

DUNDEE LOCAL PLAN REVIEW

2005

**MONITORING STATEMENT
TECHNICAL PAPER :**

**ASSESSMENT OF THE POLICIES
AND PROPOSALS OF THE DUNDEE
LOCAL PLAN REVIEW 2005**



MAY 2011

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BACKGROUND

The Dundee Local Plan Review 2005 sought to build upon the strengths and successes pioneered by the previous Dundee Local Plan adopted in 1998. In addition, the Plan also sought to contribute to the fulfilment of the vision set out in the Community Plan for Dundee 2001-2006. The Dundee Local Plan Review set out a sustainable development strategy for Dundee and detailed policies and proposals for land use and development in the City for the period up to 2011.

The Dundee Local Plan Review is made up of two main elements, namely:

- Part 1: A Sustainable Development Strategy for Dundee, and
- Part 2: Living in Dundee
Working in Dundee
Shopping In Dundee
The Environment of Dundee
Accessibility in Dundee

The Strategy set out in Part 1 sought to take forward the strategic issues set out in the Dundee & Angus Structure Plan Strategy for Dundee and to detail positive measures to address them. Part 1 also set out a strategy for each of the principal land use issues as per Part 2 of the Plan. Part 2 of the Plan looked at the specific issues and put forward detailed policies and proposals that would be applied to implement the Plan's strategy. The assessment of Part 1 of the Plan is set out in the Monitoring Statement. The following document considers that assessment of Part 2 of the Local Plan Review 2005.

The Dundee Local Plan Review 2005 did not include any provision or guidance for the process of monitoring or reviewing the policies or proposals of the plan. In the absence of any structured guidance on the monitoring of the policies and proposals of the plan the following assessment has been carried out.

The main focus of this assessment is to provide an analysis of the use of policies and proposals including in the determination of planning applications and appeals over the plan period. This assessment includes feedback from the experience of planning officers involved in the implementation of the plan and the determination of planning applications and appeals. It also includes the findings from the technical assessment of the use of the policies and proposals. In addition, relevant data tracking sources including the Housing Land Audit, Employment Land Survey and Retail Database have been used in the assessment

The approach to the assessment has been to consider each chapter of the plan in turn.

LIVING IN DUNDEE

- POLICY 1 : VIBRANT AND SUSTAINABLE COMMUNITIES**
- POLICY 2 : HOUSING LAND RELEASE**
- POLICY 3A : HOUSING PROPOSALS**
- POLICY 3 : HOUSING INVESTMENT FOCUS AREA**
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- POLICY 17 : CULTURAL QUARTER**
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- POLICY 20 : FUNDING OF ON- AND OFF-SITE INFRASTRUCTURE PROVISION**

LIVING IN DUNDEE

ASSESSMENT OF THE LIVING IN DUNDEE POLICIES AND PROPOSALS

POLICY 1: VIBRANT AND SUSTAINABLE COMMUNITIES

PROGRESS

The overall aim of this policy was to allow the creation of diverse residential areas with a range of services and facilities to assist with the creation of stable and sustainable communities whilst having regard to the protection of amenity and environmental quality.

Policy 1 has been helpful in the consideration of 516 planning applications for a variety of uses including; new schools, cafes, smoking areas, telecommunications, automatic teller machines and sustainable drainage schemes.

This policy has allowed development to take place within both established and new residential areas which has contributed to a mix of uses. This has helped to create stable and sustainable communities. The policy has also been used to resist those applications which would have a detrimental effect on residential amenity.

However, there has been some misunderstanding of the intentions of the policy, for example, where there is no particular policy coverage then this policy has very often been used. This policy was aimed at the sensitive introduction of general uses into residential areas. However, it has been seen as a general policy to prevent development.

CONCLUSION

The aim of this policy is still relevant in the achievement of providing a mix of uses in both established and new residential areas. However, it is considered that whilst this policy sought to provide a context for creating mixed communities it is not strong enough and should be highlighted as an area that requires to be investigated in the future as part of the wider sustainability agenda. Uses such as employment and retailing are becoming increasingly remote from residential areas with impacts on communities and associated travel demands. Any future policy should seek to address these concerns.

POLICY 2: HOUSING LAND RELEASE

PROGRESS

The opportunity to build quality homes across Dundee has been provided in a manner that is in-keeping with the scale and distribution of housing land established by Schedule 1 of the Dundee and Angus Structure Plan. (Refer to Table 1 in Appendix). Priority has been given to the development of appropriate brownfield sites, with the release of some greenfield sites to provide a range of house building opportunities (Refer to Table 2 in Appendix). Within the City itself (excluding the Western Gateway), the greenfield allowance of Schedule 1 (390 units) of the Dundee

and Angus Structure Plan has been met through the allocation of housing land at Baldragon (130 units), Ballumbie (10 units), Balmossie (100 units) and Balgillo (150 units). These sites have now been built out.

The scale and phasing of development at the Western Gateway (Refer to Table 3 in Appendix) has been in accordance with Schedule 1 of the Dundee and Angus Structure Plan. Development at the Western Gateway has been slow to progress due to the collapse of the original consortium of developers which meant that infrastructure issues which were intended to be tackled jointly were not able to be effectively dealt with by individual developers.

In addition to the 390 units allowed for in Schedule 1 there has also been additional sites on greenfield land approved over the plan period which have now all been built out. (Refer to Table 4). These additions were contrary to Policy 2 of the Dundee Local Plan Review as the sites in the Western Gateway were not considered non-effective and the additional permissions were not in accordance with the Structure Plan strategy. Cumulatively these additional permissions added 105 units on greenfield land over the 390 maximum allowance of the Structure Plan. This allowance was carried through in the Local Plan.

Policy 2 also suggests that it may in certain circumstances be appropriate to impose a condition requiring that development outwith the Housing Investment Focus Areas commences within two years. However, the buoyancy of the housing market over the Local Plan period has meant that this has never been required to be used.

CONCLUSION

Planning Advice Note 38 Housing Land required the provision of effective housing sites for a five year period, at all times. The Dundee and Angus Structure Plan and Dundee Local Plan Review 2005 allowances are based on calculations for the amount of housing land required to meet this requirement.

Table 1 and 2 of the appendix shows that the housing land supply in Dundee has been continuously in excess of the calculations used to derive the Schedule 1 requirements of the Dundee and Angus Structure Plan.

The Dundee Local Plan has implemented the scale and distribution of housing land established by Schedule 1 of Housing Policy 1 in the Dundee and Angus Structure Plan. In terms of the scale of the housing land supply, it is considered that sufficient land has been provided to satisfy these requirements.

The Structure Plan was concerned that with limited demand for housing, investment had to be focused in priority areas. As a consequence, brownfield release outwith these areas were to be managed. Over the Local Plan period the nature of the housing market changed. This concern was not realised principally because of the success of regeneration in focus areas in attracting private and public investment and on the back of a very buoyant private housing market. Now due to the current changes in the market a more cautious approach is being adopted.

POLICY 3A: HOUSING PROPOSALS

PROGRESS

Policy 3A in conjunction with Appendix 2 and 3 sought to reserve sites for housing.

Dundee Local Plan Review 2005 Appendix 2 Brownfield Housing Development Proposals

Table 6 in the Appendix illustrates that 31 of the 64 allocated sites have been developed or are under construction for residential development.

Although 32 sites have not currently been developed, of these, 2 sites have received approved planning permission for a total of 43 residential units. To date no development has started. 4 sites are awaiting the decision on their planning application for a total of 115 residential units. 6 of the 32 sites are non-effective sites; and 9 sites will be addressed through the Whitfield regeneration.

The housing development proposals in Whitfield are being progressed through the Whitfield Regeneration Framework, which has been subject to extensive public involvement over the last four years. Investment in infrastructure has been made to service these development sites. Progress has been made with the development of new housing for rent whilst the first private development site has recently been successfully marketed.

Having considered the list of allocated sites it has become apparent that some of these sites are no longer considered to be suitable for the development of housing and their future use should be addressed through the preparation of the Local Development Plan. Those sites which have not generated any developer interest have tended to be smaller sites where very often there have been issues relating to access and land ownership. To monitor each site the annual housing land audit process is undertaken to continuously monitor each site and to provide a basis for policy to respond if a shortfall is identified.

Dundee Local Plan Review 2005 Appendix 3 Greenfield Housing Development Proposals

Table 7 sets out the current position of the allocated greenfield housing sites. Of the 8 allocated sites 5 have been developed or are under construction. In addition, houses have been approved to the East of the City at Linlathen Lodge, Ballumbie Golf Course and Kellas Road and are under construction (Refer to Table 4 in Appendix).

Table 3 sets out the current position in relation to housing at the Western Gateway. It should be noted that development has started at Liff hospital (West Green Park) and discussions are on-going regarding legal agreements relating to infrastructure works. Both Village 1 and Village 2 have had planning applications submitted which will be issued once the Section 75 Agreements have been signed. Only the land to the south of West Green Park has not progressed to application stage.

Policy 3A requires the maintenance of a five year effective land supply at all times. The five year effective supply is based on the Dundee and Angus Structure Plan allowances based on calculations for the amount of land required to meet the Planning Advice Note 38 requirement. It is evident from the annual Housing Land Audits that a five year land supply has been maintained. Table 1 in the Appendix shows that the housing land supply has been continuously in excess of the calculations used to derive the Schedule 1 requirements.

CONCLUSION

Overall, the opportunity to build quality homes across Dundee has been provided in a manner that is in-keeping with the scale and distribution of housing land established by Schedule 1 of the Dundee and Angus Structure Plan.

In terms of the scale of the housing land supply, sufficient land has been available at all times to meet the requirements of the Dundee and Angus Structure Plan.

In terms of the location of housing development (Refer to Table 5 and Figure 1 in the Appendix) since 2005-2009, the majority (75.6%) of development has taken place on brownfield land (2522 units) compared to 24.3% (810 units) on greenfield sites. It is noted in 2008 the level of greenfield completions increased over previous years; however, this has been less than the level of development taken place on brownfield sites. This may require further investigation.

POLICY 3: HOUSING INVESTMENT FOCUS AREAS

PROGRESS

The Dundee and Angus Structure Plan 2001-2016 highlights the necessity for a residential response to Dundee's population decline, involving intervention strategies at community level.

The Dundee Local Plan Review recognises that the scale of issues to be addressed mean that all neighbourhoods cannot be targeted at the same time. Therefore there is a need to target investment in new housing towards specific areas where strong opportunities exist to consolidate existing communities, mitigate further deterioration, and begin to lay the basis for addressing the wider problems in the City.

In response to the requirements of the Structure Plan the Dundee Local Plan Review 2005 identified Housing Investment Focus Areas in:

- i) Central Dundee
- ii) Stobswell/Baxter Park
- iii) Caird suburb/north west
- iv) Dundee Western Gateway

The Dundee Local Plan Review 2005 has encouraged investment in new and existing housing and related social and physical infrastructure in the Housing Investment Focus Areas working in partnership with Scottish Government (Housing Investment Division) and the private sector.

Significant progress has been made in fulfilling the aims for regeneration within these areas particularly the North West and Stobswell.

Stobswell/Baxter Park Area

The Stobswell Regeneration Framework was approved in 2004 with the basic task of restoring Stobswell to its previous status as a popular inner suburb. Through a comprehensive package of measures considerable progress has been made on achieving the stated outcomes of the Stobswell Project. Reference should be made to the Stobswell Regeneration Project Final Report which was reported to the Stobswell Partnership Board on 2 June 2009.

North West/Caird

The Ardler village regeneration project is nearing completion and has been extremely successful with recognition nationally of the approach taken and outcomes achieved. New private and social rented housing has added considerably to the quality and choice of housing available in the North West of the City. Regeneration proposals for Mill O' Mains are now being progressed and a masterplan has been submitted by Home Scotland and approved by Dundee City Council. The wider area has also benefited from more private housing as well as other non housing investment.

Central Dundee

The Central Waterfront Masterplan 2001-2031 has been approved and the initial infrastructure works are well underway. New housing is being successfully developed at City Quay (Phase 1-73 completed units, City Quay Docks - 96 completed units, Phase 2 - 144 completed units, Victoria Dock Queen Elizabeth Wharf - 169 completed units, the Clocktower - 12 completed units, Phase 4 - 96 units), the former Dundee Royal Infirmary (163 units completed in 2008) and in Blackness which has seen a growth in student housing (220 units completed at Hawkhill). It should be noted that the figures quoted are taken from the Dundee and Angus Housing Land Audit 2009.

Dundee Western Gateway

The focus on this area has been to enhance private housing opportunities available in Dundee to discourage housing related out migration. Progress is being made, notably at the former Liff Hospital site, where prior to the credit crunch, strong sales were demonstrating market demand.

CONCLUSION

The Dundee Local Plan Review 2005 affords priority to the reuse of brownfield sites, as per the requirements of the Dundee and Angus Structure Plan Housing Policy 2. Overall, the local plan approach has ensured that the majority of new development has taken place on brownfield land since adoption of the Dundee and Angus Structure Plan. This policy has contributed towards the redevelopment of brownfield sites in Housing Investment Focus Areas.

Greenfield housing land allocations in the City were focused on the Western Gateway, with provision for modest greenfield release in other locations, to provide for choice. As mentioned previously, the maximum greenfield allowance for non-Western Gateway sites (390 units) has been met through allocations of the Dundee Local Plan Review 2005 and these have been built. In addition, a further 105 units have been approved on other greenfield sites and these are also being built out (source: Dundee & Angus Housing Land Audit 2009).

