers the five District Centres - Albert Street, Broughty Ferry, Hilltown, Lochee and Perth Road (see Figure 5 and Appendix 5.). These District Centres complement the City Centre and together these form the City's traditional hubs of shopping provision.
- 7.8. Shopping facilities are also provided within Kingsway West Retail Park, Kingsway East Retail Park, Gallagher Retail Park and alongside leisure uses within The Stack. There are also a number of freestanding food stores and retail warehouses across the City.
- 7.9. Top up shopping needs are met by a network of local shops and shopping parades.
- 7.10. This strong network of centres ensures that Dundee is the region's principal destination for business activity and retailing, with 95% of all convenience and comparison shopping by Dundee residents being made within the City (Dundee Retail Study 2015).
- 7.11. The Dundee Retail Study 2015 was commissioned to inform the preparation of this Local Development Plan. The scope of the Study was to analyse policy and emerging policy; review national, regional and local trends; undertake a qualitative assessment of Dundee's retail offer; undertake a retail capacity study; and provide specialist advice on the range of goods restrictions.
- 7.12. The Study also undertook a health check of the City Centre. Amongst the strengths identified were Dundee's role as a regional centre, the strong retail offer and the future growth in the city region's population driving future retail demand. Similar to the situation in other cities and towns the main weaknesses included the slowness of retailer demand to materialise, the loss of some national retailers and the increasing vacancy rate. Threats to the City Centre were also identified as coming from increased internet expenditure, lack of growth in the retail offer and the drawing of expenditure and associated footfall to out of centre retail development including existing commercial centres.

### **Protecting Our Town Centres**

- 7.13. In line with Scottish Planning Policy, the Local Development Plan strategy uses a sequential approach and goods range restrictions in order to protect and enhance the vitality, viability and vibrancy of the City Centre, promoting it as the first choice location for the development of new shopping provision and other significant footfall generating uses within Dundee. The strategy builds on the locational and accessibility advantages of the City Centre, District and Commercial Centres. In doing this it seeks to maintain and enhance the provision of shopping, services and facilities ensuring that the community as a whole has the benefit of convenient access to the full range of shopping and related services.

**Figure 6: Dundee's Network of Centres**



- 7.14. Dundee's City Centre is the region's main retail and business destination and it is important to maintain and improve the visitor experience on offer while enhancing Dundee's competitiveness. The City Centre is home to a range of hospitality, catering, leisure and cultural destinations as well as businesses and residential properties. The arrival of the V&A Dundee will greatly enhance the role of Dundee as a destination for leisure and shopping. It is vital for the future prosperity of Dundee that the City Centre supports a mix of uses that encourage its vitality and diversity of economic and social activity, both during the day and in the evening.
- 7.15. The District Centres must also maintain and improve their offer in order to meet the needs of residents and visitors to those parts of the City.

**Scottish Government's Town Centre First Principle**

- 7.16. Town centres are a key element of the economic, social and environmental fabric of Scotland's towns; often at the core of community and economic life, offering spaces in which to live, meet and interact, do business, and access facilities and services. We must take collective responsibility to help town centres thrive sustainably, reinvent their function, and meet the needs of residents, businesses, and visitors for the 21st century.

***The Scottish Government's Town Centre First Principle requests that:***

***Government, local authorities, the wider public sector, businesses and communities put the health of town centres at the heart of proportionate and best value decision making, seeking to deliver the best local outcomes regarding investment and de-investment decisions, alignment of policies, targeting of available resources to priority town centre sites, and encouraging vibrancy, equality and diversity.***

- 7.17. Scottish Planning Policy supports the application of the Town Centre First Principle when planning for uses which attract significant numbers of people, including retail and commercial leisure uses, offices, community and cultural facilities.
- 7.18. By locating significant footfall generating uses within Dundee's City Centre and District Centres they are not only more accessible to customers and service users, they also bring large numbers of staff and other visitors into these central locations. This nucleus of shoppers, visitors and businesses increases the centre's footfall and in turn its vibrancy, vitality and viability. Allowing such uses to locate outwith town centre locations misses an opportunity to maximise the economic benefits of that use and its footfall.
- 7.19. In accordance with Scottish Planning Policy's 'town centre first approach', the City Centre and District Centres are the preferred locations for uses that generate significant footfall, including retail and commercial leisure uses, offices, community and cultural facilities and, where appropriate, other public buildings such as libraries, and education and healthcare facilities. This requires that locations are considered in the following order of preference:
- City Centre and District Centres.
  - Edge of town centre
  - Other Commercial Centres identified in the development plan; and
  - Out-of-centre locations that are, or can be, made easily accessible by a choice of transport modes
- 7.20. It is recognised that a flexible and realistic approach is required in applying this sequential approach, to ensure that different uses are developed in the most appropriate locations. It is important that community, healthcare, education and sporting facilities are located where they are easily accessible to the communities that they are intended to serve.
- 7.21. To protect the role of town centres, new or expanded uses within Commercial Centres will only be permitted where those uses support the role and function of the Commercial Centre. This role and function will be controlled by the application of restrictions on the range of goods that can be sold and the size of units.
- 7.22. Where a retail, leisure, public building or office use with a gross floorspace over 2,500 sqm is proposed outwith the City Centre or District Centre and is contrary to the development plan an assessment of the impact on these centres must be carried out.

- 7.23. Proposals for tourist attractions, major leisure uses and visitor accommodation will in the first instance be determined against Policy 7: Tourism and Leisure Developments.

### **Policy 21: Town Centre First Principle**

All new or expanded uses that will generate significant footfall should be located in the City Centre or a District Centre. Proposals for such uses in other locations will only be acceptable where it can be established that:

- 1) no suitable site is available, in the first instance, within the City Centre or District Centres then, edge of town centre and then, Commercial Centres identified in the Local Development Plan, and then out-of-centre locations that are, or can be, made easily accessible by a choice of transport modes;
- 2) individually or cumulatively the proposal would not have a significant adverse effect on the vitality or viability of the City Centre, District Centres or Commercial Centres; and
- 3) the proposal would address a deficiency in provision which cannot be met within or on the edge of these centres.

### **City Centre**

- 7.24. The City Centre is the region's main shopping destination and it is important to maintain and improve the visitor experience on offer while enhancing Dundee's competitiveness. The City Centre is also home to a range of restaurants, public houses and cultural destinations such as the McManus Galleries, as well as businesses and residential properties. It is vital for the future prosperity of Dundee that the City Centre is promoted as a safe, attractive, accessible and well connected place which contributes to an improved quality of life.

### **City Centre Retail Frontages**

- 7.25. The core retail offer in the City Centre extends from the Overgate shopping centre in the west, along High Street and Murraygate and adjacent streets to the Wellgate shopping centre in the east (see Appendix 5).
- 7.26. A number of national retailers and a variety of independent retailers are accommodated within this core area. The concentration and variety of retailers attracts substantial numbers of shoppers from the City and surrounding areas, bringing spin-off benefits for the wider City Centre and for Dundee as a whole. It is in turn viewed as a desirable location by other businesses hoping to draw trade from people visiting the area for its shopping.
- 7.27. It is important to ensure that the City Centre retail offer remains strong and to capitalise on the waterfront developments in order to boost the City Centre for 'destination' shopping.
- 7.28. There is a need to ensure that the vitality and visual appeal of the main shopping area is not diluted by an over-representation of non retail businesses. These types of uses lack the visitor attraction potential of shops and can deaden frontages causing the shopping street to fragment and change character.

- 7.29. In support of this it is considered that the City Centre Retail Frontage area should be kept in retail use but with acceptable complementary Class 3 (Food and Drink) uses. Within the Overgate Centre this will apply to all floor levels and in the Wellgate it will apply to the ground floor only.
- 7.30. Planning permission is not normally required for change of use from Class 3 (Food and Drink) to Class 2 (Financial, Professional and Other Services). In order to prevent this permitted change of use taking place, conditions will be attached to planning permissions preventing a change from Class 3 to Class 2.
- 7.31. Outwith the retail frontage areas, there are a range of less mainstream retailers including speciality, independent and niche shops. These types of uses, including distinctive restaurants and cafes, have the potential to add to the visitor experience associated with the opening of the V&A Dundee, thus reinforcing the City Centre as a visitor destination. It is important to support the role of this speciality shopping area particularly with the development of the Waterfront where the development of further small scale, speciality and independent businesses will be encouraged to complement and integrate with the rest of the City Centre and to add to the quality of place. This will ensure there is an appropriate mix of retail and related uses in the City Centre that will support its vibrancy, vitality and viability.

### **Policy 22: City Centre Retail Frontages**

#### a) City Centre Retail Frontage Area

Within the City Centre Retail Frontage Area (see Appendix 5), proposals for Class 1 (Shops) use will be encouraged. Proposals which would result in the loss of ground floor retail uses to uses other than Class 3 (Food and Drink) uses will not be permitted. Conditions will be applied to prevent the permitted change from Class 3 to Class 2.

#### b) City Centre Speciality Shopping and Non Frontage Area

Within the Speciality Shopping and Non Frontage Area (see Appendix 5) uses within Classes 1 (Shops), 2 (Financial, Professional and Other Services) and 3 (Food and Drink) of the Use Classes Order will be supported. Proposals for ground floor premises involving uses falling outwith these Classes will not be permitted.

#### c) City Centre Extending and Upgrading Shopping Provision

The following locations (see Appendix 5) will be supported as capable of accommodating a major element of new or upgraded shopping floorspace in the City Centre:

The Overgate Centre (extension)

The Wellgate Centre (extension and internal remodelling)

Within the Central Waterfront development area a limited element of small scale shopping floorspace at ground floor level will be permitted. This should be complementary in nature to the shopping provision in the City Centre.

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

## District Centres

- 7.32. Dundee's District Centres are part of a historic legacy of shopping and service centres which have traditionally served as the focus for distinct communities within the City. They continue to provide a range of shops, services and leisure facilities in locations which are accessible by public transport.
- 7.33. Albert Street, Hilltown, Lochee and Perth Road lie at the heart of inner city communities, while Broughty Ferry serves the suburban population on the eastern edge of the City.
- 7.34. A common threat to all the District Centres is the move of retailing and other businesses from the high street to online formats and the competition from out of centre retailing. To ensure they support the development of lifetime communities and continue to meet the needs of the local population continued investment and measures to maintain and improve their attractiveness for businesses and residents will be supported. It is important they are developed in a manner that maintains and enhances their vibrancy, vitality and viability as sustainable shopping and service locations.
- 7.35. To maintain and enhance the health of the District Centres it is important that their main retail areas retain a strong representation of key retailers and services and that their more specialised retail functions are maintained. These main retail areas are defined as the District Centre Retail Frontage areas (Appendix 5).
- 7.36. Outwith the District Centre Retail Frontage areas there is a range of less mainstream shops and other businesses which also generate footfall and are important in supporting the vibrancy, vitality and viability of the District Centres.

### Policy 23: District Centres Retail Frontage

#### District Centres Retail Frontage Area

Within the areas defined on the Proposals Map and Appendix 5, the City Council will encourage new retail and other uses within Classes 1, 2 and 3 of the Use Classes Order which would contribute to the vitality and viability of the District Centres. Uses outwith these Use Classes will not be supported.

#### District Centres Outwith Retail Frontage Area

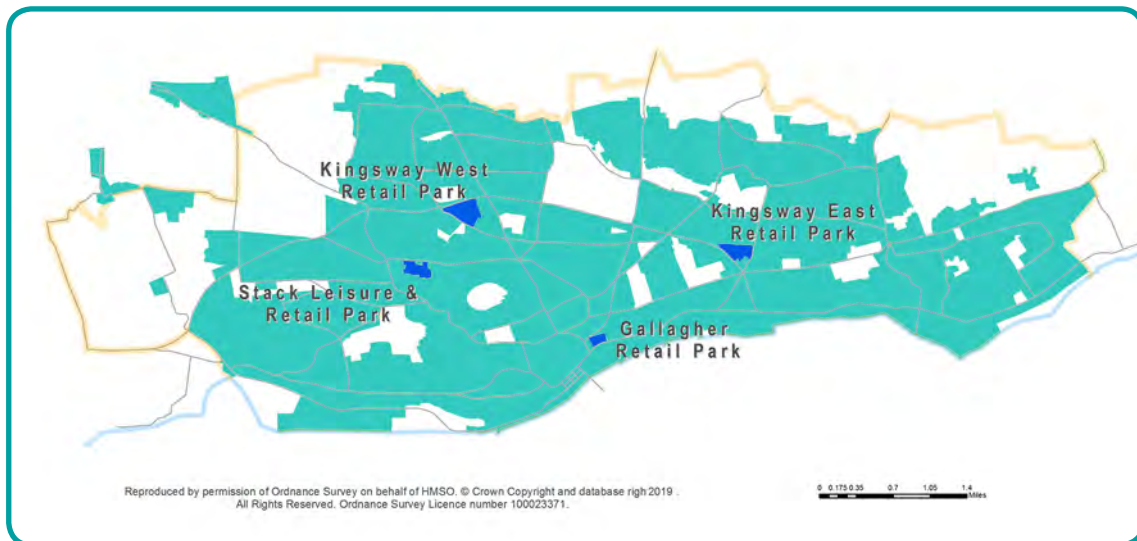
Outwith the defined retail frontage areas, proposals which help support the role and function of the District Centre will be acceptable.

## Commercial Centres

- 7.37. There are four Commercial Centres in Dundee. These are Kingsway East Retail Park, Kingsway West Retail Park, Gallagher Retail Park and The Stack Leisure & Retail Park as shown in Figure 7. Commercial Centres provide an important complementary role as part of the shopping hierarchy within the City. They have become an important focus for shopping and are distinct from town centres as their range of uses and physical structure makes them different in character and sense of place.