POLICY 4: DESIGN OF NEW HOUSING AND APPENDIX 1

PROGRESS

As part of an integrated strategy to address population decline, the development plan seeks to improve the quality and choice of housing available. It is a policy approach that favours the development of houses rather than flats. Policy 4 and Appendix 1 drives this strategy forward. (Refer to Table 8, Table 9 and Figure 2 in the Appendix illustrating house type completions over the Local Plan period).

Within Policy 4 reference is made to the need for new housing to meet “Secured by Design” standards. Since the beginning of 2005 to May 2009 there have been 16 awards of secured by design to housing developments and there are 8 underway which should achieve accreditation on completion. In addition, 1 residential home and 1 homeless person unit have also achieved this award.

Policy 4 and the standards in Appendix 1 have been used to assess 438 planning applications up to December 2010.

The standards in Policy 4 and Appendix 1 have been included within a number of planning briefs for the redevelopment of former school sites and council owned sites. Site Planning Briefs, in accordance with Policy 4, provide an opportunity to vary the Local Plan standards. Briefs have also been prepared for privately owned sites as well as sites owned by other public bodies.

Through the implementation of this policy and the associated standards, in Appendix 1, a number of issues have been raised primarily in relation to the need for further clarification of some of the standards in particular some of the parking requirements.

Generally, it is considered that Policy 4 has been useful in resisting flats outwith the City Centre as sought by policy. Tables 8, 9 and Figure 2 in the Appendix show the number of completions over the Local Plan period. This includes both completions where student flats have been included and also where student flats have been excluded. It is recognised that there has been approval of flats in the Inner City area, particularly, the Hawkhill and City Quay. Where flats have been allowed, outwith the City Centre, it has generally been as a result of streetscape, to provide for choice or to ensure the continuing use of a listed building.

The main issue in relation to the Appendix 1 standards is the pressure to compromise particularly in relation to parking and garden ground. Although the policy has been challenged, generally, these standards have been supported at appeal by reporters

particularly in relation to useable garden ground. Reference should be made to the information in Appendix C regarding the use of Policy 4. As can be seen very few applications have been allowed on appeal.

CONCLUSION

This policy has been effective in ensuring a good standard of residential development. The issues raised through the operation of Policy 4 and Appendix 1 will require to be considered in the preparation of the future Local Development Plan.

POLICY 5: OPEN SPACE PROVISION AS PART OF NEW HOUSING DEVELOPMENTS

PROGRESS

An audit identifying all of the greenspace in Dundee was completed within the Plan period. Each Local Community Planning Partnership area is currently assessing the quality and functionality of the greenspace in their area and comparing this to community needs and aspirations through Local Community Plans. These plans will establish the future provision requirements.

The need to provide open space as part of new housing developments has been included with a number of planning briefs and planning applications and been secured.

CONCLUSION

Progress related to the provision of new open space, maintenance, sustainable drainage and biodiversity are considered under policies 66, 67, 69 and 75 following.

POLICY 6: OPEN SPACE PROVISION WITHIN THE INNER CITY

PROGRESS

The purpose of this policy is to improve the supply of quality and accessible open space in the inner city.

CONCLUSION

Progress related to the provision of new open space within the Inner City is considered under policy 66 following.

POLICY 6A: OPEN SPACE IMPROVEMENTS WITHIN BLACKNESS

PROGRESS

The purpose of this policy was to prioritise the open space improvements within Blackness as part of the on-going regeneration work.

CONCLUSION

The site identified on the Local Plan proposals map for off site open space provision within Blackness has not been developed. The site has been reused for a suitable purpose. It has not been possible to identify another site in the plan period.

POLICY 7: NEW VILLAGE RECREATION PARK WITHIN THE WESTERN GATEWAY

PROGRESS

The aim of this policy was to ensure that a village park was provided to meet the recreational needs of the community and to comply with the Western Gateway Concept Plan.

Positive action has taken place; an area for the creation of the proposed village recreational park (2ha) has been identified between Village 1 and Village 2 at the Western Gateway. This area will provide a football pitch (1.5ha) and a play area (0.5ha). This forms part of a Section 75 Agreement to be signed by all developers.

CONCLUSION

Progress has been made for the arrangement of the provision of a recreation park through the Section 75 Agreement. This will develop as progress is made on the three villages.

POLICY 8: LOCAL FACILITIES PROVISION IN MAJOR NEW HOUSING DEVELOPMENTS

PROGRESS

The aim of this policy was to ensure the prior provision of local facilities in new communities to ensure potential house buyers are aware of their existence and location. This was to prevent resident's complaints at a later stage.

The main issue with this policy is in relation to the actual size of sites being allocated for residential development. It is probable that due to their size some of the sites may not be able to sustain any sort of facility.

There is no clear evidence to show that this policy has been used to ensure the provision of local facilities. However, in two different developments the developer has shown the inclusion of facilities as part of the initial proposed lay-out. The success of this policy very much depends on the developer being keen to provide an additional facility.

CONCLUSION

To date this policy has not been successful in the inclusion of facilities in residential developments. A review of this policy approach in future residential developments needs to be considered.

POLICY 9: STUDENT HOUSING

PROGRESS

The aim of this policy was to provide high quality student accommodation for both Universities and to attract conference business to Dundee whilst at the same time avoiding a surplus of student accommodation.

Policy 9 identifies six potential locations (Parker Street; Johnson Street/Ward Road; West Marketgait/St David's Lane/East Henderson Wynd; Guthrie Street/Session Street/Hawkhill; Hunter Street/Old Hawkhill; Seabraes Court) for the development of student housing. Since the adoption of the Local Plan, progress has been made on four of the six identified sites for the development of student housing.

The policy recognises that a surplus in student accommodation may result in pressure to allow some of the developments to become mainstream accommodation. However, the use of Section 75 Agreements and planning conditions to restrict occupancy to students has been successful in the prevention of properties being used for mainstream residential use.

As there is still pressure to provide new student accommodation the potential oversupply of student accommodation will need to be assessed in the future Local Development Plan.

The policy allows the development of student housing within 15minutes walking distance. Map 1 in the Appendix illustrates the different zones that are potentially within 15minutes walking distance from the main universities. From the information available based on half a mile and 1 mile distance from the two main campus areas. There was a significant increase in the provision of accommodation from 2006.

CONCLUSION

The importance of both Dundee University and Abertay University to the City are recognised. Consequently, there is a need to maintain and encourage students to the City by providing the appropriate type of accommodation.

This policy has been effective as it has seen development take place on the identified sites and resulted in other sites being resisted. However, measures to guard against a potential oversupply of student accommodation will need to be included in the future Local Development Plan.

POLICY 10: NON-MAINSTREAM HOUSING

PROGRESS

The aim of this policy was to allow for the full range of living choices. To meet the housing needs of particular groups in society. It is recognised that compliance with Appendix 1 standards would not always be appropriate and may require some flexibility to meet the needs of certain groups.

This policy has tried to ensure that where development has taken place the development integrates into the existing community so that the residents are not discriminated against and the development does not appear as a stand alone building.

The policy has been used in the determination of various developments (16 planning applications) and allowed for non-mainstream uses to be achieved with mainstream and as stand alone developments. Approval has been granted for the following: 35 houses with 5 flats and 1 office, change of use from a ground floor office to a two person disabled flat, a sheltered housing complex for 37 units, a retirement complex and a 48 bed nursing home.

CONCLUSION

This policy has been effective in the provision of accommodation for non-mainstream groups. It has allowed such developments to be located within residential areas.

POLICY 11: HOUSES IN MULTIPLE OCCUPATION

PROGRESS

Policy 11 recognises the importance of Houses in Multiple Occupation as part of the housing stock and seeks to ensure that they are appropriately planned for.

The required supplementary planning guidance was approved in November 2006 which provides a more robust and clear approach to dealing with the planning issues of Houses in Multiple Occupation. The guidance also addresses the concerns with regard to the potential for excessive concentration of Houses in Multiple Occupation within existing residential areas particularly the West End of Dundee. It is considered that this guidance has been very helpful when dealing with planning applications.

Since the approval in November 2006 of the supplementary guidance, a total of 24 Change of Use applications for new Houses in Multiple Occupation across the City have been received. Of these 10 were refused, 10 were approved and 4 were withdrawn.

From the above it can be seen that there has not been a large number of planning applications for new Houses in Multiple Occupation since the supplementary guidance has come into place. General feedback has indicated that the guidance has provided clarity regarding the approach to be taken for the consideration of planning applications for Houses in Multiple Occupation.

CONCLUSION

Houses in multiple occupation are an important element of residential choices. However, there are powers other than planning to control their use. Further consideration needs to be given to the issue of the concentration of Houses in Multiple Occupation. This issue needs to be linked with the procedure the licensing section of the Private Sector Services Unit is currently considering.

This policy has been effective as it prioritised areas and dealt successfully with the concentration of Houses in Multiple Occupation. The required supplementary guidance has also been published and accepted.

POLICY 12: SUB-DIVISION OF HOUSES

PROGRESS

The overall aim of Policy 12 was to control the loss of larger properties from the housing stock to provide an important contribution to the choice of housing available. The policy was also trying to control the overall impact of any subdivision on the surrounding area.

This policy has had limited use but where it has been used it has been effective. It is considered that as a policy it provides prescriptive criteria which make it clear what constitutes appropriate sub-division.

CONCLUSION

It is considered that where this policy has been used it has achieved a high standard of living accommodation.

POLICY 13: ROOFSpace AND BASEMENT DEVELOPMENT

PROGRESS

The aim of Policy 13 was to control development in tenement streets as these areas often suffer problems of parking and lack of amenity space. Consequently, additional development in these areas would add to these existing problems.

This policy has had limited use. Where it has been applied it has ensured that an appropriate standard of accommodation with associated amenities has been provided.

There is some anecdotal evidence that this policy has been used to advise that roof space and basement development would generally not be supported. However, as no planning application is then submitted, there is no way of recording that this has been the case.

CONCLUSION

This policy has been effective in ensuring that an appropriate quality of accommodation and associated amenities has been provided where roofspace or basement development has been permitted.

POLICY 14: ALTERATIONS AND EXTENSIONS TO HOUSES

PROGRESS

The aim of Policy 14 was to minimise the impact of proposed alterations and extensions to dwellings and neighbouring properties.

Policy 14 is one of the most frequently used policies within the Plan. It has been used to consider 1540 applications up to December 2010. Of these approximately 3.31 % (51) have been refused.

The implementation of this policy has raised issues regarding the need for clarification or further guidance relating to the size of the extension and the need to maintain parking provision. However, given the diversity of circumstances in which this policy is used, it is very difficult to be prescriptive in terms of what would and would not be supported. Any policy must be flexible to cover different circumstances but remain robust to assist consistent decision making.

CONCLUSION

Whilst it is recognised that extensions and alterations to houses are a sign of a stable community, it is essential that the appropriate balance between the proposed development and the effects of that development should respect the existing neighbouring property and enhance the existing property.

This policy may require changes due to the proposed changes to the permitted development legislation.

POLICY 15: DEVELOPMENT IN GARDEN GROUND

PROGRESS

Throughout Dundee there are a number of large villas set within large mature garden grounds. Pressure to develop these garden areas has threatened the character of these areas. Consequently, Policy 15 aims to protect the architectural appearance and landscape features of these areas typically located within low density parts of the City.

When implementing this policy the main issue has been the preamble. There is lack of clarity as to what particular areas in the City the policy can be applied to. It is not clear that Policy 15 can be applied City wide and not just to large villa type properties. In addition, some of the criteria have been seen as overly complex.

This policy is often used in conjunction with Policy 4 and Appendix 1 when considering planning applications. Up to the end of December 2010, this policy has been used in the consideration of 103 planning applications 47 of these have been refused using the various criteria in Policy 15.

CONCLUSION

It is considered that this policy has generally been effective in dealing with development in garden ground. However, changes to the wording of the preamble and some of the criteria are required to assist in the application of the policy.

POLICY 16: CENTRAL WATERFRONT

PROGRESS

The aim of Policy 16 was to provide a statutory framework to ensure that future proposals for development are consistent with the provisions of the Central Waterfront Masterplan.

The Central Waterfront Masterplan 2001-2031 has been approved and the initial infrastructure works are well underway. To date the only development has been to the infrastructure which has included: the realignment of the West Marketgait, strengthening works to the rail tunnel and the current on-going installation of storm tanks. A programme of future infrastructure works for the next 10 years has been agreed. It is anticipated that some development sites will become available within that timescale.

CONCLUSION

The infrastructure works to facilitate development at the Waterfront area are well underway and there are no proposals which would conflict with policy.

POLICY 16A: CITY QUAY

PROGRESS

Due to the proximity of City Quay to the Central Waterfront, it was important that there was a policy in place to ensure that development proposals respected the Central Waterfront Masterplan. This was the purpose to Policy 16A.

It is considered that this policy has been effective in securing further residential development at City Quay. Over the plan period the range of developments that have taken place including retail, offices, restaurants and residential within the City Quay area complement the Central Waterfront Masterplan.

In addition, residential development has taken place securing the reuse of the listed buildings at City Quay, which fulfils an important element of this policy.