**Figure 7: Identified Commercial Centres**



- 7.38. Kingsway West Retail Park is the City's largest retail park with a wide range of mainly bulky household goods operators. Kingsway East Retail Park is smaller with an emphasis on household goods including DIY, interiors and homewares. These two retail parks are very accessible to Dundee residents and others by their location on the Kingsway trunk road.
- 7.39. Gallagher Retail Park is located in an edge of centre location close to the City Centre. It is complementary to the City Centre providing retail warehousing selling certain personal and leisure goods the sale of which is either prohibited or restricted at Kingsway East and West Retail Parks.
- 7.40. The Stack Leisure and Retail Park is located in an edge of centre location adjacent to Lochee District Centre. It has a complementary role to the District Centre having evolved from a leisure park to a mixed use commercial centre providing leisure uses alongside retail warehousing selling food and certain homeware goods.
- 7.41. The growth of non-food sales in Commercial Centres and food stores is recognised to draw trade from retailers within existing shopping centres. In order to ensure that they do not jeopardise the vitality and viability of the City Centre and District Centres, the Commercial Centres are subject to special goods range restrictions and related controls to limit the amount of floorspace that can be given over to non-food goods and the size of unit.
- 7.42. Creating small units within a retail park environment could draw high street retailers and other businesses away from the City Centre and District Centres with damaging effects on their footfall, vitality and viability. Conditions will therefore be attached to planning permissions for development within Commercial Centres to restrict the size and future subdivision of units or the occupation by more than one retailer.
- 7.43. The aim of these controls is to avoid a potentially damaging diversion of expenditure away from these centres and to ensure that they continue to provide a valuable and accessible service for shoppers.

- 7.44. The range of goods restrictions were reviewed in the Dundee Retail Study 2015 in which it was concluded that the restrictions across the commercial centres should be maintained as any dilution is likely to result in competition with the City Centre and the District Centres and risks deflection of footfall, trade and private investment away from the established network of town centres, weakening the City's role as a regional centre for retailing.
- 7.45. Further information on the commercial centres referred to in this chapter is contained in the Development Sites Assessment document. Development proposals for each site will be required to be supported by the information contained in the table at section 4 of the Development Sites Assessment document.

### **Food Stores**

- 7.46. Concerns still exist regarding the scale of comparison goods being sold within food stores and the potential impact of this on the City Centre and District Centres. The Dundee Retail Study 2015 concluded that there is no particular reason to change the restrictions on the proportions of comparison goods sales in food stores. Where new major food provision is permitted appropriate controls on the sale of comparison goods will be applied.

#### **Policy 24: Goods Range and Unit Size Restrictions**

##### Commercial Centres

The Commercial Centres at Kingsway East Retail Park, Kingsway West Retail Park, Gallagher Retail Park and The Stack Leisure & Retail Park shall be subject to the restrictions set out in Appendix 6.

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

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

##### Food Stores

Within new or extended food stores the sale and display of comparison goods shall be limited to no more than 30% of the net sales area of the store, subject to the limitations that no single group of goods (as set out in Appendix 6) shall occupy more than 50% of the sales area devoted to comparison goods.

## **Gallagher Retail Park Extension**

- 7.47. The opportunity exists to accommodate part of the City's future household goods retail floorspace requirements on the site of the existing bus depot in Dock Street. While not itself an edge-of-centre site, it lies adjacent to the edge-of-centre Gallagher Retail Park which is within relatively easy walking distance of the City Centre. It has the scope to complement and enhance the attraction of the existing retail park and its offers. To avoid undermining the retail strategy, the site will need to be subject to goods range and unit size restrictions to ensure that it operates as a focus for retail warehousing trading primarily in bulky household goods.

### **Policy 25: Gallagher Retail Park Extension**

The City Council supports the redevelopment of the Dock Street bus depot site for retail warehousing in bulky household goods. The range of goods to be sold at this location will require to comply with Appendix 6: Goods Range Restrictions.

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

## **Local Shopping Provision**

- 7.48. Local shops play an important role in supporting Dundee's neighbourhoods and making our communities more sustainable. Whilst protecting existing centres the Local Development Plan does allow new local shops in areas of low provision and for extensions to existing shopping centres and parades.
- 7.49. There is a need to control the scale of development in order to ensure that it is genuinely local in nature and is not of such a scale as to impact on the vitality and viability of existing shopping centres.

### **Policy 26: Local Shopping Provision**

#### **New Local Shops**

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

#### **Existing Centres and Parades**

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

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

## **Location of Public Houses, Restaurants and Hot Food Takeaways**

- 7.50. Due to the nature of their business, public houses can raise amenity issues for residents in the surrounding area. However, public houses are considered to be important uses within the City Centre if this area is to fulfil its function as the principal destination for leisure and social activities. It is also recognised that public houses in terms of their impact on amenity will be relatively less significant in the City Centre given the existing level of activity. Therefore proposals for new public houses will only be supported within the City Centre.
- 7.51. Restaurants and hot food takeaways can also raise amenity issues for residents in the surrounding area. As a result they are normally located in the City Centre, District Centres or shopping parades. Proposals for restaurants and hot food takeaways may be acceptable in District Centres subject to them raising no significant amenity issues in terms of noise and odour, and their hours of operation being limited.
- 7.52. Some daytime uses such as hot food takeaways, sandwich shops and coffee shops may be acceptable in out of centre locations. Amenity issues in these locations will be minimised by restricting such uses in close proximity to housing and by limiting the nature of their operations and hours of operation.

### **Policy 27: Public Houses, Restaurants and Hot Food Takeaways**

Proposals for new public houses will not be supported in locations outwith the City Centre.

Within District Centres proposals for hot food takeaways and restaurants, including external seating areas, may be supported subject to the hours of operation being limited to between 7.00am and 11.00pm and there being no significant detrimental impact on amenity through issues of noise and odour.

Outwith the City Centre and District Centres proposals for hot food takeaways and restaurants, including external seating areas will only be supported where:

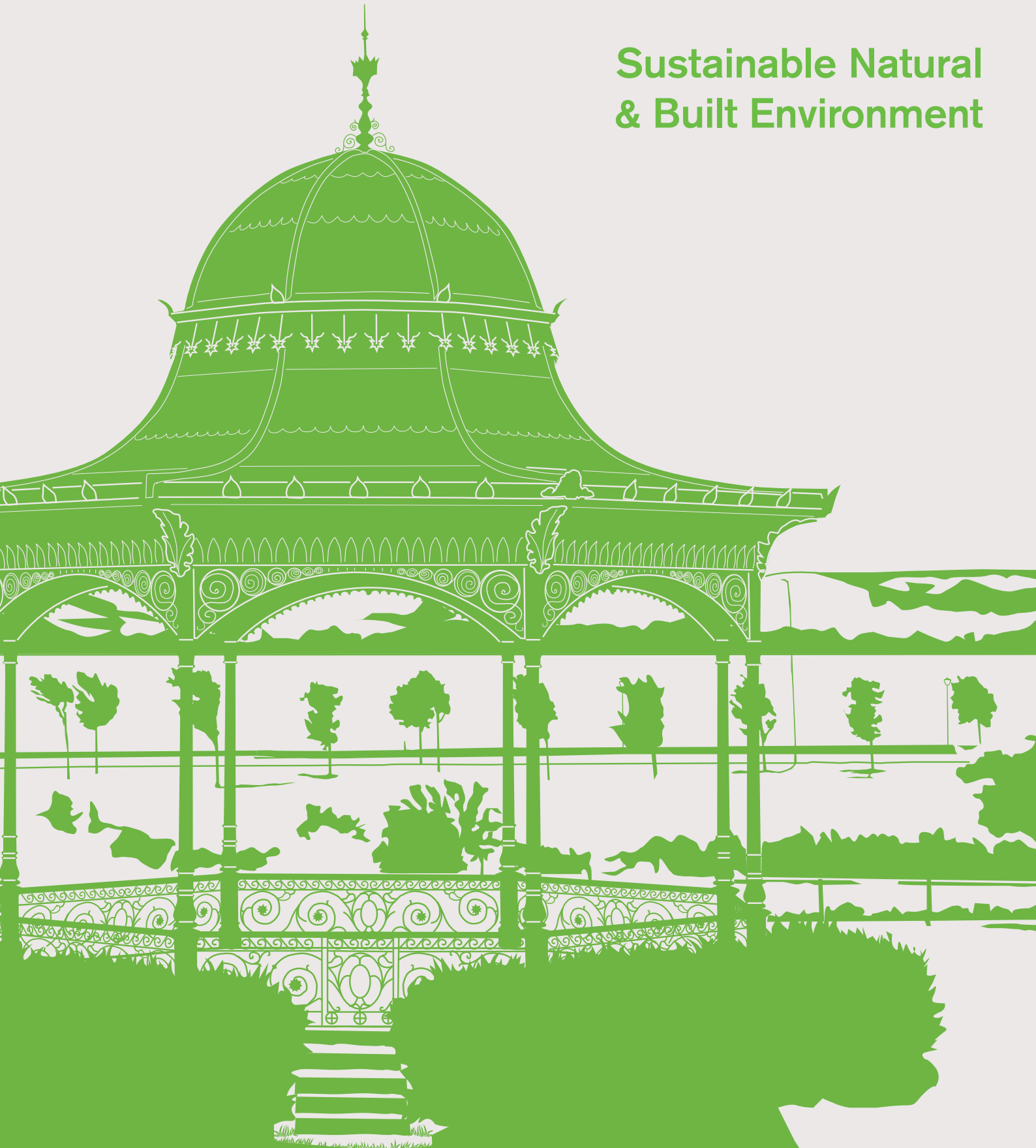
- 1) the proposal has a gross floor area up to 150 square metres and is more than 30 metres\* from existing or proposed housing or;
- 2) the proposal has a gross floor area in excess of 150 square metres and is more than 45 metres\* from existing or proposed housing.

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

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

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

# Sustainable Natural & Built Environment



## 8. Sustainable Natural & Built Environment

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- 8.1. In seeking to create higher quality places Scottish Planning Policy asks for planning to consider the relationships between creating successful, sustainable places; natural resilient places; and low carbon places.
- 8.2. The Local Development Plan vision emphasises the importance of development which is sustainable and which avoids creating an unacceptable environmental burden on future generations. In order to assist in realising this vision it is recognised that the state of the environment is a cross cutting issue that influences all strategies and policies in the Local Development Plan. Consequently promotion of sustainable development features as a driving force behind the spatial, economic, housing and accessibility strategies.
- 8.3. To address specific environmental issues the Local Development Plan contains both proactive planning measures which seek to reduce the City's impact on the natural and built environment and make better use of these assets, and also reactive planning measures which adapt or respond to the environment's impacts on the City. These measures include: developing the green network; managing flood risk and protecting the water environment; the reduction and management of waste; the improvement of air quality; energy generation and distribution; carbon reduction; and preserving and enhancing the historic built environment.
- 8.4. To help developers address environmental and infrastructure issues early in the development process Appendix 3 highlights which of the allocated housing sites require a Flood Risk Assessment and/or Noise Impact Assessment and/or consideration of requirements from the Habitats Regulations Appraisal. The Development Site Assessments document also contains further site or area specific information on environmental issues and constraints across the allocated housing sites and sites within Economic Development Areas, Commercial Centres and Leisure Parks.

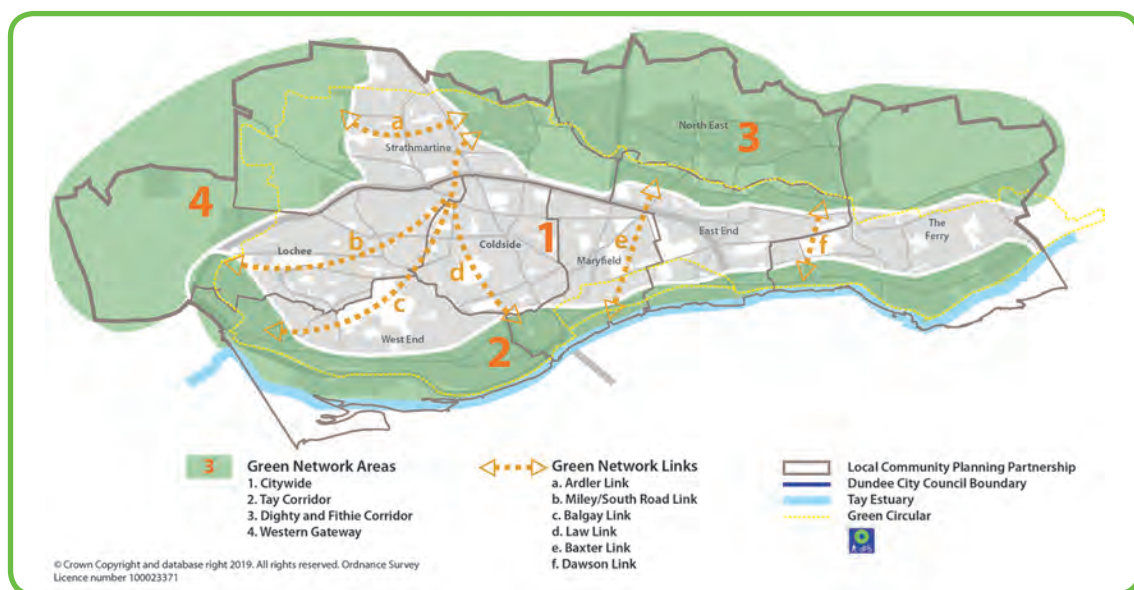
### **Green Infrastructure**

- 8.5. The quality of the natural environment in and around Dundee is a key economic asset and central to the health and well-being of our residents and communities. It is also an essential part of our long-term environmental performance and climate resilience.
- 8.6. Like many cities around the world Dundee acknowledges that green infrastructure is as integral to the City as grey infrastructure such as roads, pipes and cables. In order to maximise the benefits from the City's network of green infrastructure it has to be increasingly multi-functional and interconnected, and as such it should be designed and managed as one. Working in partnership with Scottish Natural Heritage the Council has published non-statutory planning guidance on the Dundee Green Network which promotes opportunities to enhance and extend the network of green infrastructure through new development.