CONCLUSION

This policy has been effective as City Quay has been successfully developed as a popular residential and commercial area. There are now limited opportunities for new development within this area.

POLICY 17: CULTURAL QUARTER

PROGRESS

The aim of Policy 17 was to build on the popularity and qualities of the Cultural Quarter to develop its role within the City.

The Cultural Quarter is centred on South Tay Street and the West Port area which also encompasses Dundee Contemporary Arts (DCA), Dundee Rep, the Sensation science centre and a number of speciality shops, restaurants, cafes and bars. This mix of uses and the close proximity of the Universities have combined to create an increasingly popular and lively environment.

This area has seen a number of positive changes in the types of developments attracted to the area with the opening of new restaurants and speciality shops.

CONCLUSION

This policy has been a successful land use policy. The development that has taken place within the plan period has been consistent with the aims of this policy. This success requires to be continued in the future Local Development Plan.

POLICY 18: MAJOR LEISURE USES

PROGRESS

Over the Local Plan period only three planning applications were received in respect of major leisure developments. All of the applications were considered to comply with Local Plan policies and were approved, however they were not located within the existing leisure parks. These were as follows:

- Mixed use development including casino, bar and restaurant at West Marketgait (under construction).
- Indoor soccer centre on land north of Dick McTaggart Centre, Old Glamis Road (completed 2008).
- Leisure pool and associated facilities at East Whale Lane Car Park, East Marketgait (Olympia replacement - development yet to commence).

CONCLUSIONS

The pressure for major new leisure developments has been somewhat limited over the plan period. This may, in part, reflect the major investment in commercial leisure

provision already seen in earlier years, both within the City (e.g. Camperdown and Douglasfield Leisure Parks) and on its edge (David Lloyd at Monifieth).

POLICY 19: PRIVATE DAY NURSERIES AND APPENDIX 4

PROGRESS

The aim of this policy was to support quality nursery proposals close to residential developments and work places and to limit concentrations of nursery provision in certain locations.

Map 2 in the Appendix illustrates that Policy 19 has been effective in the promotion of a good distribution of nurseries throughout the City.

It is considered that this policy has promoted a balanced approach to the provision of nurseries in a range of locations convenient to home and work whilst achieving high quality provision without detriment to the amenity of neighbouring occupiers or other policy objectives.

Whilst some larger nurseries have been approved these have been allowed due to significant unmet demand.

CONCLUSION

This policy has enabled the development of quality nurseries throughout Dundee.

POLICY 20: FUNDING ON AND OFF SITE INFRASTRUCTURE PROVISION

PROGRESS

The purpose of this policy was to secure developer contributions towards the provision of infrastructure, community facilities and services.

This policy has been used for approximately 16 planning applications up to December 2010. The funding received has mainly been used for education contributions with some being used to upgrade street lighting and improve pedestrian links.

It is acknowledged that whilst in the current economic climate the delivery of infrastructure improvements through developer contributions will be challenging. Such improvements are necessary to achieve high quality developments. However, the delivery of improvements may have to be reconsidered.

CONCLUSION

It is important that this type of policy is maintained to make it clear to developers that in certain circumstances a financial contribution will be required towards infrastructure improvements associated with the development proposed. However, given the current economic climate the Council may require to be more explicit in identifying the scale and nature of infrastructure improvements that may be required at the earliest possible stage.

CONCLUSIONS TO THE LIVING IN DUNDEE POLICIES AND PROPOSALS

The Dundee Local Plan has implemented the scale and distribution of housing land established by Schedule 1 of Housing Policy 1 in the Dundee and Angus Structure Plan.

As required by the Dundee and Angus Structure Plan, the Dundee Local Plan Review 2005 affords priority to the reuse of brownfield sites. To provide choice greenfield housing land allocations have focused on the Western Gateway with additional greenfield release being allowed in other locations.

As part of an integrated strategy to address population decline, the development plan seeks to improve the quality and choice of housing available. It is a policy approach that favours the development of houses rather than flats. This policy approach has been effective in ensuring a good standard of residential development.

The Dundee Local Plan Review 2005 has encouraged investment in new and existing housing and related social and physical infrastructure in the Housing Investment Focus Areas working in partnership with the Scottish Government and the private sector.

There a number of policies within the Living chapter of the Dundee Local Plan Review 2005 which deal with various types of housing including Non-Mainstream and Houses in Multiple Occupation and there are also policies which address various alterations often proposed to dwellings. These policies have been effective in allowing various residential developments to take place which may not have happened otherwise. However, due to the proposed changes to the permitted development legislation these policies may require to be changed.

Finally, the Dundee Local Plan Review 2005 has encouraged development at the Central Waterfront, City Quay and within the Cultural Quarter. Consequently, significant development has taken place within the plan period which has been consistent with the aims of these policies.

APPENDIX 1: LIVING IN DUNDEE

LIVING IN DUNDEE

Table 1 : Five Year Effective Land Supply

Dundee & South Angus Housing Market Area	2003	2004	2005	2006	2007	2008	2009*	2010*
Effective Supply	3364	4362	4393	4010	4280	3756	3677	3157
Structure Plan Requirement	2950	2925	2900	2875	2850	2825	2800	

Source: Dundee and Angus Housing Land Audit

* 2009/10 HLA has a 7 year effective programme, figures given here for 5 years therefore not TOTAL supply.

Table 2: Dundee City Brownfield and Greenfield Land Total Land Supply

Dundee City	2003	2004	2005	2006	2007	2008	2009	2010
Western Gateway	750	750	750	750	747*	747*	755*	755*
Greenfield**	1668	1541	1463	1363	1194	899	878	787
Brownfield	3442	3107	3028	2870	3996	4136	3901	3637
Total	5110	4648	4491	4233	5190	5035	4779	4424

* Actual figure as opposed to notional figure

** Includes the Western Gateway

Source: Dundee and Angus Housing Land Audit

Table 3: Dundee Western Gateway

Village	No. of Units	Planning permission
West Green Park (Village 3)	250	Granted for 155 units on part of the site (99 complete)
South Gray (Village 2)	230	No Consent Granted (Subject to Section 75 Agreement)
North of Swallow Hotel (Village 1)	270	No Consent Granted (Subject to Section 75 Agreement)

Source: Dundee and Angus Housing Land Audit

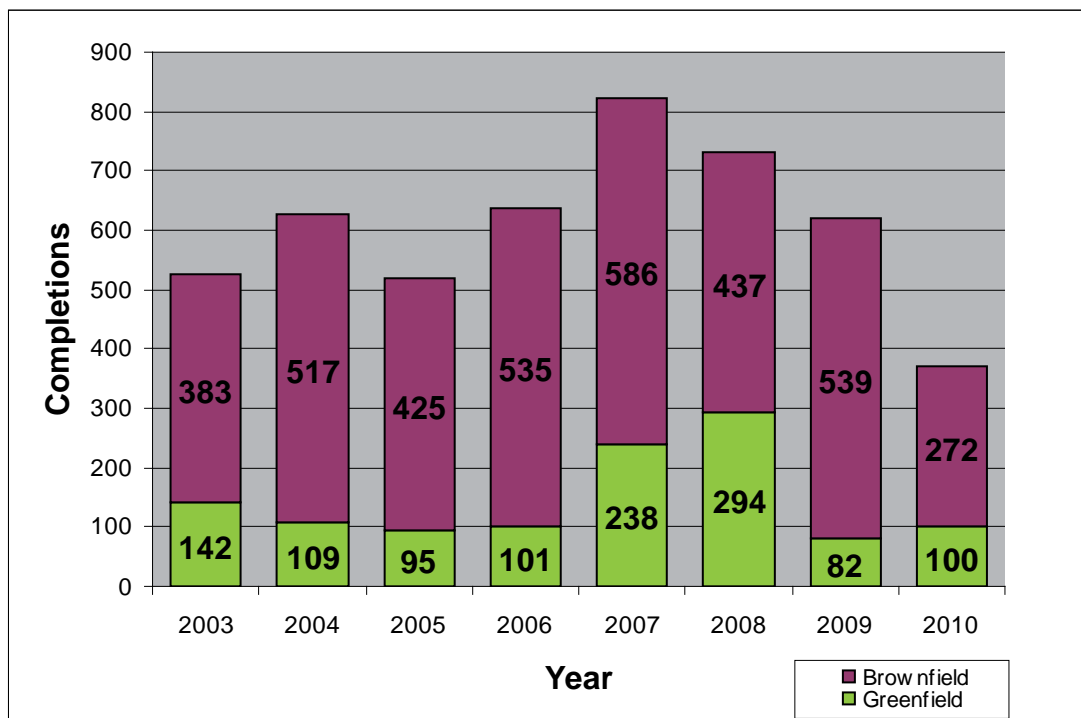
Table 4: Additional Greenfield Sites

Additional Greenfield Sites	Developer	Approval	Area (ha)	Capacity	Units to Build
BALLUMBIE GOLF COURSE	PRIVATE	09/07/2008	0.10	7	7
KELLAS ROAD	GLADEDAL	04/12/06	2.07	20	0
BALDRAGON	GLADEDAL	27/05/09	3.20	39	39
LINLATHEN HOUSE LODGE	GL RESIDENTIAL	27/02/06	4.98	39	19
				105	

Table 5: Dundee City Greenfield and Brownfield Completions

Year	Greenfield	Brownfield	Total
2003	142 (27.0%)	383 (72.9%)	525
2004	109 (17.4%)	517 (82.5%)	626
2005	95 (18.3%)	425 (81.7%)	520
2006	101 (15.8%)	535 (84.1%)	636
2007	238 (28.8%)	586 (71.1%)	824
2008	294 (40.2%)	437 (59.7%)	731
2009	82 (13.2%)	539 (86.7%)	621
2010	100 (26.7%)	272 (73.3%)	372
Total	1161 (24.0%)	3694 (76.0%)	4855

Figure 1: Land Completions by Types



Source: Dundee and Angus Housing Land Audit

Table 5(a): TOTAL COMPLETIONS 2005 - 2009

	Total	Flats	Houses
2005	520	168	352
2006	636	169	467
2007	824	441	383
2008	731	221	510
2009	621	238	383
2010	327	134	238

Table 6: Allocated Brownfield Sites

Local Plan	Site	Status	Notes
H01	South Tay Street	No Development	Non Effective
H02	MarketGait/South Tay Street	No Development	Constrained - Ownership/land Use Issues
H03	Marketgait/Tay Street Lane	No Development	Application Approved
H04	Parker Street	Under Construction	52 Flats
H05	Debenhams	Developed	Application Approved
H06	Tay Hotel	No Development	Application Approved
H07	Chalmers Hall	No Development	Non Effective - Constrained Site - Access Issues
H08	Murraygate, 12-14	No Development	
H09	Seagate 38-40	No Development	6 Houses
H10	334 Perth Road	Developed	7 Houses
H11	Shaftesbury Road	Developed	
H13	Railyards	No Development	Application Pending
H14	Roseangle, Peterson House	No Development	29 Units - 9 houses, 4 Converted flats, 16 new build flats
H15+H17	McVicars Lane, 15ab Roseangle	Developed	
H16	Greenfield Place	No Development	
H18	19-21 Roseangle	No Development	
H19	Queen Victoria Works	No Development	199 Student Flats
H20	Guthrie Street	Developed	New School Site
H21	Logie Annexe/ Blackness Road	Deleted - Sports Hall	
H22	Loons Road/ Lawside Road	No Development	20 Townhouses
H23	Rosefield Street/ City Road	Developed	23 Houses and 12 flats
H24	Alexander St/St Salvador	Developed	6 Houses
H25	Dons Road	Developed	3 Flats and 8 houses
H26	Constable Works	Developed	13 Houses and 12 Flats
H27	James St/North George Street	Developed	Non Effective

Local Plan	Site	Status	Notes
H28	Main Street	No Development	43 Flats, 42 Houses
H29	Tayspinners, Arbroath Road	Developed	32 units
H30	Taybank Works - Phase One	Developed	
	Taybank Works - Phase Two	No Development	Constrained Site - Ownership issues
H31	Erskine Street	No Development	Previously constrained site effective as of 2009
H32	Erskine Street/ Arthurstone Terrace	Developed	5 Houses and 6 Flats
H33	Mains Loan/Eliza Street	Developed	12 flats, 10 townhouses, refurbishment to 8 flats
H34	City Quay	Developed	27 townhouses and 46 flats.
H35+H36	Victoria Dock/ Camperdown Dock	Developed	12 Flats
H37	Camperdown Dock	No Development	Constrained site - Land Use - Site deleted from Housing Land Audit 2010
H38	Long Lane		
H39	Perth Road, 560	Developed	6 Houses
H40	Wimberly, Glamis Drive	Being Developed	Application Approved
H41	Hillside, Yarrow Terrace	No Development	
H42	Donald Street/South Road	Developed	23 Houses
H43	Pitalpin Mill		
	Phase One	Under Construction	36 Units
	Phase Two	No Development	6 Units
	Phase Three	No Development	53 Units
H44	Foggylea Gardens	No Development	Further site now identified to the south for development Site Planning Brief.
H45	Alloway Place	No Development	
H46	Fairmuir Road	Developed*	*Was developed as a single dwelling site
H47	Mayfield	Developed	63 Houses