## The Dundee Green Network

- 8.7. It is important to ensure that as the City develops and embraces change, people living, working, or visiting the City continue to have access to quality, connected, multifunctional and well managed green infrastructure.
- 8.8. Green infrastructure includes individual elements such as trees, woodlands, allotments, community growing spaces, sustainable drainage systems, waterways, footpaths, cycleways, parks and outdoor sports facilities, wildlife corridors and quiet areas related to the European Noise Directive.
- 8.9. Connecting these individual elements into a multifunctional green network helps to:
- provide a range of opportunities for leisure and recreation;
  - improve environmental quality;
  - link and create wildlife habitats; and
  - protect existing features
- 8.10. The Dundee Green Network, was identified in a collaborative project between the Council and Scottish Natural Heritage. The Dundee Green Circular and the Dighty Wildlife Corridor are important green assets in the City and essential parts of the Dundee Green Network.
- 8.11. New development offers an opportunity for the Council to work with its partners to strengthen and extend the network of green infrastructure. Developers will also be expected to play a key role in the improvement of the network by incorporating green and blue infrastructure into development which is consistent with the advice set out in the Dundee Green Network Planning Guidance. In certain circumstances there may be an alternative and more appropriate requirement for off site provision relevant to a proposed development as determined by Dundee City Council.
- 8.12. Major development should seek to provide an appropriate quality and quantity of open space/recreational space as determined by Dundee City Council.
- 8.13. Community-led green infrastructure projects such as new allotments, community growing areas or temporary greening will be supported where these are appropriately located and managed.

**Figure 8: Dundee's Green Network**



### **Policy 28: Protecting and Enhancing the Dundee Green Network**

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.

Development proposals that would result in a change of the use of a site identified on the Proposals Map as green infrastructure, including open space, allotments or Locally Important Nature Conservation Sites to anything other than a green infrastructure use should establish that the site no longer has a potential value as green infrastructure unless the Council are satisfied that:

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

Proposals affecting outdoor sports facilities will be safeguarded from development except where:

- 1) the proposals affect only a minor part of the site or are ancillary to the principal use of the site as an outdoor sports facility and either improve or do not affect its use and potential for sport, training and amenity use; or
- 2) the facility which would be lost is to be replaced by a new or upgraded compensatory facility of equal benefit and accessibility in; or
- 3) adjacent to the community most directly affected; or
- 4) the proposals are consistent with the Dundee Physical Activity Strategy or Dundee Pitch Strategy and supported through consultation with sportscotland.



### **Policy 29: Outdoor Access and the Dundee Green Network**

The Council 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. When considering development proposals the Council will:

1. Safeguard the line of any existing or proposed outdoor access route affected by the development, and require its incorporation into the development unless a satisfactory alternative route can be agreed;
2. Seek to secure any additional outdoor access opportunities which may be achievable as a result of the development; and
3. Where an outdoor access route is to be temporarily disrupted, require the provision of an alternative route for the duration of construction work and the satisfactory reinstatement of the route on completion of the development.

### **Maintenance of New Green Infrastructure in Development**

- 8.14. Green infrastructure in new developments is only fully effective if it is properly maintained. It is important that maintenance regimes are consistent with the particular type and use of green infrastructure to ensure its future safety and integrity.

### **Policy 30: Green Infrastructure Maintenance**

The Council 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, based on the following options:

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

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

### **Development within the Open Countryside**

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

#### **Policy 31: Development within the Open Countryside.**

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

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

### **National and International Nature Conservation Designations**

- 8.16. Dundee has several nationally and internationally important natural heritage designations that focus on the Tay Estuary as it relates to the Council's administrative boundary. Any development proposal that is likely to have a significant effect on, and directly connected with, the conservation management of the Natura site must include a Habitats Regulations Appraisal of the implications on the conservation objectives of the designations.

### **Policy 32: National and International Nature Conservation Designations**

#### International Sites

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

- 1) if required an Appropriate Assessment has demonstrated that the proposal will not adversely affect the integrity of the site; or
- 2) where there are no alternative solutions and there are imperative reasons of overriding national public interest, including those of a social or economic nature and suitable compensatory measures have been identified and agreed.

#### National Sites

Development which would affect a designated site of national nature conservation importance will only be permitted where it has been demonstrated that:

- 1) The objectives of the designation and the overall integrity of the area will not be compromised; or
- 2) Any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance arising from the development.

### **Local Nature Conservation Designations**

- 8.17. Dundee has both statutory and non-statutory locally important natural heritage designations. The Local Nature Reserves at Trottick Ponds, Broughty Ferry and the Inner Tay Estuary are statutory designations which are complemented by a network of Locally Important Nature Conservation Sites (LINC)s. LINC)s are locally important green spaces for nature conservation designated because of the scale, diversity or kind of habitat which they support. They also represent a significant resource for environmental education. LINC)s at the Dighty, Fithie and Murroes Burns host important local aquatic and other nature conservation interest. The full list of LINC)s is contained in Appendix 7.
- 8.18. The Dighty environs and north side of Riverside Drive continue to be identified as Wildlife Corridors to promote habitat continuity and support biodiversity conservation. Other fragmented areas in the City have the potential to develop into cohesive Wildlife Corridors. Development of the Green Network will promote connectivity between LINC)s and assist in reconnecting fragmented areas.

**Figure 9: Plan of Locally Important Nature Conservation Sites (LINCS)**



**Policy 33: Local Nature Conservation Designations**

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

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

**Protected Species**

8.19. The presence or potential presence of a species with special protection is a material consideration in planning decisions. European Protected Species listed in the Habitats Directive of known relevance to Dundee and their likely locations are:

Cetacean: dolphin, porpoise and whale; associated with the Tay Estuary.

Bat; could be found anywhere across the City.

Otter; associated primarily with the Dighty Burn and the River Tay particularly at the eastern and western extremities.

- 8.20. Various other species animals, fish, birds and plant life are protected by The Wildlife and Countryside Act 1981 (as amended), including red squirrel, which should be taken into account when considering proposals to develop. The presence of protected species rarely means that no development can take place. Mitigation measures, however, are often needed and the timing of works may be affected. Under special circumstances a licence may be obtained from Scottish Natural Heritage enabling work to be carried out. Significant effects on protected species may be avoided through sensitive layout, design and timing of works together with appropriate mitigation measures.

#### **Policy 34: Protected Species**

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

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

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

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

#### **Trees and Urban Woodland**

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

### **Policy 35: Trees and Urban Woodland**

The Council will support the establishment and enhancement of woodland, tree belts and corridors. New development must ensure the survival of woodland, hedgerows and individual trees, especially healthy mature trees, of nature conservation or landscape value through sensitive site layout both during and after construction, unless removal has been approved in advance by the council. Where appropriate, development proposals must be accompanied by maintenance arrangements and justification for the removal of any trees or hedgerows.

### **Managing Flood Risk**

- 8.23. Scottish Planning Policy supports a sustainable approach to flood risk management in order for planning to play a role in reducing the vulnerability of existing and future development to flooding, including the increased risk from climate change.
- 8.24. In order to meet the requirements of Scottish Planning Policy and mitigate the risk of flooding in Dundee, development proposals should avoid any direct or indirect impact on areas at risk of flooding. All sources of flooding (fluvial, coastal, pluvial, drainage, infrastructure failure e.g. reservoirs, and groundwater) including the impacts of climate change should be taken into account. Scottish Planning Policy distinguishes between areas of low to medium flood risk and medium to high risk with recommendations on development restrictions for both categories. The recommendations vary between built-up areas and undeveloped and sparsely developed areas, but the principle of avoidance of development in areas at risk of flooding, or that will increase the risk of flooding elsewhere, should be met. The risk framework set out in the Scottish Planning Policy will be used to support consideration of development proposals affected by flooding issues. SEPA has produced Land Use Vulnerability Guidance in support of this framework.
- 8.25. The Tay Estuary and Montrose Basin (TEAMB) Flood Risk Management Strategy (2015) provides the overall strategic approach to tackling flood risk in this area. It is supported by a series of actions identified in the TEAMB Local Flood Risk Management Plan 2016 and Dundee Water Environment and Strategic Flood Risk Assessment 2016. Mitigation measures are proposed on a site by site basis ranging over all allocated sites. Developers and applicants should take any measures identified in the Dundee Flood Risk Strategy fully into account in support of the Flood Risk Management (Scotland) Act 2009.

### **Policy 36: Flood Risk Management**

#### Medium to High Risk Areas

There is a general presumption against a) development on previously undeveloped land and b) development of essential civil infrastructure, in high risk areas based on a 0.5% or greater annual probability of flooding (equivalent to a 1 in 200 year flood or greater) plus an additional allowance of 600mm. Other development may be acceptable where:

- 1) sufficient flood defences already exist, or a Flood Protection Scheme or flood defence, designed and constructed to a standard of 0.5% annual probability plus climate change allowance, will be in place prior to occupation of the proposed development;
- 2) those flood defences will be maintained for the lifetime of the development and will not increase the probability of flooding elsewhere;
- 3) the extent of development potentially affected by flooding is protected through the use of appropriate water resistant materials and construction; and
- 4) the finalised scheme does not result in a land use which is more vulnerable to flooding.

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

#### Low to Medium Risk Areas

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

### **Sustainable Drainage Systems**

- 8.26. Sustainable Drainage Systems (SuDS) are a well-recognised method of dealing with surface water in an environmentally friendly and economical manner. SuDS manage surface water on site as near to source as possible by slowing down the water run-off and treating it naturally, thereby allowing the release of good quality surface water to watercourses or groundwater. They have the ability to form an important part of the Green Network as promoted through Policy 28.

### **Policy 37: Sustainable Drainage Systems**

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. SuDS should be designed so that the water level during a 1:200 year rainstorm event plus allowances for climate change and future urban expansion is at least 600mm below finished floor levels. This incorporates an allowance for the effect of climate change. In addition, proposals will be encouraged to adopt an ecological approach to surface water management, ensure an appropriate level of treatment and exploit opportunities for 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. Proposals should have no detrimental impact on the ecological quality of the water environment.

## **The Water Environment**

- 8.27. Implementation of the Water Framework Directive in Tayside is achieved through the Scotland River Basin Management Plan 2 (RBMP). The RBMP promotes several aspects of the water environment including regulating water use, promoting sustainable use, minimising adverse impacts from important developments, maintaining good environmental practices, managing emerging risks and adapting to climate change.
- 8.28. The condition of the water environment can be threatened or improved by a wide variety of impacts which RBMP seeks to influence. These include morphological alterations, pollution, abstraction, changes in land uses, and invasion by non-native species and plants as they apply to wetlands, rivers, transitional waters (estuaries), coastal waters and groundwater.
- 8.29. Physical impacts on the water environment resulting from engineering works such as culverts, bridges, watercourse diversions, bank modifications and dams have been identified in the RBMP as a significant pressure on the water environment. Engineering works in and around the water environment that would compromise the objectives of the Water Framework Directive will not be supported. Development can also create opportunities to improve the water environment through works such as de-culverting, provision of adequate riparian buffer zones to watercourses, removal of historic weirs and other obstacles, and these will be supported through Policy 28 as enhancement of the Dundee Green Network.
- 8.30. Local interpretation of the RBMP is contained in the Dundee Water Environment and Strategic Flood Risk Assessment 2016. Mitigation measures are proposed on a site by site basis. Developers and applicants should take any measures identified in the Dundee Water Environment and Strategic Flood Risk Assessment 2016 fully into account.

### **Policy 38: Protecting and Improving the Water Environment**

Proposals for development that compromises the objectives of the Water Framework Directive (2000/60/EC), aimed at the protection and improvement of Scotland's water environment will not be supported. In assessing proposals, the Council will take into account the Scotland River Basin Management Plan 2 associated Area Management Plans; and the Dundee Water Environment and Strategic Flood Risk Assessment 2016 together with supporting information on opportunities for improvements and constraints.

Where development sites are in close proximity to watercourses, an appropriately sized buffer zone shall be provided between the development and the watercourse, which should function ecologically as riparian habitat and be of landscape and amenity value.

### **Environmental Protection**

- 8.31. Planning to create sustainable places involves not only adapting to or mitigation of harmful external negative effects but tackling inherited and potential negative effects associated with the land or its proposed future use. In this regard it is important to bring previously used land back into productive use, deal effectively with waste generated by the new use, treat contaminated land, protect against hazards and achieve a satisfactory level of amenity.



- 8.32. There is a need to ensure both the protection of the amenity of sensitive land uses from inappropriate development and the viability of the business environment from the inappropriate development of sensitive land uses. What constitutes inappropriate development will vary depending on the existing nature and character of the area. For example, the standard of residential amenity that might be expected in the City Centre will differ from that in the inner city which in turn will differ from that in a suburban residential area.
- 8.33. Parts of the City are designated Noise Management and Quiet Areas under the Dundee Agglomeration Noise Action Plan, and all parts of the City must achieve minimum levels of residential amenity.

#### **Policy 39: Environmental Protection**

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

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

#### **Air Quality**

- 8.34. All local authorities in the UK are under a statutory duty to undertake an air quality assessment within their area and determine whether they are likely to meet the air quality objectives for seven key air pollutants. In Dundee, following an assessment, only levels of nitrogen oxides and fine particulate matter are of concern. These pollutants are found in concentrations which exceed the national objectives at a number of locations within the City, principally in the vicinity of main junctions within the City Centre and arterial routes leading towards the centre, though locations outwith these areas have also been identified.
- 8.35. To enable wider consideration of air quality improvements all of the City of Dundee was declared an Air Quality Management Area for nitrogen dioxide (NO<sub>2</sub>) in 2006. This was amended to include the pollutant particulate matter (PM<sub>10</sub>) in October 2010. The Council's latest Air Quality Action Plan sets out current objectives and actions to help improve air quality. In parallel to this, the Council supports the delivery the "Cleaner Air for Scotland - The Road to a Healthier Future (Nov 2015)" strategy to improve Scotland's air quality.
- 8.36. Development proposals should aim to minimise local air pollutant emissions and traffic impacts. Planning applications that have the potential to be detrimental to air quality, or those which introduce new exposure to areas of existing poor air quality should be accompanied by an air quality assessment of the likely impact of the development. When considered in isolation the impact of a single development may appear to be insignificant however the cumulative predicted impact must be taken into consideration.

- 8.37. 'Air Quality and Land Use Planning' Supplementary Guidance sets out the circumstances where an assessment of the potential impact of particular types of development on existing and future air quality may be required and provides guidance on how an air quality assessment should be prepared.

#### **Policy 40: Air Quality**

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

#### **Land Contamination**

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

#### **Policy 41: Land Contamination**

a) Development of potentially contaminated or statutorily identified contaminated land will be considered where:

- 1) a site investigation is submitted establishing the nature and extent of contamination; and
- 2) the Council is satisfied that remediation measures proposed for the development, adequately address contamination risks to all receptors, such that the land demonstrably does not meet the statutory definition of contaminated land and is suitable for the planned use.

b) An alternative use to that identified in the Local Development Plan will be considered where the above criteria are satisfied and:

- 1) an economic appraisal establishes that the site cannot be economically developed for the allocated use due to the level or type of contamination; and
- 2) the proposed use meets the requirements of other relevant policies of the Local Development Plan.

## Hazard Sites

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

### **Policy 42: Development of or next to Major Hazard Sites**

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

## Waste

- 8.41. The Scottish Government's Zero Waste Plan and Scottish Planning Policy require planning authorities to plan for all waste types, including commercial and industrial; and construction and demolition waste. The City's waste management facilities include the strategic Waste-to-Energy plant at Baldovie, two recycling centres as well as recycling points strategically placed around the City. The move towards sustainable waste management means that more facilities may be required to sort, recycle, process and recover energy from waste in the future as we continue to move towards a circular waste economy.
- 8.42. The Local Development Plan identifies the General Economic Development Areas as potentially appropriate locations allocated for the development of major waste infrastructure, should there be a requirement in the future. Small scale facilities may have more locally defined requirements within community neighbourhoods necessitating greater flexibility in identifying appropriate locations.
- 8.43. The Local Development Plan also identifies and safeguards existing waste management installations and ensures that allocation of land on adjacent sites does not compromise waste handling operations.

### Policy 43: Waste Management Installations

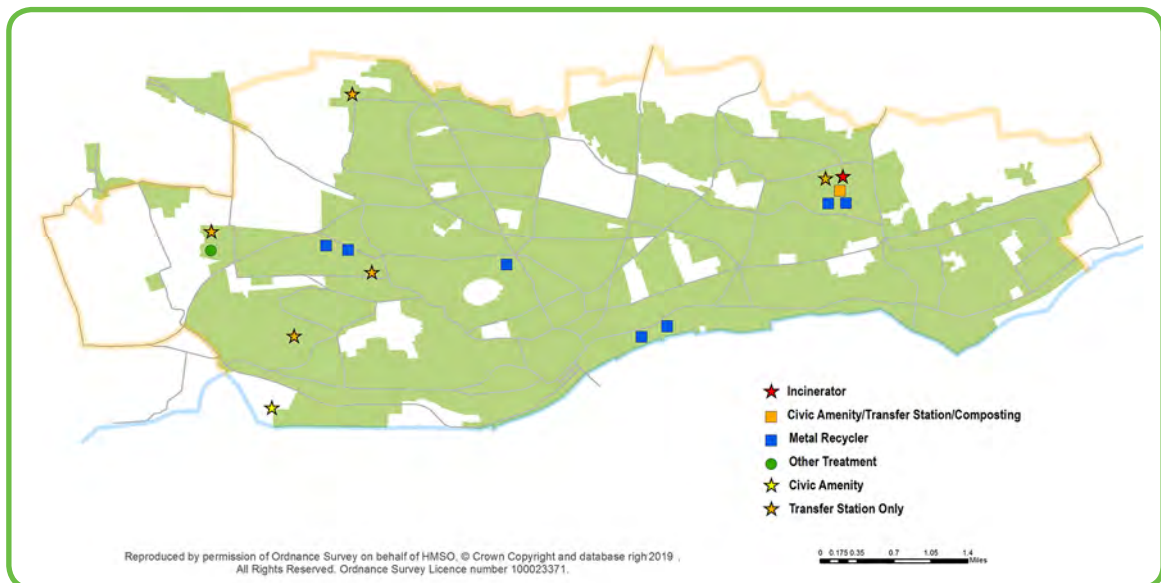
Existing waste management installations are safeguarded unless evidence is presented to demonstrate that the facility is no longer required and that the capacity can be met through an alternative facility.

New waste management installations should be located in the first instance in General Economic Development Areas identified in the Proposals Map unless the Council is satisfied that proposals are consistent with a strategy or programme approved by the Council or serve a strategic need for the management of waste.

Development which meets the above requirement may be permitted provided:

- 1) there is no detrimental impact on neighbouring uses or local residential amenity;
- 2) there is no unacceptable traffic impact;
- 3) it does not have an adverse effect, either alone or in combination with other proposals or projects, on the integrity of any Natura site.; and
- 4) suitable standards of restoration following decommissioning are proposed and agreed by the Council.

Figure 10: Existing Waste Management Facilities



### Waste Requirements

- 8.44. New developments should demonstrate resource efficiency and the minimisation of waste during construction and operation including provision for waste separation and collection to meet the requirements of the Waste (Scotland) Regulations 2012. Exploiting opportunities for re-use, refurbishment, remanufacturing and reprocessing of high value materials and products is encouraged in line with the waste hierarchy: prevention, re-use, recycling, energy recovery and waste disposal. The burning of site waste during demolition and construction of development is discouraged.

#### **Policy 44: Waste Management Requirements for Development**

Development proposals should demonstrate that they adequately address the Scottish Government's Zero Waste Policy and that sufficient provisions are made to maximise opportunities for waste reduction and waste separation at source and enable the separate collection of recyclable material as outlined in the Waste (Scotland) Regulations 2012.

Site waste management plans are required for major developments to ensure sufficient control for site waste during construction and operation of new development.

#### **Energy Generation and Carbon Reduction**

- 8.45. The impact, knowledge and viability of the various methods of energy generation is developing at a fast pace and the favoured methods of energy generation are under constant review. In these circumstances it would not be prudent for the Local Development Plan to specify a preference for some forms of energy generation over others. However, there will be a range of energy technologies that are more suited to urban locations. There are however particular issues with the different forms of generation which should be taken into account.

#### **Energy Generating Facilities**

- 8.46. Some major energy generating facilities require to be supplied with large quantities of virgin biomass materials, waste materials, or a combination of both. These are transported to the site via road, rail or sea. Given the scale and nature of the operation of these facilities they are more suited to existing employment areas. Smaller scale energy generating facilities may be acceptable in locations outwith existing employment areas.
- 8.47. All energy generating facilities which produce greenhouse gas emissions when used will be expected to mitigate emissions by installation of appropriate abatement technology. An air quality assessment may be required in support of a planning application. Guidance related to air quality assessments is contained in the 'Air Quality and Land Use Planning' Supplementary Guidance.

### **Policy 45: Energy Generating Facilities**

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

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

Development may be acceptable where:

1) the Council is satisfied that there will be no significant negative effects in terms of their scale, design, location, emissions, landscape setting, storage requirements, and cumulative impact, odour or noise; and

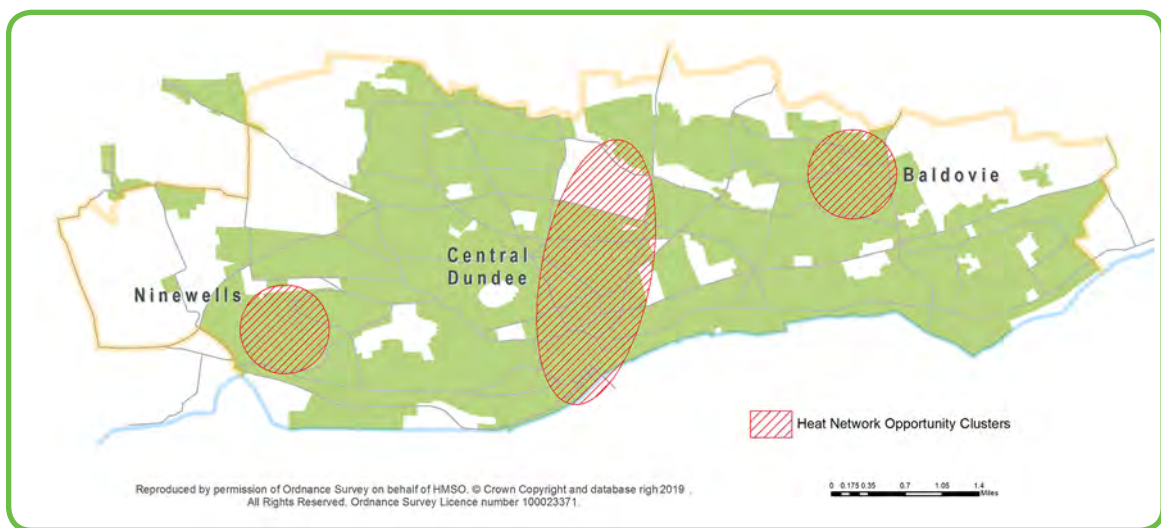
2) levels of pollutants have been minimised through the use of best available technology, including abatement technology.

### **Heat Networks**

- 8.48. Heat networks provide an opportunity to help the delivery of Scotland's climate change and renewable heat targets. They can also meet developer requirements for the provision of low and zero carbon technology in new developments as required by Policy 48 and are sufficiently flexible to incorporate retrofitting of enabling technology into existing properties.
- 8.49. The City Council has a commitment through the Local Housing Strategy to deliver energy efficient homes, and to consider the potential for the use of renewable technologies such as heat networks and other measures that will reduce carbon emissions. Dundee Partnership's Sustainable Energy and Climate Action Plan (SECAP) and the corresponding Dundee City Council's District Heating Strategy aim to use existing district heating schemes and promote the creation of new networks to deliver efficient and affordable energy. An early commitment to heat networks has recently been demonstrated through housing improvements at Dallfield and Lochee. The impact of such measures will help address fuel poverty and accord with the findings of the 2016 Dundee Fairness Commission report 'A Fair Way To Go'.
- 8.50. Dundee City Council is investigating the potential to future-proof new developments that are identified as heat users and heat producers. This would be achieved by ensuring their adaptability and connectivity in terms of using surplus heat and has been put into practice in the design of the new Olympia Swimming Pool.
- 8.51. Many commercial properties are located in clusters throughout the City in places such as the City Centre, commercial centres and economic development areas. New and existing commercial properties alike could benefit from this efficient source of low carbon energy by creating or connecting to heat networks.

- 8.52. A Heat Network Opportunity Map (Figure 11) has been prepared to identify clusters of heat demand and supply. Within these clusters there is potential for co-locating users and generators of heat, and for the creation and expansion of heat networks and the development of energy centres and heat stores. These areas are not exclusive, with support given to citywide opportunities for the creation of heat networks and associated infrastructure.
- 8.53. The map is intended to be indicative only. Scotland's Heat Map and the Council's emerging heat network strategies will provide more detailed information on the opportunities within these clusters. The Council will issue planning guidance on the required content of the statement required by Policy 46: Delivery of Heat Networks to demonstrate that consideration has been given to creation of, or link to, a heat network.

**Figure 11: Heat Network Opportunity Map**



**Policy 46: Delivery of Heat Networks**

Proposals for 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.

A statement will be required to be submitted with an application for planning permission to demonstrate that consideration has been given to the viability of creating or linking into a heat network. This requirement applies to the following development:

- a) Proposals that are subject to a Major planning application, or would cumulatively exceed the Major planning application thresholds; or
- b) Proposals for housing or commercial development in locations where Scotland's Heat Map or the City's heat network strategies indicate that they are close to a significant heat supply source or a planned heat network.

In both cases the development layout should be designed to be capable of connecting to the heat network or heat source and areas for pipe runs within the development should be safeguarded to enable future connectivity.

## Wind Turbines

- 8.54. Dundee is unable to accommodate large scale wind farms due to the proximity to residential and urban areas. However, a number of smaller scale wind turbine developments have come forward in recent years. Although smaller in number the turbines themselves can be of a significant height, with associated impacts. Consideration should be given to potential negative effects in relation to:
- Landscape and visual impacts.
  - Biodiversity.
  - Carbon rich soils
  - Effects on the quality of the water environment.
  - Historic environment.
  - Aviation and telecommunication interests.
  - Residential and community amenity.

### 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.

## Low and Zero Carbon Technology

- 8.55. The Climate Change (Scotland) Act 2009 sets a target to reduce Scotland's greenhouse gas (GHG) emissions by 80% by 2050. The Scottish Government has set another target requiring that 100% of Scotland's demand for electricity is to be met from renewable sources by 2020. Currently more than 40% of Scotland's GHG emissions are a result of the heating, lighting and ventilation of buildings. A key tool in reducing this demand and meeting the targets is the use of more efficient technology in all new buildings.
- 8.56. Building Standards Regulations are the principal means by which carbon emissions are reduced however the Climate Change (Scotland) Act 2009, which amended the Planning etc. (Scotland) Act 2006, specifically requires Local Development Plans to contribute to the reduction of CO<sub>2</sub> emissions by encouraging the installation of low and zero carbon generating technology such as solar panels, wind turbines and ground source heat pumps in new development or linking into a heat network. The percentage contribution that low and zero carbon technologies are expected to make to the overall reduction in carbon emissions must increase over the lifespan of the Local Development Plan.



#### **Policy 48: Low and Zero Carbon Technology in New Development.**

Proposals for all new buildings will be required to demonstrate that a proportion of the carbon emissions reduction standard set by Scottish Building Standards will be met through the installation and operation of low and zero carbon generating technologies. The relevant Building Standards and percentage contribution required is set out in supplementary guidance. The supplementary guidance will be kept under review to ensure the proportion of the carbon emissions reduction standard to be met by these technologies will increase over time.

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

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

A statement will be required to be submitted with an application for planning permission to demonstrate compliance with this requirement.