Local Plan	Site	Status	Notes
H48	Cox Street	Developed	31 Houses
H49	Kirkton Central Core	Developed	34 Units
H50	Trottick, former low rise	No Development	sold to Baldragon Homes
H51	Trottick, former multies	Developed	53 Houses
H52	Grampian Gardens	Developed	94 Houses
H53	Summerfield Terrace	No Development	Whitfield Regeneration
H54	Summerfield Avenue	No Development	Whitfield Regeneration
H55	Kilbride Place	No Development	Whitfield Regeneration
H56	Whitfield Loan	No Development	Whitfield Regeneration
H57	Girvan Gardens	No Development	Whitfield Regeneration
H58	Drumgeith Road	No Development	Whitfield Regeneration
H59	Salton Crescent	Developed	28 Houses
H60	Whitfield Centre	No Development	Whitfield Regeneration
H61	Salton Crescent/ Lothian Crescent	No Development	Whitfield Regeneration
H62	Whitfield Rise/ Summerfield	No Development	Whitfield Regeneration
H63	Hamilton Street	Developed	6 Houses
H65	Panmuirfield	Under Construction	45 Houses
H66	Armitstead, Moniefieth Rd	No Development	Draft Site Planning Brief

Table 7: Allocated Greenfield Sites

Local Plan	Site	Status	Notes
H67	Baldragon	219 units almost completed	Further application for 39 units approved May 2009
H68	Trottick	Developed	35 Units
H68A	Pitkerro Mill	No Development	6 Houses approved on appeal in 2008
H70	Western Villages	Liff site under construction (Conversion almost complete. New build housing part complete)	
H69	Ballumbie Farm	No Development	7 Houses Approved
H69a	Fintry Place	No Development	Non Effective
H71	Balgillo North	Under construction	146 houses approved
H72	Balmossie Village	Under construction	100 houses - almost complete

Local Plan	Site	Status	Notes
New Site	Linlathen House Lodge	Under Construction	39 Houses

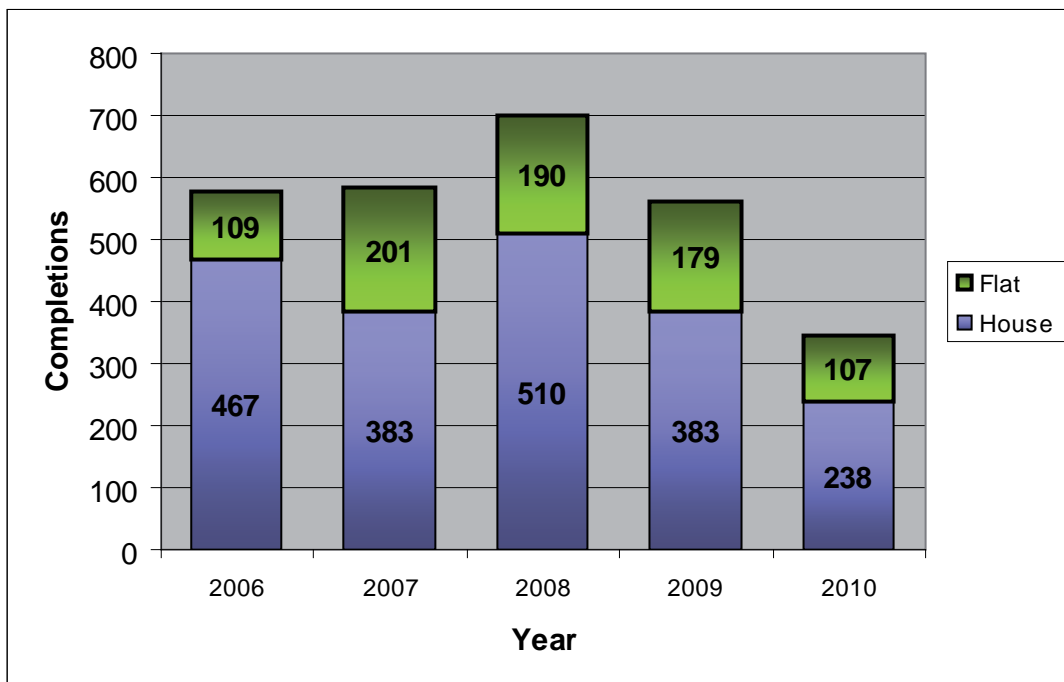
Table 8: All Completions

Year	Tenure Code	Tenure	Total Completion (incl flats)	Number of Flats Completed
2006	10	StudentOccupation	60	60
	3	HousingAssociation	317	76
	6	Private	259	33
2007	10	StudentOccupation	240	240
	3	HousingAssociation	134	53
	6	Private	450	148
2008	10	StudentOccupation	31	31
	3	HousingAssociation	71	10
	6	Private	629	180
2009	10	StudentOccupation	59	59
	3	HousingAssociation	205	51
	6	Private	357	128
2010	10	StudentOccupation	27	27
	3	HousingAssociation	107	20
	6	Private	238	87

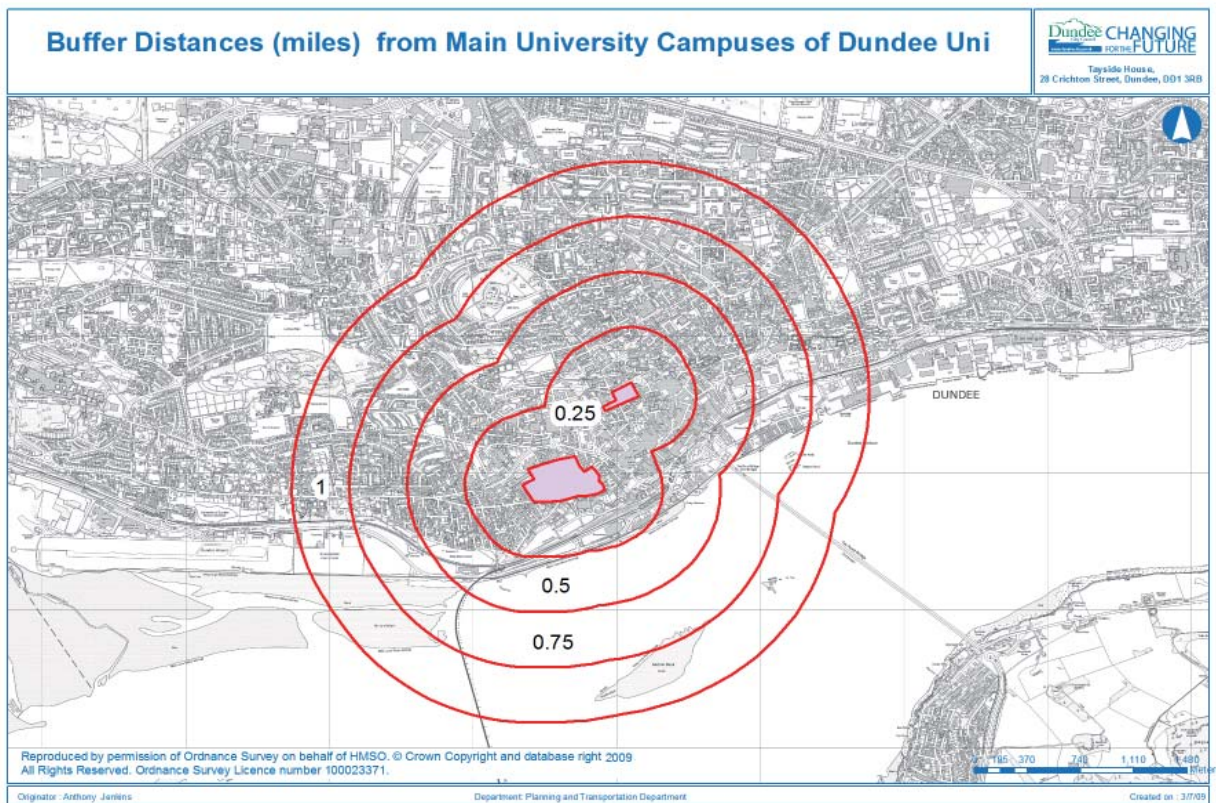
Table 9: Completions Excluding Student Accommodation

Housing Land Audit Data excluding Student Accommodation			
Year	Total Completions	Houses	Flats
2006	576	467	109
2007	584	383	201
2008	700	510	190
2009	562	383	179
2010	345	238	107

Figure 2: Residential Completions excluding Student Flats



Map 1: Student Accommodation within 15minutes walking distance of the two Universities



Map 2: Nursery Distribution

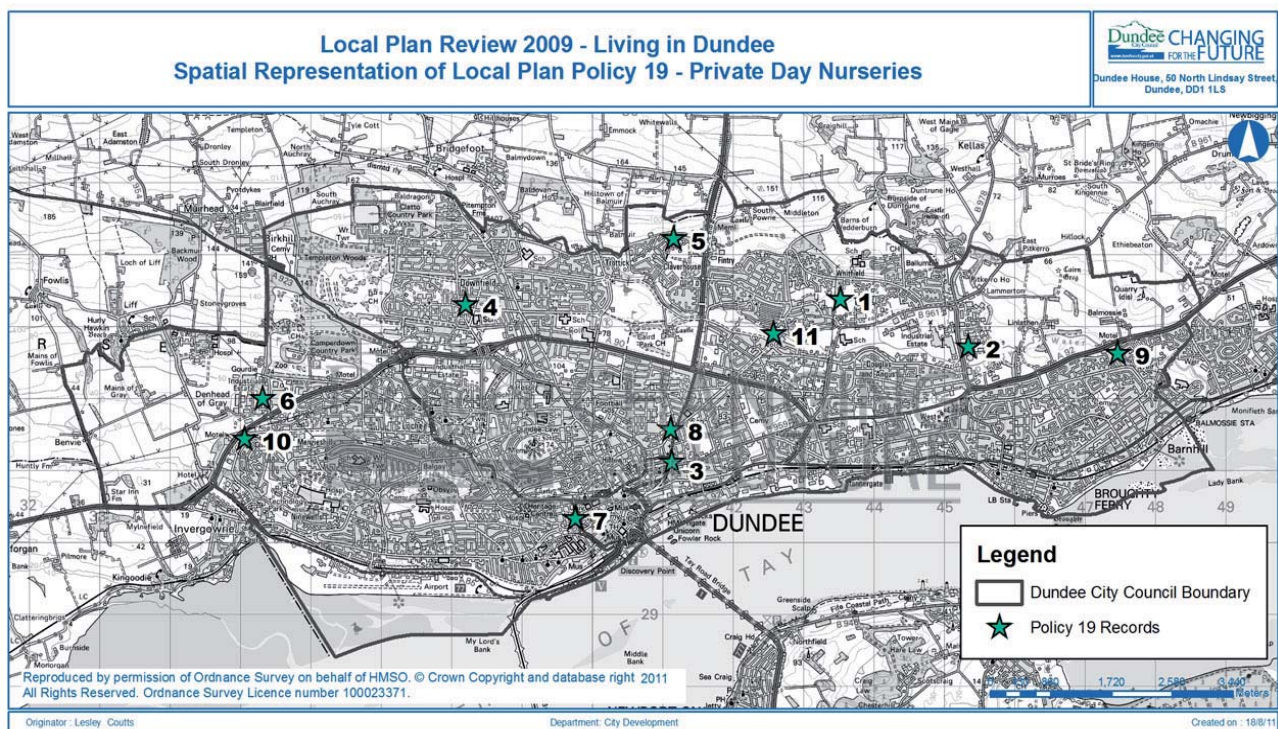


Table 3: Nursery Distribution

Ref. No.	Application	PROPOSAL	DCSTAT	DECSN	APTSTAT	ADDRESS
1	06/00046/COU	Change of Use from dwelling house to childrens nursery and part dwelling (including extension)	PERC	PERC		50 Haddington Crescent, Dundee
	07/00364/COU	Change of Use from Residential to Childrens Nursery	PERC	PERC		
2	05/01007/COU	Proposed childrens nursery unit				Unit 1, Ainslie Street, West Pitkerro Industrial Estate
3	08/00591/FUL	Proposed Demolition of Garage and Part of Existing Nursery and Erection of Replacement Nursery Extension and Six Flats	PERC	PERC		3-5 Raglan Street
4	08/00283/COU	Change of use from former supermarket to 50 space childrens nursery and adventure play centre with associated infrastructure	PERC	PERC		99 Camperdown Road
5	08/00663/COU	Change of use from retail use to daycare nursery			ALLOW	56 William Fitzgerald Way
6	06/01130/FUL	Extension to nursery to provide a total of 50 places, external alterations including new staircase	PERC	PERC		Land West of Nursery, Brunel Road, Gourdie Industrial Estate
7	07/00146/COU	Change of use from vacant unit to form extension to existing nursery				Unit F5, Old Mill, Brown Street
8	05/00462/FUL	Erection of 12 apartments, 10 townhouses, and a childrens nursery. Refurbishment to form 8 apartments, 5 shops and an office; ancillary car parking, road and landscaping	PERC	PERC		Land to East of Eliza Street, Dundee
9	06/00559/FUL	Extension to nursery - re-submission	PERC	PERC		152 Lawers Drive, Broughty Ferry
	07/00389/FUL	Amendment to condition 3 or 04/00395/FUL and condition 2 of 06/00559/FUL to increase limit of nursery places from 50 to 70 by creating separate pre-school section	PERC	PERC		153 Lawers Drive, Broughty Ferry
10	06/00560/COU	Change of use from 50 to 100 child nursery	PERC	PERC		5 Explorer Road, Dundee Technology Park
11	06/00373/FUL	Amendment to planning approval 04/00737/FUL to include repositioning of card home and nursery on site	PERC	PERC		Land to North West of Pitkerro Road

WORKING IN DUNDEE

POLICY 21 : ECONOMIC DEVELOPMENT LAND SUPPLY

POLICY 22 : HIGH AMENITY ECONOMIC DEVELOPMENT AREAS

PROPOSAL 2 : DUNDEE WESTERN GATEWAY BUSINESS DEVELOPMENT SITE

POLICY 23 : DIGITAL MEDIA PARK

POLICY 24 : PRINCIPAL ECONOMIC DEVELOPMENT AREAS

PROPOSAL 3 : CLAVERHOUSE BUSINESS PARK

POLICY 25 : DUNSINANE REVITALISATION

PROPOSAL 4 : LINLATHEN ECONOMIC DEVELOPMENT SITE

POLICY 26 : GENERAL ECONOMIC DEVELOPMENT AREAS

POLICY 26A : THE GAS HOLDER SITE, DOCK STREET

POLICY 27 : ANCILLARY SERVICES WITHIN ECONOMIC DEVELOPMENT AREAS

POLICY 28 : HIGHER EDUCATION DEVELOPMENT

POLICY 29 : MAJOR INSTITUTION MASTERPLANS

POLICY 30 : VISITOR ACCOMMODATION

POLICY 31 : COMPULSORY PURCHASE POWERS

POLICY 32 : OPEN SPACE PROVISION AS PART OF MAJOR ECONOMIC DEVELOPMENTS

POLICY 33 : NEW VILLAGE RECREATION PARK IN THE WESTERN GATEWAY

WORKING IN DUNDEE

ASSESSMENT OF THE WORKING IN DUNDEE POLICIES AND PROPOSALS

POLICY 21: ECONOMIC DEVELOPMENT LAND SUPPLY

PROGRESS

The Dundee & Angus Structure Plan 2001-2016 requires that the Local Plan for Dundee maintain an effective five year supply of marketable land for employment use of at least 110 hectares.

This minimum requirement was satisfied by the allocation of land in the Local Plan Review 2005 to meet the full allowances set out in Employment Policy 1 of the Structure Plan. The Local Plan identified three different categories of economic development areas to ensure that there was a range of quality sites providing choice for different economic development needs. These were High Amenity Sites, Principal Economic Development Areas and General Economic Development Areas. These different categories of site reflected both the types of appropriate economic development and its location in relation to environmental and amenity considerations.

The Appendix sets out details of the employment land allocations for the Council area and the take up rate over the plan period.

Although the Local Plan allocated significantly more than the Structure Plan minimum requirement of 110 hectares, this was mainly due to the inclusion of large greenfield allocations of around 50 hectares at the Dundee Western Gateway, 20 hectares to the east of the existing Claverhouse Business Park and 50 hectares at Linlathen for high amenity Class 4 uses. The allocation of such large areas of ground was in line with the requirements of Structure Plan Policy 3 (Greenfield Sites) and sought to ensure the availability of an adequate range and choice of marketable employment land over the life of the Structure Plan.

Evidence suggests that in general, vacant brownfield sites have been taken up at a broadly similar rate to greenfield sites. This confirms the importance of protecting existing employment sites for accommodating new employment uses. The availability of a range of types and locations of employment site provides the flexibility to meet the demands of changing market conditions.

Regeneration of brownfield sites in Dundee has been relatively successful with sites such as the former Valentines factory at Dunsinane now having consent for Class 4 office development.

CONCLUSIONS

Through Policy 21 the Local Plan Review allocated sufficient employment land to meet the requirements of Employment Policy 1 of the Structure Plan. Over the local plan period an effective five year supply of marketable land for employment use has been maintained.

Take up of greenfield sites in Dundee has been relatively slow due to a number of factors including the general economic downturn and more recent demand for smaller, cheaper sites. As a consequence, a significant proportion of the allocated Greenfield sites have yet to come forward for development.

The provision of effective, marketable employment land allocated by the Local Plan is a significant local authority input to the local economy. The allocation of a range of sites through the Local Plan Review has provided a resource to facilitate and encourage economic growth within the City.

POLICY 22: HIGH AMENITY ECONOMIC DEVELOPMENT AREAS

PROGRESS

It is considered that High Amenity sites provide a prestigious location in high quality landscaped settings, generally located adjacent to main routes. Therefore it is important that these locations are safeguarded from alternative forms of development, as they provide the potential for inward investment and the growth of indigenous industry. The Local Plan identified 4 locations within the City as High Amenity Sites (Dundee Technology Park, the Ninewells Medi-Park, the Hawkhill Technopole and the Railyards Digital Media Park).

In order to safeguard these areas the Policy sought to encourage the establishment and retention of uses within Class 4 (Business). Exceptions as defined in Policy 27 would be considered favourably where they would enhance the attractiveness of the area for business development.

Over the Plan period the Policy has been used successfully in supporting various Class 4 developments within the High Amenity Economic Development Areas. In addition, the Policy has been used successfully to resist proposals for non-conforming uses and therefore safeguarding these areas for Class 4 (Business) Use. The Technology Park is nearing capacity with developments currently underway. The Local Plan identified Balgarthno as an extension to the Technology Park and this may well have a role to play in the future supply of land for High Amenity Uses.

CONCLUSIONS

It is considered that the allocated High Amenity Economic Development Areas have been successful in attracting the development of Class 4 (Business) uses. These are in good locations and should continue to be supported and protected for Class 4 (Business) Uses.

PROPOSAL 2 : DUNDEE WESTERN GATEWAY BUSINESS DEVELOPMENT SITE

PROGRESS

In accordance with Employment Policy 4 of the Structure Plan the Dundee Local Plan Review allocated around 50 hectares of greenfield land at the Dundee Western Gateway as a strategic site. This allocation of land allows for the development

of specialist facilities to attract and retain companies seeking a high amenity and prestigious location. The site is well located in terms of accessibility to the Trunk Road network with its links to the Central Belt of Scotland and proximity to the existing, internationally recognised cluster of high technology and biotechnology businesses and facilities represented by the University of Dundee, Ninewells Teaching Hospital and the Scottish Crop Research Institute. Although the site has not come forward for development yet, the broad criteria which led to its allocation are still valid.

CONCLUSIONS

Although the strategic site at the Dundee Western Gateway has not yet come forward it remains important that land is available to encourage further development and inward investment in high technology and biotechnology business for which Dundee has a growing international reputation. The nearby Dundee Technology Park is nearing full occupancy

The reservation of land for a single user may no longer be most appropriate and a cluster development of smaller but specialised occupants may prove to have greater potential marketability.

Since the Dundee and Angus Structure Plan was published and the site at the Dundee Western Gateway allocated in the Dundee Local Plan Review, TACTRANS has raised the possibility of the development of an Outer Kingsway or Dundee Western By-pass. Should such a development proceed it would significantly increase the marketability and accessibility of the currently allocated Strategic Site.

POLICY 23: DIGITAL MEDIA PARK

PROGRESS

The development of the digital media park as part of the masterplan for the railyards site has progressed over the plan period. The Seabraes office development has been constructed to the west of Sensation and student housing has been developed on the area to the south west of Seabraes. A cycle/pedestrian route through the site linking with the green circular is in place and a landscape buffer along the length of the southern boundary of the site has been created. The area around Seabraes has had extensive environmental improvements carried out. In addition, the infrastructure to facilitate the development of the digital media uses is in place.

Although no mainstream housing has been developed as yet progress on preparing the ground conditions in the area allocated for this use is due to proceed in the near future.

CONCLUSIONS

There has been considerable progress made on achieving the main aspects sought by this policy for the digital media park. The development of the site appears set to continue in the near future. The focus on digital media may need to be reviewed to ensure that the approach being pursued is still relevant.

POLICY 24: PRINCIPAL ECONOMIC DEVELOPMENT AREAS

PROGRESS

The main aim of this Policy is to seek to safeguard those economic development areas that are of City-wide significance for industrial and business use and resist uses outwith Classes 4, 5 and 6 of the Use Classes Order 1997. Over the plan period there has been a significant number of planning applications within the Principal Economic Development Areas. Of these the majority have been approved as in conformity with the Policy or as appropriate ancillary uses in terms of Policy 27. There has been only one significant departure to this Policy at Riverside Avenue where a Hotel Development was approved.

CONCLUSIONS

The Policy has been successful in safeguarding these important city-wide principal economic development areas for industrial and business uses.

PROPOSAL 3: CLAVERHOUSE BUSINESS PARK

PROGRESS

In recognition of the past success and popularity of Claverhouse as a business location 20 hectares of additional greenfield land was allocated for long term economic development. Development on the existing allocated land at Claverhouse has been progressing slowly. No development of business uses has taken place within the additional allocation of 20 hectares. However, the required infrastructure provision in the form of a main spine access road, street lighting and drainage has been completed. The complementary landscaping along the southern edge north of Cheviot Crescent is programmed to be provided in the short term.

CONCLUSIONS

Significant investment has taken place in providing the required infrastructure to allow for the development of this area for business uses. It is considered that this site should be maintained to contribute to the range of quality greenfield sites to meet the long term economic development requirements of the City.

POLICY 25 DUNSINANE REVITALISATION

PROGRESS

It was recognised that Dunsinane Business Area makes a significant contribution to the overall land supply for economic uses within the City. This is due to it being well located with high visibility from and good access to the trunk road network. However a lack of investment and cohesive management over many years has meant that the estate was in need of regeneration to improve its facilities and provide a higher quality business environment.

In order to stimulate the regeneration of Dunsinane the plan allowed for some increased flexibility in the range of uses permitted on certain sites. These sites were reallocated for higher value uses on the provision that there was reinvestment in the remainder of the area to attract economic development uses. It was also recommended that a Masterplan be prepared for the regeneration of the entire business area.

Progress has been made in the regeneration of Dunsinane with the higher value uses (Car Showrooms) along the Kings Cross Road frontage developed and development of business units now taking place on the former Valentines site. In addition, permissions have been granted for further car showrooms along the Kings Cross Road frontage.

Other redevelopments within the estate have taken place and sites have been cleared of derelict buildings. There have also been applications for further developments within the Estate (See Appendix Working in Dundee)

The Council has also spent Vacant and Derelict Land Funding monies on demolitions, de-contamination of sites and new landscaping.

CONCLUSIONS

Whilst progress has been made on regenerating Dunsinane there is still further work to be done to improve the quality and attractiveness of the area for economic uses.

Further work is required to improve the quality of the main access points into the estate and the general environment of particular areas. A master plan is being prepared by the major land owner and this needs to be developed to coordinate the further regeneration of the area. It is important that the progress achieved on improving the quality of the estate to date is built upon to ensure that Dunsinane becomes a more attractive location for business uses.

PROPOSAL 4: LINLATHEN ECONOMIC DEVELOPMENT SITE

PROGRESS

Scottish Planning Policy 2: Economic Development underlines the importance of having a range of development opportunities to allow for the needs of different economic sectors with different site and locational requirements. The site at Linlathen being a medium sized industrial site suitable for alternative single user developments of up to 30 hectares, as well as for general business and industrial uses was allocated to contribute to the diversity of choice within the City.

The site was linked to the potential development of an Army Training College at the time of preparing the Local Plan. This link however did not result in any development of the site for such a use and it is unlikely that this development will progress in the near future.

The entire allocation remains undeveloped and there has been no formal planning applications submitted in relation to the site. However, as part of residential developments to the south east of the site a new access road has been constructed which provides a direct access from the allocated area onto the Arbroath Road.

CONCLUSIONS

It is considered that there is a need to provide for a range of development opportunities for business and industry across the City. The site now has a new access onto Arbroath Road and an access from the adjacent West Pitkerro Industrial Estate. The reservation of land for a single user may no longer be most appropriate and an alternative form of business/industrial development may be sought.

POLICY 26: GENERAL ECONOMIC DEVELOPMENT AREAS

PROGRESS

General Economic Development Areas form an important part of the economic development land supply in the City. They play an important role in providing for the expansion and growth of existing firms, as well as an attractive location for new enterprises. The policy seeks to support proposals for industrial and business uses but also allows for the accommodation of uses of a wider industrial nature subject to specific criteria being met. Retail developments are prohibited within these areas. Residential is also to be resisted unless certain justifications can be made that the proposals would not undermine the wider economic development area.

Over the plan period there has been a significant number of development proposals within these areas. On the whole these have been developments that either conform to the policy or have been appropriate ancillary type uses. There have been a few developments which have been approved contrary to this policy for both housing and retail. Two of these have been in the Kirk Street General Economic development Area.

CONCLUSIONS

This policy has been generally successful in maintaining these important areas for business and industrial uses. There has been some loss of land at Kirk Street to non-conforming uses. Given the importance of these areas it is considered that they should continue to be safeguarded in the future.

POLICY 26A: THE GAS HOLDER SITE, DOCK STREET

PROGRESS

The Gas Holder site was recognised as occupying a prominent location alongside one of the main routes into the City. It was also recognised that given its poor appearance it was having a negative impact on the appearance of the wider area which was undergoing significant regeneration for a variety of land uses.