#### **Built Historic Environment**

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

#### **Listed Buildings**

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

### **Policy 49: Listed Buildings**

#### a) Alternative Uses

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

#### b) Alterations to Listed Buildings

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

#### c) Affecting the Setting of Listed Buildings

Development proposals in close proximity to or within the curtilage of a listed building, should have regard to the preservation or enhancement of the setting of the listed building.

### **Demolition of Listed Buildings and Buildings in Conservation Areas**

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

### **Policy 50: Demolition of Listed Buildings and Buildings in Conservation Areas**

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

Where the application proposes the demolition of a listed building applicants will be expected to provide evidence to show that:

- 1) the building is not of special interest;
- 2) the building is incapable of repair;
- 3) the demolition of the building is essential to delivering significant benefits to economic growth or the wider community; or
- 4) the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period.

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

### **Conservation Areas**

- 8.62. Conservation areas are one of the measures available to local authorities to protect the quality of the built environment. Positive management of these areas is vital if their character and appearance is to be protected and enhanced. Conservation areas provide opportunities to introduce good quality modern design and bring together the old and the new to create an attractive evolving urban landscape. Consideration of the approved Conservation Area Appraisal for the area should be given to all development proposals.

#### **Policy 51: Development in Conservation Areas**

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

### **Scheduled Monuments and Archaeological Sites**

- 8.63. Dundee City has a rich history and this is reflected in its many archaeological sites and monuments of regional and local significance that provide a valuable insight into the evolution of the City's built environment, society and culture.
- 8.64. Any proposed development which would have a direct impact on a designated Scheduled Monument requires Scheduled Monument Consent (SMC) from Historic Environment Scotland (HES). Advice on the SMC process and requirements should be sought at an early stage from HES's Heritage Directorate.

### **Policy 52: Scheduled Monuments and Archaeological Sites**

#### a) Scheduled Monuments

Where a proposed development potentially has a direct impact on a scheduled monument, the written consent of Historic Environment Scotland is required, in addition to any other necessary consents. The council will not permit developments which would destroy or adversely affect the setting of scheduled monuments.

#### b) Archaeological Sites

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

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

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

### **Gardens and Designed Landscapes**

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

### **Policy 53: Gardens and Designed Landscapes**

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

# Sustainable Transport & Digital Connectivity



## 9. Sustainable Transport & Digital Connectivity

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- 9.1. Creating a more connected place through better transport and digital connectivity is a key planning outcome in National Planning Framework 3 and Scottish Planning Policy. Planning is asked to align development more closely with transport and digital infrastructure in order to improve sustainability and connectivity.
- 9.2. At a regional level the Regional Transport Strategy Refresh 2015-36 identifies several strategic infrastructure projects that will improve strategic connectivity such as further development at Dundee Airport and Port of Dundee as well as projects to support the shift to more sustainable forms of transport through measures including Park & Ride and improvements to transport interchanges.
- 9.3. At a local level Dundee is a compact city with the opportunity to deliver high levels of accessibility and efficient transportation provision to all developments. The Local Transport Strategy for Dundee sets out three key objectives of a sustainable transportation package for the City: reducing the need to travel, promoting alternative modes of travel; and restraining the use of the private car.
- 9.4. The Local Development Plan cannot deliver these objectives in their entirety, nor in isolation. The following policy approach therefore sets a land use planning context that complements other Council and partner organisations actions.
- 9.5. Recognised as a priority for the Scottish Government, advanced, high quality digital communications infrastructure is an essential component of economic growth across Scotland. Fast and reliable digital communication technology is essential to the modern business environment, particularly those in finance, education and digital sectors. It has a role in reducing the need to travel, particularly the need for commuting and other business travel by enabling alternative working patterns.
- 9.6. The City Council is working with its partners to ensure that Dundee has the digital communications infrastructure necessary to support existing business and educational establishments in the City and those seeking to locate here, and planning has a role in supporting the development of the physical infrastructure.

### **Active Travel**

- 9.7. Active travel is a key means by which people can build physical activity into their everyday lives, bringing with it significant health and well-being benefits. Active travel can also have economic and social benefits by reducing the cost and other barriers to accessing local amenities, employment opportunities, education facilities and other services. Reducing the volume of motorised transport can also reduce congestion and road accidents, and improve air quality.

- 9.8. All new development should be located and designed to accommodate and encourage and prioritise active travel over motorised means. In larger developments this may include an expectation of segregated cycle routes and route linkages to offsite facilities. However even the smallest of developments may afford opportunities for improvements by establishing access to adjacent Core Paths, providing through routes for pedestrians and cyclists, installing cycle parking or storage, or the placing of dropped kerbs and improved footway provision.
- 9.9. When considering the design of new development, existing access rights within or through an area should be protected. This includes Core Paths (existing and proposed), green networks and rights of way. The re-routing of access routes would not normally be acceptable except where it can be demonstrated that this will enhance connectivity and convenience to users.

### **Accessibility of New Developments**

- 9.10. In order to promote sustainable modes of travel their use must be convenient to potential users including workforce, residents and customers. Developers should consider how their development will be accessed and as part of this to review public transport provision, and explore opportunities to improve services. Whilst the promotion of walking, cycling and public transport is beneficial to the economic success of a development and the health and well-being of its users, it must also be viewed in balance with other forms of transport i.e. motorised transport used for delivery and collection of goods or waste and for private vehicle access. Where the proposed development has the potential to generate significant travel, developers may be required to prepare travel plans in order to mitigate transport impacts and improve the accessibility of developments.
- 9.11. The road network is an important asset for the City. It is crucial for economic prosperity by facilitating the efficient movement of people and goods. Land use planning and transport are inextricably linked and the location of certain types of developments can have significant impacts on traffic congestion which is a cost to business, individuals and the environment. The Council fully supports sustainable transport and active travel but it is acknowledged that motorised vehicles remain the principal mode of transporting goods and people in use today.
- 9.12. Often new developments require connections with the existing transport network, including roads, rail, public transport and active travel networks. It is important that additional traffic and proposed infrastructure do not compromise the functionality of the current network. New development proposals should not adversely affect the performance of the transport network in terms of capacity, road safety or, in the context of public transport and active travel, the attractiveness and ease of use of those modes of travel.
- 9.13. In addition to the Scottish Government's guidance Designing Streets and Designing Places, the Dundee City Council roads design standards document provides information on; design standards, road hierarchy, materials, road construction consent, and adoption processes. These should be used for all new road infrastructure. Dundee City Council also has Road Safety Audit procedures and all new development and road works should follow these during the design and construction process.

### **Policy 54: Safe and Sustainable Transport**

All development proposals\* that generate travel should be designed to be well served by all modes of transport. In particular the sustainable modes of walking, cycling and public transport should be afforded priority and provide for easy access to local amenities, education facilities and other services.

Development proposals will be required to:

- 1) minimise the need to travel by private car;
- 2) provide facilities on-site (and/or off-site through developer contributions or by direct delivery) for walking, cycling and public transport networks, including road/ junction improvements and cycle parking. Developments without high quality, safe and convenient links to adjacent walking and cycling networks will not be supported;
- 3) incorporate measures to permit access to public transport networks within a walking distance of no more than 400 metres from all parts of the development;
- 4) have no detrimental effect on the capacity or safe functioning of the existing road or rail networks;
- 5) ensure that safe and adequate provision is made for road freight and waste access, loading and unloading;
- 6) comply with the National Roads Development Guide and any local variations within Dundee City Council's roads design standards; and
- 7) be supported by a travel plan to mitigate transport impacts and improve the accessibility of developments where the council considers that the development will generate significant travel.

Walking and cycling routes should be fully useable prior to the first occupation of a new development.

\*this includes the re-use of existing buildings

### **Dundee Airport**

- 9.14. Dundee Airport is an important transport facility which brings economic benefits to Dundee and the surrounding region. The City Council supports the continuing growth of the airport and its flight services. It is acknowledged that this growth may require new development within the airport and the surrounding area.
- 9.15. The nature of airport operations is such that inappropriate developments close to, but not within the airport's physical boundary can have potentially hazardous implications.



- 9.16. For reasons of safety an area extending to 1250 metres from both runway ends and within 90 metres of either side shall be considered as a runway safety zone, for which there will be a presumption against development. In addition, whilst not precluding development, it is appropriate to include a precautionary approach on developments within the adjoining land to ensure that their design or operation does not impact upon Dundee Airport. Measures that may be applied include: restrictions on the height of developments, external lighting, provision of aircraft warning lights, and control of landscaping schemes etc.

#### **Policy 55: Dundee Airport**

Developments associated with the function of the Airport will be supported where they complement or enhance the existing facilities and /or support the development of new or improved air services.

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

Within the runway safety zone identified on the Proposals Map there will be a presumption against development. The presumption against development applies only to that area of the runway safety zone within the Dundee City Council administrative area.

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

#### **Parking**

- 9.17. Parking availability, price and location have a direct impact on the travel choices that individuals make when considering their journey. In busy city centre locations car parking can affect traffic congestion levels and have other environmental impacts whilst convenient high quality cycle parking can positively influence travel choice.
- 9.18. Dundee City Council seeks to control the demand for spaces and the pricing applied for parking within the City Centre area, in accordance with the Central Dundee Parking Strategy.
- 9.19. Dundee City Council in conjunction with partner organisations is considering the potential for new Park & Choose facilities around the City. The successful use of Park & Choose as part of an integrated transportation strategy can negate the need for an equivalent amount of city centre parking. Any new parking proposals in the City should not undermine the usage of these facilities.
- 9.20. For developments outwith the City Centre, parking standards are set down in Dundee City Council's Roads Standards document, the National Roads Development Guide and in Scottish Planning Policy (2014). Where car parking is provided it is expected to be of a high quality by providing for all members of the community, incorporate sustainable features such as permeable surfaces or sustainable drainage systems, have safety and security designed in and provide for the charging of electric vehicles.

## **Policy 56: Parking**

### **City Centre Developments**

#### Vehicle Parking

Private non-residential car parking will not be permitted within the Dundee City Centre area. Parking provision must be limited to that which can be demonstrated as necessary for the servicing/operation of buildings and for customer drop off/pick up arrangements.

Residential parking is permissible where this is in compliance with the standards indicated in Appendix 4. If residential parking is permissible the development should include infrastructure to provide electric car charging points, either through electrical connections adjacent to private driveways, or through infrastructure for the installation of charging points within communal car parking areas.

#### Cycle Parking

All new residential developments should include cycle parking facilities in accordance with Dundee City Council's adopted guidance on roads standards and the Appendix 4 design standards. Covered secure parking together with appropriate changing areas should be provided for employees. Publicly accessible cycle parking should be provided at new commercial buildings or alternatively may be the subject of developer contributions for the provision of shared facilities in a nearby public location.

### **Developments Outwith City Centre**

#### Vehicle Parking

All new developments shall be required to comply with Dundee City Council's adopted guidance on road standards; with the national maximum parking standards; and the national minimum disabled parking standards. All parking facilities at commercial developments should include the provision of charging stations for electric vehicles.

Residential developments should include infrastructure to provide electric car charging points, either through electrical connections adjacent to private driveways, or through infrastructure for the installation of charging points within communal car parking areas.

#### Cycle Parking

All new developments should include cycle parking facilities in accordance with Dundee City Council's adopted guidance on roads standards and the Appendix 4 design standards. At places of employment covered secure parking with changing facilities should be provided for employees.

#### Lorry Parking

New developments should not adversely impact on the operation of existing lorry parking facilities. Dundee City Council will support the provision of parking facilities adjacent to the A90 within designated economic development areas.

## Transport Interchanges

### ▪ Park & Choose

- 9.21. The provision of Park & Choose facilities is widely recognised as a tool available for use as part of a sustainable transport management package. It serves a function for the reduction in vehicle numbers; easing congestion; reducing air pollutants and traffic noise; avoiding the use of valuable city centre land for car parking and supporting more reliable travel journey times.
- 9.22. Transport Scotland's Strategic Transport Projects Review 2008 (Project 8) sets out the aim to make public transport more competitive against the car by providing highly visible and accessible Park & Choose sites on key routes entering Dundee City. The provision of new strategic Park & Choose sites will encourage the use of public transport and help make the City Centre and employment areas more easily accessible.
- 9.23. The Regional Transport Strategy Delivery Plan 2016-2021; and the TAYplan Action Programme identified the four areas where the potential for strategic Park & Choose facilities are being investigated by the Council, Tactran, Transport Scotland and neighbouring Councils. These are at: the Western approach to Dundee City Centre; at the A90 Dundee North at Forfar Road and the A92 Dundee East. The A92 South of Tay Bridge location is within the Fife Council administrative area.

### ▪ Railway Infrastructure

- 9.24. The Regional Transport Strategy Delivery Plan and TAYplan Action Programme identify the opportunity to improve the rail infrastructure and service provision within the City. This includes the electrification of the railway, improved services and the potential establishment of a new station at Dundee West as a replacement for Invergowrie Station. It is intended to further investigate the potential for this station relocation option following implementation of timetable improvements for train services between Dundee and Glasgow. Intermodal rail freight transfer facilities will be welcomed where they are supported by a clear business case. The preferred location for such facilities would be at the Port of Dundee where the transshipment of freight with shipping is possible.

### ▪ Road Freight

- 9.25. The Regional Transport Strategy and the Dundee Sustainable Urban Logistics Plan promotes the implementation of a more efficient and environmentally friendly urban logistics service. Such facilities should be located within easy access of the A90, A92 or A85 road corridor.

### **Policy 57: Transportation Interchanges**

#### Park & Choose

The establishment of Park & Choose facilities on land adjacent to the northern, southern, eastern and western approaches will be supported. Park & Choose facilities should enable the transfer between private cars, buses and active travel routes, and be equipped with facilities for the charging of electric vehicles.

#### Rail Infrastructure

The development of further rail infrastructure within the City that increases passenger numbers will be supported. Developments which facilitate the increased movement of freight by rail will be supported. Proposed developments will require a detailed appraisal including the preparation of a business case that justifies such interventions.