There was a desire by the Council to see the site redeveloped and employment uses were considered the most appropriate use. It was also recognised that due to contamination issues associated with its past use for gas production a higher value end use may be required to generate sufficient funding to remediate the site and secure its redevelopment. It was concluded that the site would remain reserved for employment uses until the nature and extent of the contamination was established.

Works to deal with the contamination of the site have been carried out by the owners over the plan period.

In addition, the City Council have approved Report 263-2007 which agreed that the Gas Holder site in Dock Street should be identified for bulky goods retailing in the longer term, following redevelopment at the Stack and the Travel Dundee site.

Despite the works to deal with the contamination no development has taken place on the site.

CONCLUSIONS

The regeneration of the surrounding area has continued over the period of the plan with the continued development of the dock area and the area to the east of the Marketgait. The redevelopment of this site is considered to an important part of the regeneration of this wider area.

The principle relocation of the Dock Street bus depot onto part of this site is considered to still be an appropriate part of the future redevelopment of the site.

POLICY 27: ANCILLARY SERVICES WITHIN ECONOMIC DEVELOPMENT AREAS

PROGRESS

It was recognised that whilst economic development areas were significant centres for employment they often lacked ancillary services such as childcare, banking services and somewhere to buy lunch. This policy sought to allow appropriate ancillary services where they could demonstrate that they met the needs of employees and complement existing businesses.

The policy has been referred to on some 12 occasions in the consideration of planning applications. It has generally been successful in allowing appropriate ancillary uses in support of existing business within Economic Development Areas.

CONCLUSIONS

The policy has allowed for the development of appropriate ancillary uses with economic business areas while resisting inappropriate ones. The policy has had an important role in the support of economic business areas.

POLICY 28: HIGHER EDUCATION DEVELOPMENT

PROGRESS

Within the City there a number of important higher and further educational establishments (University of Dundee, Abertay University, Dundee College). It was emphasised that it was important to establish strong links between the business community and higher education establishments to further potential economic growth based on research and technology.

Policy 28 sought to facilitate the further development of this sector by identifying areas of the City where both mainstream education and associated uses would be appropriate. In particular, the Blackness area was highlighted as having potential to accommodate future development related to both Dundee and Abertay Universities.

The main use of the policy has focused on developments in the areas in and around Ninewells Hospital and the University of Dundee. There has been limited activity in the Blackness Area that has raised issues in terms of this policy.

CONCLUSIONS

The main aim of this policy remains valid and important for the encouragement of establishing links between the business community and higher education establishments. It has been used in dealing with development around Ninewells and Dundee University. Although there has been little development within the Blackness areas its potential use to accommodate future development, given its proximity to the two Universities should be encouraged.

POLICY 29: MAJOR INSTITUTION MASTERPLANS

PROGRESS

The main thrust of this policy was to seek to encourage major institutions to prepare masterplans setting out their long term development proposals. The Masterplan prepared by the University of Dundee was seen as fulfilling the desires of the policy.

Over the plan period institutions have been working on the preparation of masterplans for their future development but none as yet have been approved by the Council as material considerations in the determining of planning applications.

The Masterplan prepared by the University of Dundee has continued to be implemented over the plan period.

CONCLUSIONS

It is considered that given the continued importance of the role of the major institutions within the City that they be encouraged to continue with the preparation of masterplans for their future development.

POLICY 30: VISITOR ACCOMMODATION

PROGRESS

This policy recognised that it was vital for the economy of the City to provide a range of accommodation to meet the needs of tourists and business visitors. To achieve the greatest economic benefit proposals were sought to be directed to the City Centre and Broughty Ferry whilst, seeking to resist proposals along or close to major routes through the City.

Over the plan period this policy has been referred to on a few occasions in the determination of planning applications for proposals including visitor accommodation. All proposals were for major hotel developments. Of these 2 were in the City Centre with 1 out with but close to the airport at Riverside Drive. Of these only the hotel proposal at Gellatly Street has been built.

CONCLUSIONS

It is considered that the main aim of this policy is still relevant as it seeks to support the City Centre.

With the exception of the proposal at Riverside Avenue adjacent to the Airport, the policy has been successful in directing quality visitor accommodation to the City Centre.

POLICY 31: COMPULSORY PURCHASE POWERS

PROGRESS

The aim of Policy 31 was to seek to support the use of compulsory purchase powers to ensure the proper planning of Dundee and the fulfilment of the land use strategy of the local plan.

In seeking to deliver the strategy of the local plan and the proper planning of the City compulsory purchase powers have been used on several occasions. Of these only a few have gone through the entire process with others not being pursued due to the resolution of matters during the process.

CONCLUSIONS

Compulsory purchase powers have been used in line with the aims of the policy to fulfil the requirements of the Local Plan and the proper planning of the area.

POLICY 32: OPEN SPACE AS PART OF MAJOR ECONOMIC DEVELOPMENTS

PROGRESS

This Policy seeks to ensure that major new economic development proposals include sheltered and well-laid out open space, outdoor facilities and links into

access corridors to allow staff opportunities to enjoy the outdoors during breaks and to walk or cycle to work. It was considered that this would be particularly relevant where major employers are distant from the City Centre and major areas of open space.

Over the plan period there has been limited major new economic developments in locations distant from the City Centre or existing open space. The policy therefore has not been used on many occasions.

CONCLUSIONS

It is difficult to assess the effectiveness of this policy due to the limited use over the plan period. The aims of the policy are still considered to be relevant to major new economic developments.

POLICY 33: NEW VILLAGE RECREATION PARK IN THE WESTERN GATEWAY

PROGRESS

The Western Villages Gateway Concept Plan identified the requirement of a new Village Park to meet the recreational needs of the community. It was recognised that the requirement for any developer contributions as part of economic development consents would largely be dependent on their phasing.

Whilst planning applications on the housing element of the Western Gateway have been submitted to and approved by the Development Quality Committee no Section 75 legal agreements have been concluded and no progress has taken place on the establishment of the allocated business development site. In light of this no contributions have been secured for the development and maintenance of the new Village Park

CONCLUSIONS

The provision of a new Village Park is being progressed through the planning applications and section 75 agreements for the housing proposals at the Western Gateway. The requirement for contributions from future business development will need to be reviewed in light of the prevailing economic position.

CONCLUSIONS ON THE WORKING IN DUNDEE POLICIES AND PROPOSALS

It is considered that the Policies and Proposals have performed well over the plan period. The policies relating to the protection and encouragement of existing industrial areas have been successful in maintaining these as a focus for employment uses. The hierarchy of employment areas has also been successful in maintaining their quality and focus for specific business sectors.

In terms of greenfield allocations there has been progress with infrastructure provided at the Claverhouse Business Park, however, no progress has been made with development at the Western Gateway or at Linlathen. It is considered that the criteria for the allocation of these particular locations remains valid but that the form of development proposed for them may require to be reassessed.

The other policies of the chapter on the whole are considered to have operated satisfactorily. Some however have been rarely used. Therefore some of these may require minor clarifications to improve their effectiveness.

APPENDIX 2 : WORKING IN DUNDEE

Employment Land: Availability and Take Up over Plan Period

Available Employment Land

Year	2005	2006	2007	2008
Total Available Land (Ha)	183.49	187.58	185.70	212.76

Take Up of Employment Land

Year	2005	2006	2007	2008
Land Taken-Up per Year (Ha)	4.66	2.92	7.32	3.97

Available Employment Land by Local Plan Designation

Designation	2005	2006	2007	2008
High Amenity Economic Development	49.70	49.89	49.41	53.74
Principal Economic Development Area	60.62	63.01	65.94	63.46
Linlathen Economic Development Site	40.01	41.87	41.87	41.87
General Economic Development Area	33.16	32.80	28.49	30.53
Claverhouse Business Park	0.00	0.00	0.00	18.87
Digital Media Park	0.00	0.00	0.00	4.2
Total Available Land (Ha)	183.49	187.58	185.70	212.76

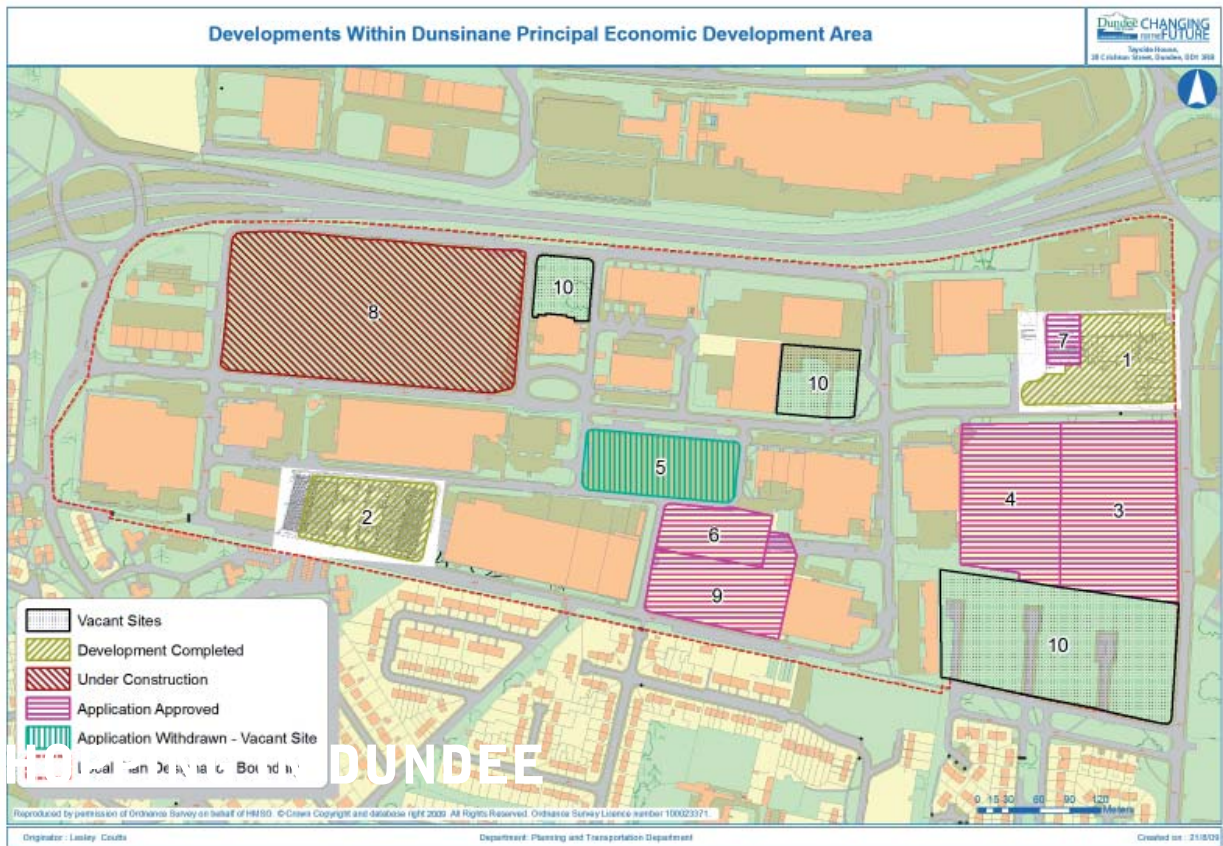
Take Up of Employment Land by Local Plan Designation

Designation	2005	2006	2007	2008
High Amenity Economic Development	0.89	0.96	1.05	0.09
Principal Economic Development Area	3.73	0.48	1.77	3.72
Linlathen Economic Development Site	0.00	0.00	0.00	0.00
General Economic Development Area	0.05	1.48	4.50	0.16
Claverhouse Business Park	0.00	0.00	0.00	0.00
Digital Media Park	0.00	0.00	0.00	0.00
Take Up of Land (Ha)	4.66	2.92	7.32	3.97

(Source: Employment Land Data Management System 2008)

Progress on the Revitalisation of Dunsinane Industrial Estate

Ref	Application Number	Description of Development	Address	Status
1	05/00808/FUL	New Car Showroom, Workshop, Valet Facility, External Display Area, Staff/Customer Parking and Landscaping	1 Dunsinane Avenue	Development Completed
2	06/00537/FUL	The Erection of Eight Class 4, 5 and 6 (General Industrial, Storage and Distribution and Ancillary Office Space) Units with Associated External Works and Car Parking	Land to West of Block 22 Kilspindie Road	Development Completed
3	07/00518/FUL	Erection of Car Showroom, Preparation Unit and Formation of Car Parking Areas	Land to South of Dunsinane Avenue	Application Approved
4	07/00793/FUL	Erection of 4 Commercial Units and Associated Fences, Roads and Parking Areas	Block 28 Dunsinane Avenue	Application Approved
5	07/01068/FUL	Proposed New Offices and Workshops	Land to East of Craigowl Street and South of Dunsinane Avenue	Application Withdrawn-Vacant Site
6	08/00181/FUL	Erection of New Offices and Associated Parking	1 Kilspindie Street	Application Approved
7	08/00441/FUL	Erection of New Van Showroom and Body Shop	1 Dunsinane Avenue	
8	08/00805/FUL	Erection of 22 (Two and Three Storey) Office Pavilions Plus Associated Infrastructure Works	Former Valentines Works Kinnoull Road	Under Construction
9	09/00078/FUL	Proposed Office and Motorcycle Training Facilities for Driving Standards Agency	Block 23 Kilspindie Road	Application Approved
10	Vacant Sites	None	Various	Vacant



SHOPPING IN DUNDEE

POLICY 34 : CITY CENTRE RETAIL CORE

POLICY 36 : CITY CENTRE SPECIALITY SHOPPING AND NON CORE AREA

POLICY 37 : EXTENDING AND UPGRADING SHOPPING PROVISION IN THE CITY CENTRE

POLICY 38 : DISTRICT CENTRES

Proposal 5 : DISTRICT CENTRES

POLICY 39 : DISTRICT CENTRE CORE AREAS

POLICY 40 : DISTRICT CENTRES OUTWITH CORE AREAS

POLICY 41 : LOCHEE DISTRICT CENTRE - THE STACK LEISURE PARK

POLICY 41A : DOCK STREET RETAIL PARK EXTENSION

POLICY 42 : LOCAL SHOPPING

POLICY 43 : AREAS OF POOR AND INADEQUATE LOCAL SHOPPING PROVISION

POLICY 44 : PETROL FILLING STATION SHOPS

POLICY 45 : LOCATION OF NEW RETAIL DEVELOPMENTS

POLICY 46 : COMMERCIAL DEVELOPMENTS

POLICY 47 : RETAIL PARKS - GOODS RANGE RESTRICTIONS

POLICY 48 : ACCESSIBILITY OF OUT OF CENTRE RETAIL DEVELOPMENTS

POLICY 49 : NEW OUT OF CENTRE FOODSTORES

POLICY 50 : PROVISION FOR NEW SUPERMARKET IN DURA STREET

POLICY 52 : RESTRAINT ON LICENSED PREMISES IN THE CITY CENTRE

POLICY 53 : LICENSED AND HOT FOOD PREMISES OUTWITH THE CITY CENTRE

POLICY 54 : AMUSEMENT CENTRES AND AMUSEMENT ARCADES

SHOPPING IN DUNDEE

ASSESSMENT OF THE SHOPPING IN DUNDEE POLICIES AND PROPOSALS

POLICY 34: CITY CENTRE RETAIL CORE

PROGRESS

Over the plan period, a total of 10 planning applications for change of use of units within the retail core area were received. In 4 instances these did not involve changes either to or from retail use. Accordingly, they involved no potential net impact on the representation of non-retail uses within the retail core area. Of these, 3 were refused while the remaining application was approved

Of the remaining 6 applications, 5 involved changes from retail to other uses (e.g. betting office, hot food takeaway, etc.). Of these, 3 were considered to be consistent with Local Plan policy and were approved, while the remaining 2 applications were refused as contrary to policy. The final application involved a change of use from a Class 1 non retail use to a mixed use including retail. This was approved.

Total shopping floorspace within the Core Area has fallen by around 18% over the plan period. Within this total there have been falls in comparison (3.5%) and convenience (3.0%) floorspace. There has also been a major fall in vacant floorspace (82.3%). These changes would appear to be explained to a significant degree by the considerable amount of former upper floor retail floorspace which has been taken out of retail use.

CONCLUSIONS

Overall, the policy has proved to be robust and no applications have been approved contrary to its provisions. Changes in floorspace totals appear to be largely attributable to the removal of areas from retail use. The implementation of outstanding planning consents (e.g. Overgate extension) could see a reversal of this situation.

POLICY 36: CITY CENTRE SPECIALITY SHOPPING AND NON CORE AREA

PROGRESS

A total of 11 valid applications for change of use were received for the City Centre Speciality Shopping and Non Core Area. Of these, 7 resulted in approvals for change of use from retail to another use. All but one of these involved new uses supported by the policy (i.e. within Classes 1, 2 and 3). The remaining application involved a proposed hot food takeaway. While contrary to Policy 36, the application was approved after taking account of material considerations outweighing the policy concerns.

Of the remaining applications (all of which were approved), one was in respect of change of use from one sui generis use to another. It was concluded that while not

a use supported by the policy (beauty salon) it was nevertheless acceptable in that it represented an appropriate use at this location. Of the remaining applications, 2 were comprised of proposals for new retail uses. The remaining application involved the inclusion of hot food sales in an existing retail unit.

As with the Core Area there has been a drop in overall shopping floorspace, albeit a smaller one (9.8%). The changes are due in part to the re-categorisation of vacant floorspace formerly classed as retail but no longer classed as retail (e.g. Nethergate Centre.) While there has been a significant fall in comparison floorspace (12.5%), there has been a rise in convenience floorspace (19.8%). The fall in vacant retail property (18.0%) is again likely to be largely related to re-categorisation of floorspace.

CONCLUSIONS

It can be concluded that the policy has been successful in encouraging new retail and suitable complementary uses within the Speciality Shopping and Non Core Area. Where non compliant proposals have been supported, this has been on the basis that they involved uses which were nevertheless appropriate in a secondary shopping area. The floorspace change picture is a mixed one with losses of comparison floorspace being slightly offset by an increase in convenience floorspace.

POLICY 37: EXTENDING AND UPGRADING SHOPPING PROVISION IN THE CITY CENTRE

Progress

The policy supports the provision of new comparison shopping floorspace at the following locations:

- The Overgate Centre
- The Wellgate Centre
- The Forum Centre

The policy also encourages new food and grocery shopping in the City Centre, with emphasis in the first instance on locations within the areas allocated by the Local Plan for shopping.

In the case of the Overgate Centre, planning permission was granted in 2005 for a 20,700 sq m extension of the centre. However, there has been no progress to date on site and the current economic climate might suggest that this situation is unlikely to change in the near future. A similar situation exists with the Wellgate Centre. Planning permission was granted in 2002 for the extension and remodelling of the centre to create 4680 sq m of retail floorspace. However, there was no progress on site over the Local Plan period and the consent has now lapsed. With regard to the Forum Centre redevelopment, no proposals have been either approved or brought forward over the plan period. However approval was granted for an extension of the centre which includes 300 sq m of retail of floorspace. This has yet to be implemented.

With regard to food and grocery shopping, no planning applications have been submitted specifically for this type of shopping in the City Centre over the plan period. However a number of permissions have been granted for proposals which include a retail element. Given that these have not restricted the type of retailing which is permitted, it is conceivable that they could include provision for new food and grocery shopping.

CONCLUSIONS

While there has been previous developer interest in progressing two of the highlighted retail development opportunities in the City Centre, this has not been followed up with progress on site. This may be a reflection of the current economic climate and the uncertainty this has brought for major development proposals. While only one approval was granted specifically in respect of food and grocery retailing, it is possible that an element of this type of shopping could be incorporated into approved developments which are not restricted in terms of goods range.

POLICY 38: DISTRICT CENTRES

PROGRESS

Over the plan period 2 planning applications were received which involved the development of new retail floorspace in District Centres. These comprised proposals for shop extensions in Hilltown and in Broughty Ferry. It should also be noted that following the granting of planning permission in 2005, a new foodstore was developed on the edge of the Lochee District Centre. Proposals for change of use in the District Centres are addressed separately under the Policy 39 and 40 headings.

In addition to the above, 5 planning applications were approved for the alteration and refurbishment of existing shop units in District Centres. The most significant of these was the proposal for the subdivision and remodelling of the vacant former Lidl unit in the Hilltown District Centre. The remaining approvals related to elevational alterations and to the installation of ramps providing for disabled access.

CONCLUSIONS

The limited number of proposals received in relation to the District Centres would suggest that, overall, they are not attracting significant new investment. The current economic situation does not suggest that an imminent improvement in the situation is likely. However, it is hoped that, over time, the environmental and other improvements either completed or underway at Albert Street, Hilltown and Lochee will create more attractive conditions for investment in their District Centres.

PROPOSAL 5: DISTRICT CENTRES

PROGRESS

Regeneration projects underway for Albert Street, Hilltown and Lochee include measures to enhance the attraction of their District Centres. These include traffic

management, parking, public transport, environmental and other measures aimed at addressing their current problems and enhancing their attraction for investment. More recently, it was announced that funding of £2m from the Town Centres Regeneration Fund has been secured for Lochee.

CONCLUSIONS

It is hoped that, through time, these initiatives will have a beneficial impact on these centres and attract new investment which will strengthen their vitality and viability.

POLICY 39: DISTRICT CENTRE CORE AREAS

PROGRESS

A total of 7 planning applications were received in respect of changes of use from retail to other uses within District Centre Core Areas. Of these, 2 were refused while the remainder were approved. One of the refused applications was found to comply with the policy but was refused on other grounds. The other refusal involved a separate application in respect of the same unit which was refused for the same reasons. Of the approved applications, one was found to be contrary to the policy but material considerations were found to support approval. All of the remaining applications were considered to comply with the policy

CONCLUSIONS

The policy has succeeded in safeguarding an appropriate retail presence in the District Centre Core Areas while allowing a controlled degree of flexibility for other uses.

Some confusion has arisen on occasion in relation to the interpretation of the policy. This has stemmed from uncertainty regarding what constitutes a 'frontage' for the purpose of applying the 'one in five units' and 'two in five units' provisions in respect of non retail uses in the Core Areas. This requires to be addressed in any review of this policy.

POLICY 40: DISTRICT CENTRES OUTWITH CORE AREAS

PROGRESS

All 3 applications received in respect non shopping uses in District Centre Non Core areas were approved. All involved uses visited by members of the public which would be considered appropriate in a shopping area.

CONCLUSIONS

While the number of applications proposing non shopping uses has been very limited each comprised a use suited to a shopping area.

POLICY 41: LOCHEE DISTRICT CENTRE - THE STACK LEISURE PARK

PROGRESS

In 2005 the City Council approved a planning application for the reconfiguration and part - redevelopment of The Stack to form an extension to Lochee town centre which included 4,645 sq m of non-food retail warehousing and a restaurant. In keeping with the provisions of Policy 41 the retail warehouse element is restricted by a legal agreement to the sale of bulky household goods.

To date there has been no development progress on site and it is known that the company which last owned the site has gone into administration.

CONCLUSIONS

Notwithstanding the earlier developer interest in the site, there would appear to be insufficient demand from bulky household goods retailers to stimulate the redevelopment of the site. Given the lack of tangible progress in the almost 3 1/2 years since the application's approval, it would now seem appropriate to consider alternative uses for the site.

POLICY 41A: DOCK STREET RETAIL PARK EXTENSION

PROGRESS

To date, no planning application has been received for the redevelopment of the site and Travel Dundee continues to operate its depot there. Given that the current outlook for the economy is less optimistic than when the site was initially allocated for retail use, the timescale for its redevelopment may be more protracted than originally envisaged. The need to relocate the depot operations could also impact on the timescale involved.

CONCLUSIONS

Notwithstanding the current lack of progress at the site, it possesses certain strengths which it is hoped will prove attractive to suitable retail operators when market conditions improve. These include its high profile location alongside a busy trunk road and adjacent to an existing retail park on the edge of the City Centre.

POLICY 42: LOCAL SHOPPING

PROGRESS

A total of only 3 planning applications were received for proposals to build new local shops in existing local shopping centres (one of which was for the extension of an existing shop). Of these, one was approved. Both of the 2 refused applications, were rejected for non retail policy reasons.

A further 2 applications involved change of use of local centre shops from retail to Class 2 use. Each of these was approved. In addition 2 applications relating to elevational alterations and related works were approved.

The policy also indicates the City Council's intention to undertake a study of local shopping across the city with a view, among other things, to identifying scope to upgrade local shopping provision. While much work has been undertaken on the study, a significant amount remains to be done before it will be possible to achieve the objectives.

CONCLUSIONS

The level of developer interest focussing on local shops has been quite low. This probably reflects the longer term lack of investment in this type of retailing rather than the impact of the recession. It is hoped that on completion of the study of local shops it will be possible to identify measures to stimulate targeted investment in such shops.

POLICY 43: AREAS OF POOR AND INADEQUATE LOCAL SHOPPING PROVISION

PROGRESS

Over the Local Plan period no planning applications have been received for new shops in areas identified as having poor quality or inadequate availability of local shopping.

CONCLUSIONS

As in the case of Policy 42, it is hoped that the completion of the study of local shops will assist in identifying measures to stimulate investment in such shops.

POLICY 44: PETROL FILLING STATION SHOPS

PROGRESS

Only 4 planning applications relating to freestanding petrol filling station shops have been received over the plan period. All but one of these were found by the City Council to comply with the policy and were approved. One of the applications involved the replacement of an existing facility with a larger one. Two of them (both involving the same site) comprised of extensions to an existing facility. The remaining application involved a new petrol filling station shop in an area where none had previously existed. After initial refusal on policy grounds, this application was granted consent on appeal.

In addition to the above, new petrol filling station shops have been provided in conjunction with the new food superstores developed by Morrison's and Tesco at Forfar Road and South Road respectively.

CONCLUSIONS

In the past, a degree of developer interest was focussed on the provision of new freestanding petrol filling station shops. However, over the plan period, the pressure for new facilities of this nature has been very limited and the trend has been towards the closure of such outlets. The tendency nowadays is for them to be associated with major new foodstore and retail park developments. Alternatively, they tend to be developed as, in effect, local supermarkets with petrol facilities attached (e.g. Tesco Express).