#### Road Freight

The development of facilities to enable the transfer of road freight will be supported. Such facilities should be located with easy access to the trunk road network and within an area designated for economic development use.

#### Water Transport

The development of facilities to enable the intermodal transshipment of goods at the Port of Dundee or the increased use of the River Tay by passenger services will be supported.

### **Digital Connectivity**

- 9.26. In Dundee around 98% of premises already have access to superfast broadband and the Council continues to support the expansion of the digital communications network, including wireless and fixed line communications, to ensure that everyone can enjoy the same degree of access to high quality digital communication opportunities. It is recognised that the environmental impact of this expansion needs to be carefully managed.
- 9.27. The siting and design of digital infrastructure, such as base stations for wireless networks and digital infrastructure cabinets are key issues. All components of the infrastructure should be considered together, including antennae, any supporting structure, equipment housing, cable runs, fencing, planting, landscaping, access, power supply etc.
- 9.28. Scottish Planning Policy clearly states that emissions of radiofrequency radiation from telecommunications masts are controlled and regulated under other legislation and it is therefore not necessary for planning authorities to treat radiofrequency radiation as a material planning consideration. In addition all applications for telecommunications developments must be accompanied by an ICNIRP certificate.

### **Policy 58: Digital Connectivity**

Development proposals for digital infrastructure, including communications masts, will only be supported where it can be demonstrated that:

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

The council will encourage 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.



# Appendices



# Appendix 1: High Quality Design and Placemaking

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Planning will support development proposals which follow a design-led approach to sustainable, high quality placemaking and can demonstrate compliance with the six qualities of successful place. The following guidance sets out and expands upon Scottish Planning Policy's six qualities of successful place.

Applicants should use the bullet point considerations to help demonstrate compliance with each of the six qualities. The considerations are comprehensive, but not exhaustive and other valid attributes may be submitted.

The scale, nature and location of the development will determine the extent to which the following qualities and considerations are appropriate to the assessment process.

In the first instance householder applications will be determined against the adopted supplementary guidance, 'Householder Development – Advice and Best Practice', and the requirements of 'Policy 11: Householder Development'.

## 1. Distinctive

### **Development should create places with a strong sense of identity.**

Considerations include:

- 1.1 Design-led solutions which create a coherent built environment through a response to positive local features and consideration of:
  - 1.1.1 Landscapes, topography, skylines, views, landmarks, archaeology, ecology, biodiversity and green networks.
  - 1.1.2 Local character, settlement patterns, architectural language, street and building forms, building lines and frontages, pathways, external spaces and scales, and green and blue infrastructure.
  - 1.1.3 Orientation, proportion, form, scale, height, mass, materials, detail, finishes and colours.
- 1.2 Existing buildings, structures, landscaping and natural features that positively contribute to the local townscape should be retained and sensitively integrated into proposals.
- 1.3 Integration of supporting amenities and services which create sustainable communities and positive places where people want to live and belong.



## **2. Safe and Pleasant**

**Development should create vibrant and attractive places with a sense of security through encouraging activity.**

Considerations include:

- 2.1 Buildings, streets, and spaces (including green spaces) which create safe, accessible, inclusive places for people, which are easily navigable, particularly on foot, bicycle and public transport and designed with future adaptability in mind.
- 2.2 Promoting active frontages by having principal entrances that face onto the street and windows that overlook well-lit streets, paths and open spaces to create natural surveillance.
- 2.3 Promoting visual quality and encouraging social and economic interaction and activity.
- 2.4 Creating places that are designed to prioritise people, over motor vehicles.

## **3. Easy to Move Around and Beyond**

**Development should consider place and the needs of people before the movement of motor vehicles.**

Considerations include:

- 3.1 Layouts which prioritise and encourage sustainable and active travel choices, such as walking, cycling and public transport.
- 3.2 Sensitive integration of sustainable and active travel infrastructure and facilities to promote usage and linkages between different means of travel.
- 3.3 Utilising and maintaining existing pedestrian circulation routes and integrating with green infrastructure networks and the Core Path Network.
- 3.4 Providing paths and routes which connect places directly and which are well-connected with the wider environment beyond the site boundary.
- 3.5 Providing a mix of uses that enhance accessibility by reducing reliance on private cars.

#### **4. Welcoming**

##### **Development should promote wayfinding and a sense of orientation.**

Considerations include:

- 4.1 Design solutions which contribute to the architectural language of the area.
- 4.2 Using appropriate design, layout, scale and proportion to create a coherent urban environment, which strengthens urban qualities such as vistas, routes, threshold, enclosure, public and private realm, and sense of arrival.
- 4.3 Providing or accentuating landmarks to create or improve views.
- 4.4 Using public art to enhance and define place.
- 4.5 Include appropriate signage and distinctive lighting to improve safety and highlight attractive buildings.

#### **5. Adaptable**

##### **Development should support adaptability and resilience throughout our City by accommodating future change of use.**

Considerations include:

- 5.1 Taking into account how people use places differently, for example depending on age or degree of personal mobility.
- 5.2 Providing a mix of building densities, tenures and typologies where diverse but compatible uses can be integrated, which are particularly relevant to our town centres.
- 5.3 Creating versatile spaces that support multiple uses, including greenspaces.

#### **6. Resource Efficient**

##### **Development should promote the sustainable use of resources and waste management throughout the full lifecycle of development.**

Considerations include:

- 6.1 Utilising and establishing neighbourhood heat networks, district heating and cooling systems, including future proofing through appropriate infrastructure.
- 6.2 Passive design strategies to support natural heating, shading and cooling of buildings.
- 6.3 Integrating renewable energy and low carbon technologies to support heating, cooling and electricity generation.
- 6.4 Working in synergy with natural environment processes and using landscaping to provide shelter from the prevailing wind; solar shading; water conservation; sustainable drainage systems; and to conserve and enhance natural features whilst reducing the risk of flooding.
- 6.5 Integrating green and blue infrastructure into developments to support building systems through surface water attenuation; air quality enhancement; and natural shading/cooling of internal and external spaces.
- 6.6 Specification of durable, high quality, low maintenance materials for building and landscaping, which have low embodied energy/carbon over their full lifecycle.
- 6.7 Designated and appropriate space for the storage, separation and collection of domestic and commercial waste.

## Appendix 2: Supply of Land for Housing

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

### Supply of Land for Housing

a.	Strategic Housing Supply Target (2016-2029) based on an average of 480 pa (TAYplan 2017)	6,240
b.	Generosity Margin (10%) (TAYplan 2017)	624
<b>c.</b>	<b>Housing Land Requirement (2016-2029) (a+b=c)</b>	<b>6,864</b>
d.	Actual Completions (2016-2017) (2017 Housing Land Audit)	416
e.	Assumed Completions from Effective Land Supply (2017-2019) (2017 Housing Land Audit)	960
f.	Assumed Completions from Windfall Sites (assume 72 pa) and small sites (assume 20 pa) (2017-2019)	184
<b>g.</b>	<b>Equals Housing Land Requirement for LDP period (2019-2029) (c-d-e-f=g)</b>	<b>5,304</b>
h.	Completions expected from Effective Land Supply during 2019-24 (2017 Housing Land Audit)	2,889
i.	Completions expected from the remainder of the Established Land Supply during 2024-29 including constrained sites (2017 Housing Land Audit)	681
j.	Completions that may arise from windfall sites (assume 72 pa) and small sites (assume 20 pa) over LDP period (2019-2029)	920
<b>k.</b>	<b>Under/Over supply against Housing Land Requirements (h+i+j-g=k)</b>	<b>-814</b>

The sites to be allocated in the Plan and those that will meet the additional housing land requirement identified for the period 2019-2029 are set out in Appendix 3.

## Appendix 3: Allocated Housing Sites

The allocation of the sites referred to in this appendix has been informed by a Development Site Assessments document. The document contains physical, environmental, infrastructure and other site information and should be referred to by prospective developers.

Allocations	Brownfield Sites (HLA 2016)	Indicative Capacity
H01	Former Charleston PS, Dunholm Place	40
H02	Land At Earn Crescent	20
H03(*)	Land At Clatto	60
H04	Quarry Gardens	18
H05	Former Lochee PS, South Road	30
H06(*)	Lochee District Centre	40
H07	Foggyley Gardens	40
H08	Former Macalpine PS, St Leonard Place	25
H09(*)	Former Lawside Academy, Rannoch Road	70
H10	Lauderdale Avenue	30
H11(*)	Former Downfield PS, East School Road	25
H12	Former St Columba's PS	22
H13(*)	Queen Victoria Works	50
H14(*)	Railyards	110
H15	Maxwelltown Works	50
H16	Maxwelltown Multis	30
H17(*)(**)	Central Waterfront	375
H18(**)	Princes Street	20
H19(*)	Land At Barns of Claverhouse Road	12
H20(*)	Hebrides Drive, West	10
H21(*)(**)	Hebrides Drive, North East	15
H22(*)(**)	Hebrides Drive, South East	20
H23(*)	Former Mossgiel PS, Alloway Place	30
H24	Former Mid Cragie PS, Pitairlie Road	37
H25	Former Whitfield Shopping Centre	30
H26	Lothian Crescent	15
H27	Former Whitfield PS, Whitfield Drive	25

Allocations	Brownfield Sites (HLA 2016)	Indicative Capacity
H28	Tranent Grove	70
H29	Summerfield Gardens	80
H30	Haddington Avenue	35
H31	Bowling Green East, Lothian Crescent	30
H32(*)	Aberlady Crescent	75
H33(*)	Kellyfield, Drumgeith Road.	100
<b>Sub-Total</b>		<b>1639</b>

Allocations	Brownfield Sites (Non HLA 2016)	Indicative Capacity
H34	Former Gowriehill PS, Etive Gardens	35
H35	Former Hillside PS, Denoon Terrace	45
H36(**)	Former St Mary's Infant School, High Street, Lochee	10
H37(*)	Former Baldragon Academy, Burn Street	70
H38	Former Our Lady's PS, Nelson Street	35
H39	Former St Luke's & St Matthew's PS, Longhaugh Road	30
H40	Former Longhaugh PS, Fintry Terrace	25
<b>Sub-Total</b>		<b>250</b>

Allocations	Greenfield Sites	Indicative Capacity
H41(*)(**)(****)	Dykes of Gray, North West	250
H42	Western Gateway, Liff	30
H43(*)(***)	Dykes of Gray, North East	150
H44(*)	Baldragon Farm	110
H45(*)	Land to East of Ballumbie Road	150
H46	Linlathen, Arbroath Road	250
H47(*)	Land to East of Strathyre Avenue	26
<b>Sub-Total</b>		<b>966</b>

<b>Total</b>	<b>Allocations in Local Development Plan</b>	<b>2855</b>
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(\*Sites where a Flood Risk Assessment is required.)

(\*\* Sites where a Noise Impact Assessment will be required.)

(\*\*\* Any development within the site should not have an adverse effect, either alone or in combination with other proposals or projects, on the integrity of any Natura site. Please refer to the Development Sites Assessment document for further detail.)

(\*\*\*\* The indicative capacity at this site takes into account the potential for a school to be developed within the site boundary.)

(\*\*\*\*\* Site H41 is for release in the second 5 year period 2025-2029 of the Plan)

## Appendix 4: Design of New Housing

This Appendix relates to Policy 10: Design of New Housing and sets out the minimum standards that should be adhered to in the design and layout of new housing developments in Dundee. The aim of Policy 10 and Appendix 4 is to ensure that new housing is of a high quality and contributes to creating places that respect and enhance the distinct character and identity of the different parts of the City. As part of this approach the City has been split into three distinct character areas, these are the City Centre; Inner City and Central Broughty Ferry; and Suburban. In meeting the standards in Appendix 4 developments must demonstrate that they also meet the requirements of Policy 1: High Quality Design and Placemaking and the six qualities of successful places.

### City Centre – Standards

Standards	HOUSES and FLATS
House Type	All houses/flats to have a minimum of 2 bedrooms or a minimum gross internal floor area of 60 sqm.
Car Parking	100% car parking provision for new build properties. Flexibility on the level of provision may be applied where car free schemes or alternative arrangements such as car clubs are proposed or where provision is impractical. For conversions, provision should be made where possible.
Cycle Provision	Secure indoor storage for bikes to be provided in accordance with the number of houses/flats being provided. Conversions may require a more flexible or creative approach to cycle storage.
Amenity/Garden Ground	To be provided where site specific circumstances allow including separate drying areas. Where garden space cannot be provided, balconies and/or roof gardens that are useable and attractive in terms of size and outlook should be provided.
Privacy	Generally a minimum of 18 metres between the facing windows of habitable rooms or between balconies and the facing windows of habitable rooms.
General Requirements	<ul style="list-style-type: none"> <li>▪ Provision for waste and recycling should be provided in accordance with the Council's waste management strategy.</li> <li>▪ Parking areas should include provision for electric car charging points.</li> <li>▪ Flatted developments should include storage areas in addition to cycle storage.</li> </ul>

## Inner City and Central Broughty Ferry - Standards

Standards	HOUSES - Sites of 5 or more units	HOUSES - Sites of less than 5 units	FLATS
House Type	All houses to have a minimum of 2 bedrooms.  In addition, 65% to have 3 or more bedrooms or a minimum gross internal floor area of living accommodation of 100 sqm.	All houses to have a minimum of 2 bedrooms. or a minimum gross internal floor area of living accommodation of 100 sqm.	Flats will be permitted if identified in a site planning brief, site specific circumstances demand a flatted solution or conversion of an existing building of merit is proposed and houses are impractical.  All flats will have a minimum of 2 bedrooms or a minimum gross internal floor area of 60 sqm.
Car Parking	All car parking should be located within the curtilage of each house.  All tenures should have at least 1 space.  In addition, 40% of private houses should have 2 spaces.  Where on street parking is a problem, 30% visitor parking space should be provided.	All tenures should have at least 1 space within the curtilage of each house.  Where on street parking is a problem, an additional space should be provided within the curtilage of each house.	All car parking should be located within the curtilage of the property.  Private flats should have 130%; and social rented 100% parking provision.
Cycle Provision	One secure, covered space per house must be provided unless a suitable garage or other secure area is provided within the curtilage of the house.	One secure, covered space per house must be provided unless a suitable garage or other secure area is provided within the curtilage of the house.	Secure indoor storage for bikes will be provided in accordance with the number of flats being provided. Conversions may require a more flexible or creative approach to cycle storage.
Amenity/ Garden Ground	A minimum private useable garden ground of 50 sqm should be provided for all houses. In addition, 30% should have garden ground of more than 75 sqm.  Mid terraced gardens should be serviceable by a private path to the street.	A minimum private useable garden ground of 50 sqm should be provided for all houses. Mid terraced gardens should be serviceable by a private path to the street.	Useable private communal garden area of a minimum of 100 sqm or 10 sqm per flat, whichever is greater.  Drying areas to be provided in addition.  Private communal garden provision may be reduced if balconies that are useable and attractive in terms of size and outlook are provided.
Privacy	A minimum of 18 metres between the facing windows of habitable rooms will be provided. Living room windows and balconies should not unacceptably overlook private gardens of houses.	A minimum of 18 metres between the facing windows of habitable rooms will be provided. Living room windows and balconies should not unacceptably overlook private gardens of houses.	A minimum of 18 metres between the facing windows of habitable rooms or between balconies and the facing windows of habitable rooms will be provided.  Living room windows and balconies should not unacceptably overlook private gardens of houses.
General Requirements	<ul style="list-style-type: none"> <li>▪ Provision for waste and recycling should be provided in accordance with the Council's waste management strategy.</li> <li>▪ Parking areas should include provision for electric car charging points.</li> <li>▪ Flatted developments should include storage areas in addition to cycle storage.</li> </ul>		

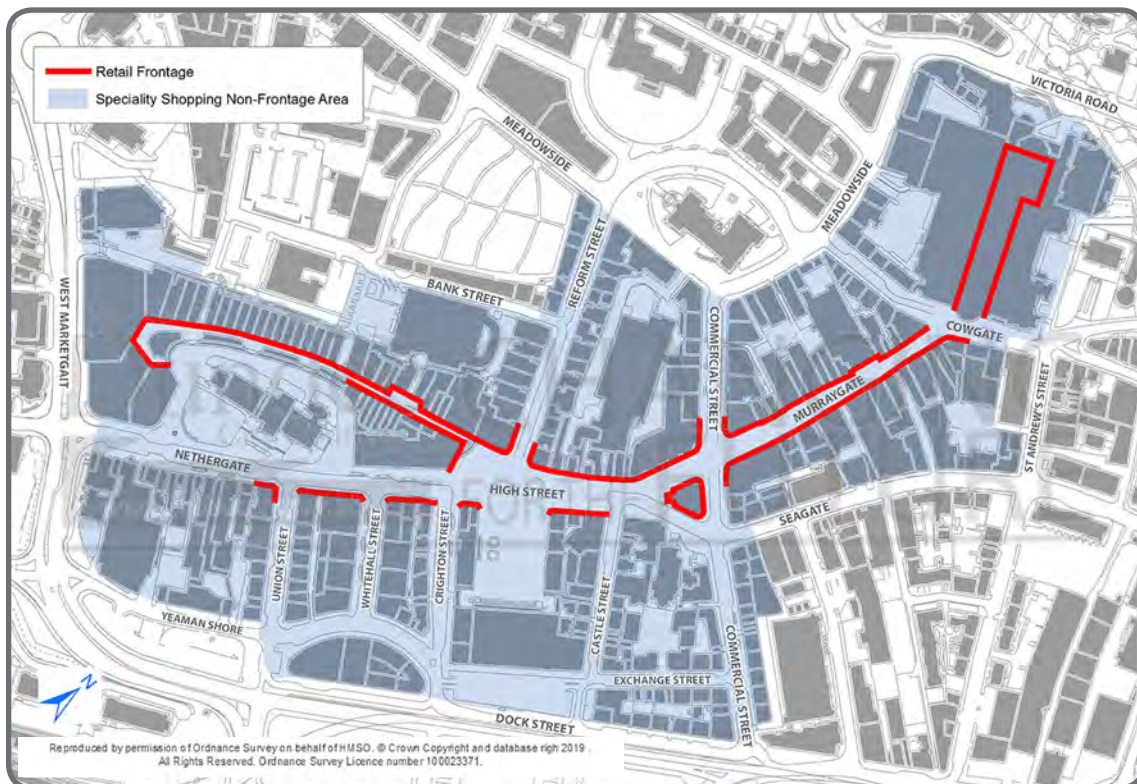
## Suburban - Standards

Standards	HOUSES - Sites of 5 or more units	HOUSES - Sites of less than 5 units	FLATS
House Type	In general, 75% of houses should have 3 or more bedrooms or a minimum gross internal floor area of 100 sqm.	Houses should have 3 or more bedrooms or a minimum gross internal floor area of 100 sqm.	Flats may be acceptable through conversions of buildings of merit where conversion to houses is not suitable or achievable or where identified in a site planning brief.  Flats should have generous internal space standards with a minimum gross internal floor area of 80 sqm.
Car Parking	All car parking should be located within the curtilage of each house.  All tenures should have at least 1 space.  Private houses with 3 bedrooms should have at least 2 spaces.  Private houses with 4 or more bedrooms should have at least 3 spaces.	Same as for sites of 5 or more units	All car parking should be located within the curtilage of the property.  A minimum of 150% car parking should be provided with at least 1 space dedicated to each flat.
Cycle Provision	One secure, covered space per house must be provided unless a suitable garage or other secure area is provided within the curtilage of the house.	One secure, covered space per house must be provided unless a suitable garage or other secure area is provided within the curtilage of the house.	Secure indoor storage for bikes will be provided in accordance with the number of flats being provided. Conversions may require a more flexible and creative approach to cycle storage.
Amenity/ Garden Ground	Brownfield sites will provide an average private useable garden ground of 140sqm per house with a minimum garden size of 120sqm.  Greenfield sites will provide an average private useable garden ground of 160sqm per house with a minimum garden size of 120sqm.  The provision for mid terrace houses may be relaxed. Mid terraced gardens should be serviceable by a private path to the street.	Same as for sites of 5 or more units	Each case will be treated on its merits considering the curtilage of the existing property. Each proposal must provide a high quality living environment with attractive outdoor space for occupants.  This space may be private communal garden or private garden for each flat. Separate drying areas should be provided.
Privacy	A minimum of 18 metres between the facing windows of habitable rooms.	Same as for sites of 5 or more units.	A minimum of 18 metres between the facing windows of habitable rooms.  Living room windows and balconies of flats should not overlook private gardens of houses.
General Requirements	<ul style="list-style-type: none"> <li>▪ Provision for waste and recycling should be provided in accordance with the Council's waste management strategy.</li> <li>▪ Parking areas should include provision for electric car charging points.</li> <li>▪ Flatted developments should include storage areas in addition to cycle storage.</li> </ul>		

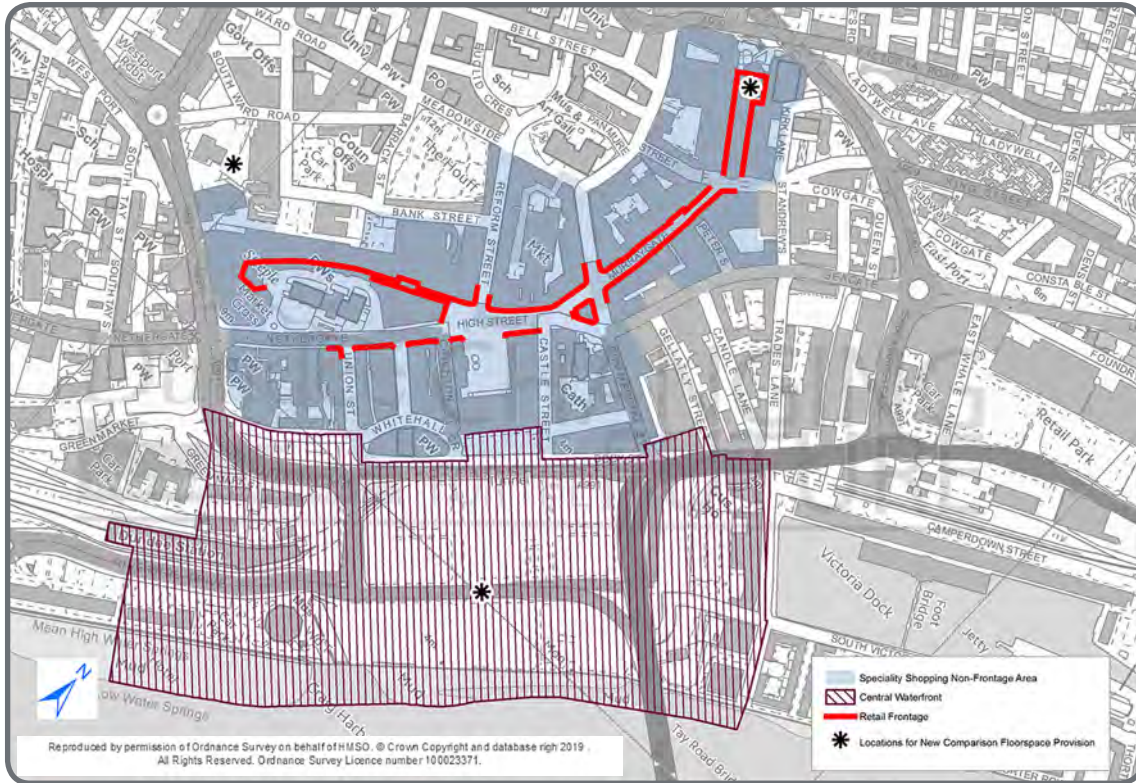


# Appendix 5: City Centre and District Centres Retail Frontage Plans

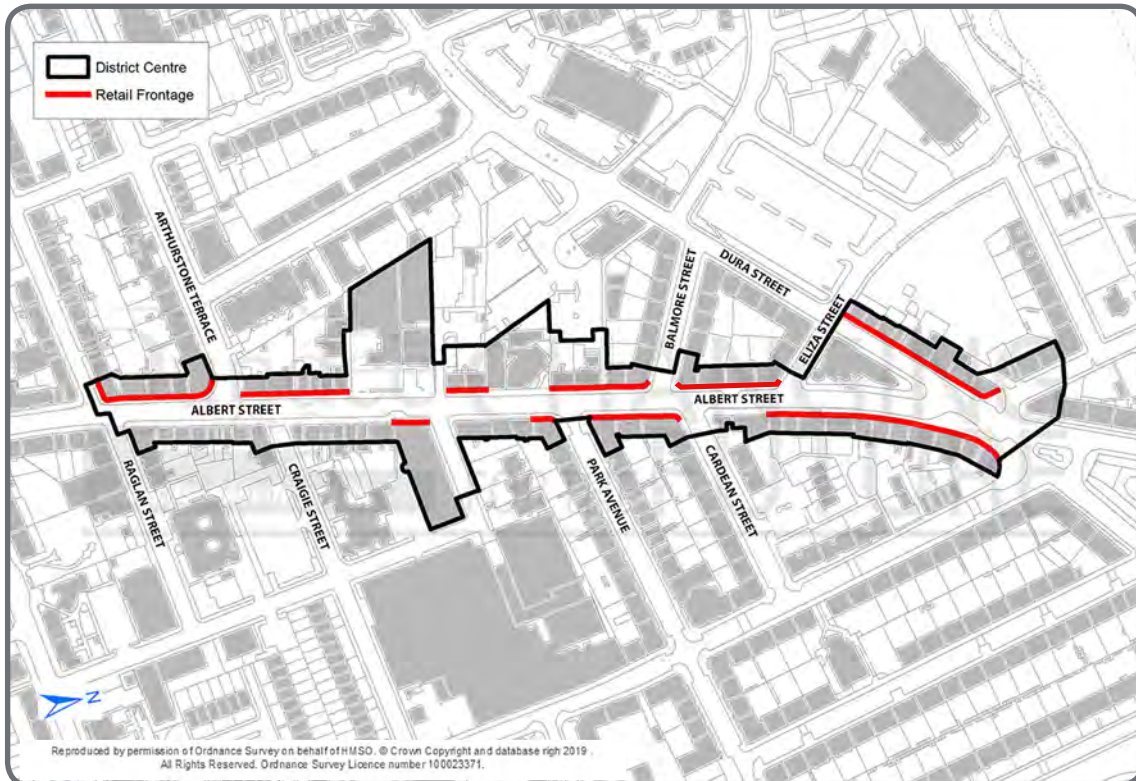
## City Centre



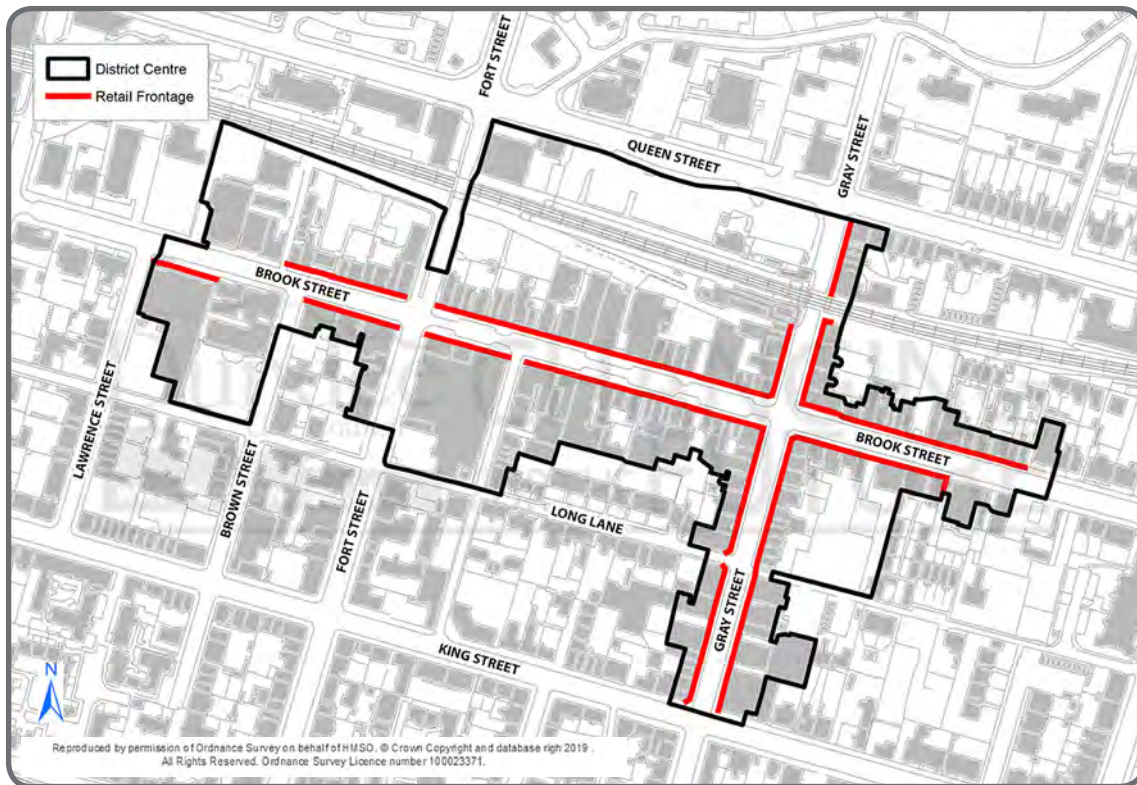
## City Centre Extending and Upgrading Shopping Provision



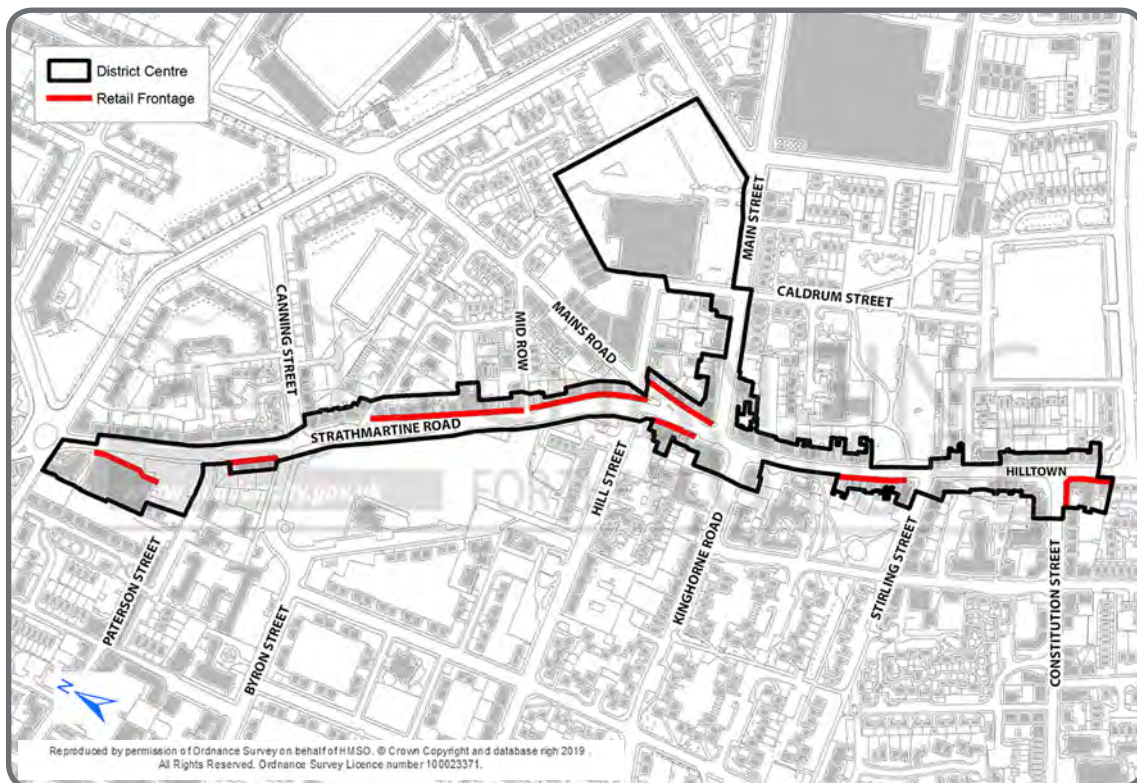
## Albert Street District Centre



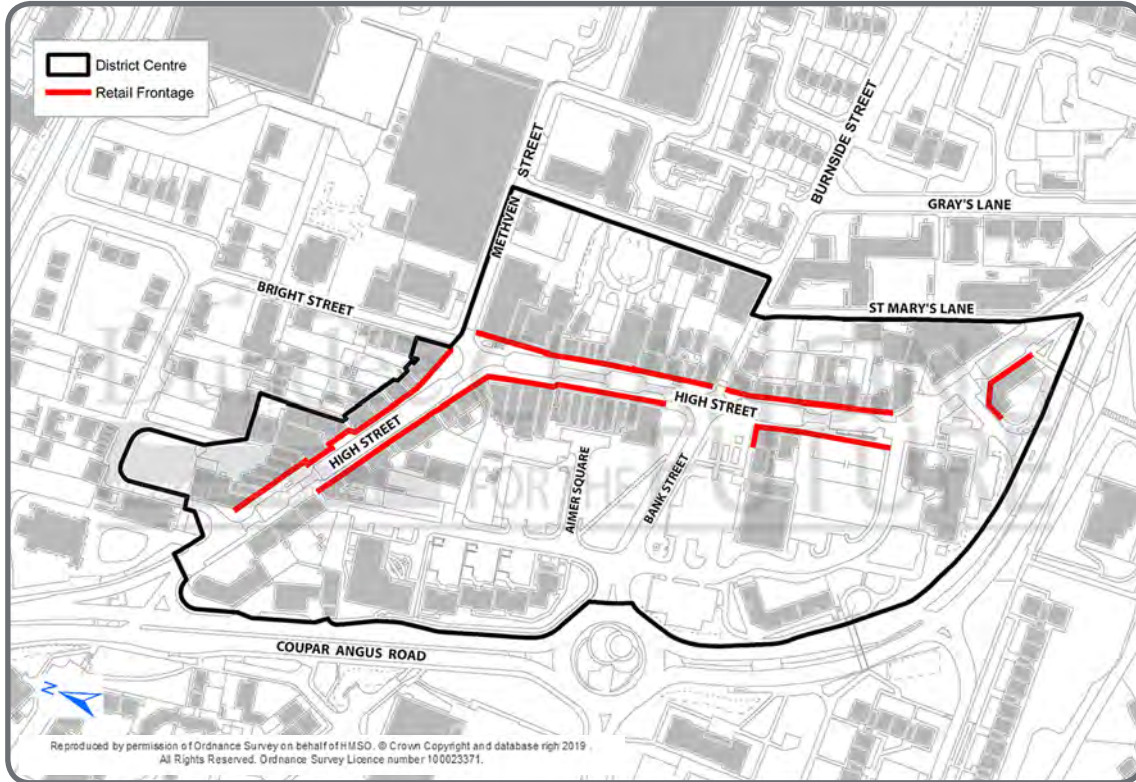
## Broughty Ferry District Centre



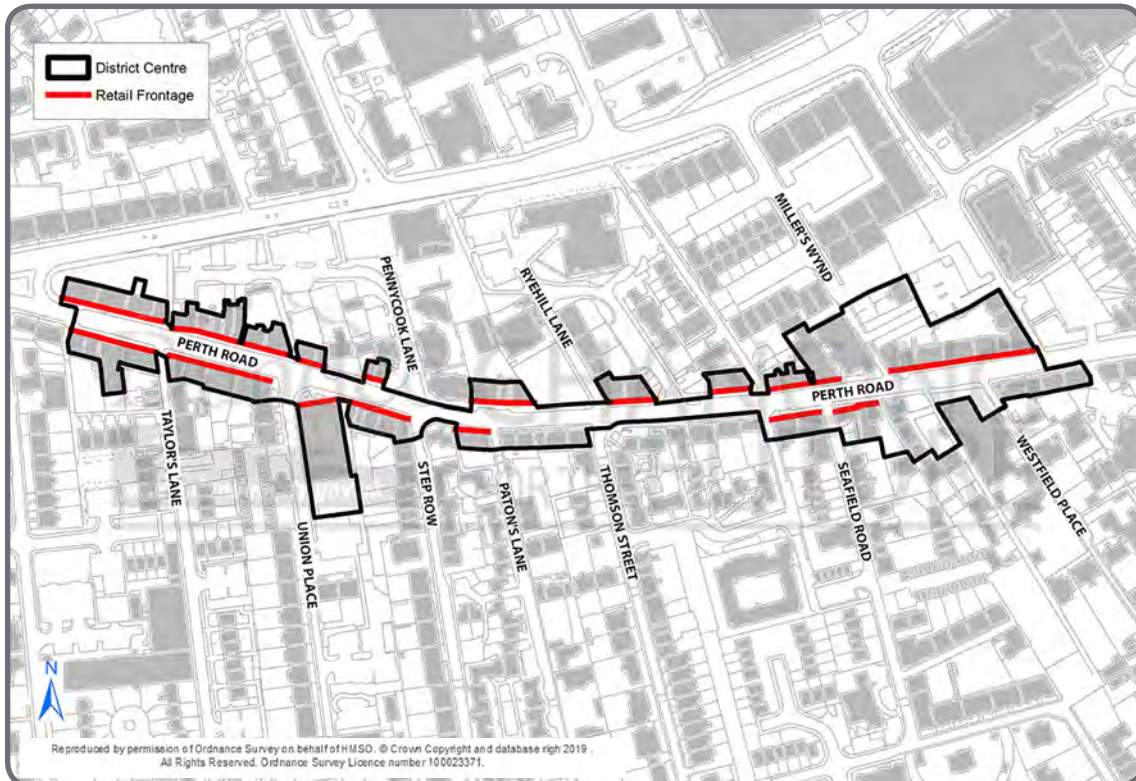
## Hilltown District Centre



## Lochee District Centre



## Perth Road District Centre



# Appendix 6: Goods Range and Unit Size Restrictions

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## Commercial Centres

The following are the restricted goods ranges at these locations:

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

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

### Gallagher Retail Park and The Stack

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

No units with a gross floorspace of less than 1,000 square metres shall be created within any of the commercial centres through the development of new units; the subdivision of a unit; or the occupation by more than one retailer.

## Food stores

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

- a) Books;
- b) Clothing and footwear;
- c) Furniture, floor coverings and household textiles;
- d) Radio, electrical and other durable goods;
- e) Hardware and DIY Supplies;
- f) Chemist goods;
- g) Jewellery, silverware, watches and clocks; and
- h) Recreational and other miscellaneous goods

# Appendix 7: Local Nature Conservation Designations

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## Local Nature Conservation Designations and Wildlife Corridors:

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

## Local Nature Reserves:

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

Site boundaries are available from the Planning Team, City Development, Dundee City Council.

## Appendix 8: Schedule of Land Ownership

The following table outlines land in the ownership of the planning authority, as required by Section 15(3) of the Planning etc. (Scotland) Act 2006, which is affected by policies and proposals for development in the Dundee Local Development Plan.

Reference to policies, proposals, or views contained in the Local Development Plan which relate to the occurrence of development of the land	Description of Land Owned by Planning Authority
H01	Former Charleston PS, Dunholm Place
H02	Land At Earn Crescent
H04	Quarry Gardens
H05	Former Lochee PS, South Road
H06	Lochee District Centre
H07	Foggyley Gardens
H08	Former Macalpine PS, St Leonard Place
H09	Former Lawside Academy, Rannoch Road
H10	Lauderdale Avenue
H11	Former Downfield PS, East School Road
H12	Former St Columba's PS
H16	Maxwelltown Multis
H17	Central Waterfront
H18	Princes Street
H19	Land At Barns of Claverhouse Road
H20	Hebrides Drive, West
H21	Hebrides Drive, North East
H22	Hebrides Drive, South East
H23	Former Mossgiel PS, Alloway Place
H24	Former Mid Cragie PS, Pitairlie Road
H25	Former Whitfield Shopping Centre
H26	Lothian Crescent
H27	Former Whitfield PS, Whitfield Drive
H28	Tranent Grove

H29	Summerfield Gardens
H30	Haddington Avenue
H31	Bowling Green East, Lothian Crescent
H32	Aberlady Crescent
H33	Kellyfield, Drumgeith Road
H34	Former Gowriehill PS, Etive Gardens
H35	Former Hillside PS, Denoon Terrace
H36	Former St Mary's Infant School, High Street, Lochee
H37	Former Baldragon Academy, Burn Street
H38	Former Our Lady's PS, Nelson Street
H39	Former St Luke's & St Matthew's PS, Longhaugh Road
H40	Former Longhaugh PS, Fintry Terrace
Principal Economic Development Area	Linlathen
Principal Economic Development Area	Claverhouse East
General Economic Development Area	Blackness





## Appendix 9: Supplementary Guidance

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Supplementary Guidance was prepared in support of Local Development Plan 2014 to provide further guidance on meeting the planning policy requirements in respect of Air Quality; Householder Development; and Developer Contributions.

All three pieces of Supplementary Guidance have been reviewed and updated. They will be readopted under Local Development Plan 2019.

**Air Quality** - Supplementary Guidance gives further guidance on meeting the planning policy requirements.

**Householder Development** - Supplementary Guidance provides advice and best practice on the design, scale and location of householder development.

**Developer Contributions** - Supplementary Guidance ensures landowners, developers and the local authority have certainty about the likely level of developer contributions and the nature of the requirements for sites from the outset.

New Supplementary Guidance will be prepared to support the use of Policy 48: Low and Zero Carbon Technology in New Development. This will set out the relevant Building Standards and percentage reduction required by Policy 48.



### Contact Details

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Website: <http://www.dundeecity.gov.uk/>

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