POLICY 45: LOCATION OF NEW RETAIL DEVELOPMENTS

PROGRESS

Over the plan period a total of 23 planning applications were received which involved either new freestanding retail developments, retail extensions/changes of use, or the inclusion of a significant retail element in mixed use developments. Two of these were in respect of major foodstores (both approved) related to locations addressed in the context of Local Plan Policy 49 (New Out of Centre Foodstores) and these are considered separately under that policy heading. Of the remaining applications, 8 involved sites within the City Centre and all of these were approved. Two of these involved major mixed use developments incorporating a significant retail element while the remaining approval was in respect of a relatively small scale change of use to retail/office use.

A total of 5 planning applications were received involving edge of centre retail uses, all but one of which were approved. Of the approved applications, one involved the proposed leisure pool and associated facilities on the edge of the City Centre at East Marketgait. This incorporated provision for up to 655 sq m of retail floorspace. Of the remaining applications approved, two were in respect of edge of District Centre foodstores. One of these involved a Local Plan allocated site next to the Albert Street District Centre and this is considered separately under Policy 50 (Provision for New Supermarket in Dura Street). The other involved a site next to the Lochee District Centre. Both of these consents have been implemented. The remaining approval was in respect of a mezzanine extension and floorspace reconfiguration of the Tesco foodstore at Riverside which resulted in an increase in the retail floor area. The remaining edge of centre application related to a proposed free standing retail unit near to the northern edge of the Lochee District Centre. This was refused on grounds including non conformity with Policy 45.

Apart from the previously mentioned foodstores addressed separately under Policy 49, planning applications have been received in respect of 10 out of centre retail developments. However, two of these involved variations of proposals submitted previously for the same site. Of the remaining applications, 7 were approved and 3 were refused. The most significant approval was granted in relation to the redevelopment of an existing foodstore site to provide an Aldi foodstore with associated retail units on the edge of an established local shopping centre at Arbroath Road. A further approval (on appeal) allowed for the redevelopment of a cleared site on Macalpine Road to provide a petrol filling station shop. Another approval extended the authorised use of a warehouse building to allow a limited element of retail sales.

CONCLUSIONS

The two largest retail developments approved and implemented over the plan period involved out of centre foodstores which were in accordance with the provisions of the Local Plan. While there has been limited retail development activity in the City Centre, planning consents yet to be implemented could potentially result in a considerable increase in retail floorspace there. Delivery of development has been more successful in the case of edge of centre and out of centre sites.

POLICY 46: COMMERCIAL DEVELOPMENTS

PROGRESS

The policy applies a sequential test requirement for new commercial developments geared to visiting members of the public. This is with a view to ensuring that, as far as possible, they are directed to accessible locations either within or on the edge of the City Centre and District Centres. Only 3 applications were received for out of centre uses of the kind in question over the plan period. One of these was refused on grounds including unsatisfactory accessibility, while the remainder were approved. In the case of the latter it was concluded in the case of one application that material considerations, including the good accessibility of the site, were sufficient to justify approval of the proposal. In the case of the other approval, the proposal involved a suitably accessible edge of District Centre site.

CONCLUSIONS

The demand for new commercial developments geared to visiting members of the public has tended, for the most part, to focus on the City and District Centres. The lack of demand for out of centre locations might be partly attributable to the influence of the policy. However, it is perhaps more realistically a reflection of the business advantages associated with locations in the established centres.

POLICY 47: RETAIL PARKS - GOODS RANGE RESTRICTIONS

PROGRESS

The policy applies restrictions on the ranges of goods for sale at each of the retail parks with a view to preventing potentially damaging diversion of trade away from the City and District Centres. Over the plan period the existing restrictions have been maintained at each of the retail parks with only one exception. The restrictions were eased in the case of one unit at Kingsway West Retail Park to allow the establishment of a retail warehouse selling pets and related goods. In that instance, it was concluded that since the unit would not be involved in the sale of mainstream 'high street' goods, a relaxation of the restrictions which would otherwise apply was appropriate.

It is also worth noting that the Dundee City Region Retail Study (December 2006) undertaken by Colliers CRE included a review of the range of goods restrictions. This concluded that they were performing a valuable function and the City Council accepted the study's recommendation that they be retained.

CONCLUSIONS

Given the above it is considered that the range of goods restrictions are working well and should be maintained. However, flexibility should be retained to allow consideration to be given to proposals involving non conforming goods ranges where these can be reconciled with the provisions of the policy.

POLICY 48: ACCESSIBILITY OF OUT OF CENTRE RETAIL DEVELOPMENTS

PROGRESS

The policy seeks to ensure the convenient accessibility of out of centre retail developments for non car users by measures including suitable linkages to footpath networks, bus service measures and cycling provision. It was concluded that the proposals in respect of the Morrison's (Forfar Road) and Tesco (South Road) foodstores had made suitable provision in terms of the Policy 48 requirements. A further proposal for various works at the Asda foodstore at Milton of Craigie Retail Park included provision for new cycle storage facilities.

CONCLUSIONS

The policy has been successful in ensuring that appropriate accessibility measures have been incorporated into major new out of centre retail developments.

POLICY 49: NEW OUT OF CENTRE FOODSTORES

PROGRESS

The policy seeks to improve the distribution of major food retailing in Dundee and indicates how this will be addressed. It incorporates two main provisions:

- a) support for the development of a new foodstore at the former Linlathen School site.
- b) a commitment to investigate the case for extending the then existing foodstore at the former B&Q site at South Road.

In 2006 the City Council approved plans submitted by Morrison's for the development of a foodstore on the Linlathen High School site. The development was in due course completed and the store is now trading.

In June 2005 (prior to the adoption of the Local Plan) an application was submitted by Tesco to replace their South Road site with a new larger foodstore. The City Council accepted the case presented by Tesco and concluded that the provisions of Policy 48 had been satisfied. Planning permission for the development was granted in 2006 and the foodstore was developed and is currently trading.

CONCLUSIONS

It can be concluded that the policy has succeeded in its objective in that it has assisted in delivering better access to major food shopping provision for communities in the north and north west of the city.

POLICY 50: PROVISION FOR NEW SUPERMARKET IN DURA STREET

PROGRESS

The policy supports the development of a new foodstore in Dura Street as a means of improving the food shopping opportunities available to the Albert Street area. In December 2005 the City Council approved a planning application by Lidl UK for the development of a new foodstore on the site allocated for this purpose in the Local Plan. The site was subsequently redeveloped for this purpose and the unit has been trading for some years.

CONCLUSIONS

The policy has succeeded in assisting the delivery of improved food shopping opportunities for the Albert Street area.

POLICY 52: RESTRAINT ON LICENSED PREMISES IN THE CITY CENTRE

PROGRESS

The policy takes account of the need to ensure that the City Centre continues to benefit from the availability of a range of leisure opportunities. However, it also recognises that suitable standards of amenity need to be maintained. With this in mind, it seeks to control the provision of larger 'themed' public houses and to avoid excessive concentrations of public houses in particular areas.

Of the 6 applications received involving licensed premises (excluding restaurants) in the City Centre, 3 were considered consistent with the policy and were approved. Of these, 2 were found to fall within the size limit imposed for new licensed premises while the other involved a location within the Cultural Quarter and was therefore not subject to the same size and concentration controls.

The two refused applications involved a nightclub proposal exceeding the floorspace limit and a club/bar proposal which breached the policy's excessive concentration safeguard.

CONCLUSIONS

It can be concluded that the policy has been successful in exerting appropriate control over proposals for new licensed premises in the City Centre and thereby

safeguarding its amenity. However, it would appear that the overall demand for new licensed premises has been less evident than in earlier years and, in particular, the demand for larger units has tailed off.

POLICY 53: LICENSED AND HOT FOOD PREMISES OUTWITH THE CITY CENTRE

PROGRESS

A total of 56 planning applications involving licensed and hot food premises outwith the City Centre have been received over the plan period. For the most part, these have been comprised of changes from other uses. Of all the applications received 17 were refused and 4 of these were subsequently granted permission on appeal.

7 applications have involved the creation of new outdoor seating areas associated with public houses. In addition to addressing the demand for outdoor facilities this probably reflects the impact of the ban on smoking in public premises.

CONCLUSIONS

The statistics point to a strong ongoing demand for licensed and hot food premises outwith the City Centre. It is perhaps inevitable, given the amenity issues which they tend to raise, that a significant proportion fail to secure consent. Given the sensitivities involved, there is a need to ensure that amenity considerations continue to feature prominently when considering planning applications of this nature.

POLICY 54: AMUSEMENT CENTRES AND AMUSEMENT ARCADES

PROGRESS

Only two planning applications involving amusement arcades were received over the plan period. Both of these were refused. One involved premises in the retail core of the City Centre and was refused permission on the grounds of the Policy 54's prohibition of such uses in this part of the City Centre. The other application related to a proposal for an external canopy and gaming machines linked to an existing amusement centre. This was refused on grounds other than Policy 54.

CONCLUSIONS

In contrast with earlier years, there has been very limited demand for amusement centres recently. This may suggest that the current availability of such premises meets the demand for this kind of entertainment. It may also be a reflection of the impact of the economic difficulties faced by the country over a significant part of the plan period.

CONCLUSIONS ON THE SHOPPING IN DUNDEE POLICIES AND PROPOSALS

The City Centre remains strong and continues to attract developer interest in major new retail, commercial and leisure developments. The situation there appears healthier than in other parts of the UK where town centre vacancy rates have risen significantly. Approvals granted could see substantial new investment in the City Centre with potential to contribute significantly to its vitality and viability. However, the actual level of development activity has been more limited to date and it is possible that certain projects have been deferred until the economic climate is more favourable.

The situation in three of the District Centres (Albert Street, Hilltown and Lochee) gives cause for concern. These have included issues such as the decline in the overall shopping environment, the quality of the shops and also the levels of shop vacancies. However, initiatives to address the situation are being progressed and it is hoped that in due course these will help attract new investment to these centres and will give rise to an improvement in their situation. New foodstores on the edge of the Lochee and Albert Street District Centres have brought extended food shopping opportunities to these areas and will hopefully bring valuable spin off trade to their shops

The most significant retail developments seen over the plan period have involved new edge out of centre foodstore developments. New food superstores developed in the north and north west sectors of the city will help to address previous imbalances in the distribution of this type of retailing with subsequent benefits for the communities in these areas. However, there has been less progress in the case of out of centre non food opportunities identified in the Local Plan (e.g. Dock Street Bus Depot and The Stack, Lochee).

The overall picture is one of a strong regional centre with an improving retail offer which continues to attract significant developer interest. With eventual economic recovery it is hoped that the level of retail investment in the city will increase and provide further underpinning for the city's regional role.

THE ENVIRONMENT OF DUNDEE

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- POLICY 56 : PUBLIC ART**
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- POLICY 65 : ARCHAEOLOGICAL SITES**
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- POLICY 73 : NATURAL HERITAGE DESIGNATIONS OF INTERNATIONAL AND NATIONAL IMPORTANCE**
- POLICY 74 : NEW DEVELOPMENT IN THE OPEN COUNTRYSIDE**
- POLICY 75 : SUSTAINABLE DRAINAGE SYSTEMS**
- POLICY 76 : FLOOD RISK**
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- POLICY 79 : CONTAMINATED LAND**

THE ENVIRONMENT OF DUNDEE

ASSESSMENT OF THE ENVIRONMENT OF DUNDEE POLICIES AND PROPOSALS

POLICY 55: URBAN DESIGN

The policy focuses on improved design quality, seeking the creation of new public places and points of interest which enhance existing features of merit and significant views and vistas. All development is expected to contribute to safety and accessibility and significant sites should be accompanied by Design Statements.

PROGRESS

Dundee City Centre and its environs function as a focal point not just for the City as a whole but for the surrounding City region area. It should be unsurprising therefore that the wider City centre benefits from a continuous concentration of quality improvements to its design and layout. Major improvements to the area over the plan period range across housing, retail, commercial, cultural and academic developments taking in individual buildings and groups of buildings, streets, spaces, open spaces, the waterfront, public art, access and circulation improvements.

Ongoing housing development at Victoria Dock has already made a major contribution to the environmental quality of the east waterfront area featuring public art, new private and open spaces, improved road, cycle and footway development including better circulation around the dock. The architectural and historical integrity of the dock area has been enhanced through careful preservation and reuse of important buildings and features. A significant number of listed buildings have been reinvigorated and former sheds converted and re-used for retail, commercial and office accommodation.

Derelict land development at the west waterfront area is well underway transforming the former rail yards and environs into a quality urban extension of the built up area incorporating a mix of housing, commercial and hi-tech business developments. Existing buildings have been revitalised and transformed by exciting design solutions. New public spaces are being created and access to the area has been opened up by a network of infrastructural improvements with part of the derelict site reserved as a wildlife corridor.

Development of the two university complexes, Dundee University at Hawkhill and Abertay University at Bell Street, has brought radical improvement in these quarters of the City. The outstanding design quality of Abertay's new iconic library complex is complimented by Dundee University's campus redevelopment approach where new quality buildings and extensive student accommodation blocks are continuing apace. New urban spaces have been created and further development by Abertay will form a new vista at West Marketgait while development by Dundee University has brought significant improvement over an extensive section of Hawkhill itself. Further improvement of this city centre artery leading into West Marketgate is enhanced by another high quality development at the former Tayside Works.

These improvements have spilled over into the north of Hawkhill at Blackness where careful integration of new development with the highly prized historic environment has been handled in a way which allows state of the art housing design and area regeneration to blend sympathetically into a centre of Dundee's industrial past and present.

Another part of Dundee's past, present and future relates to the Gothic Revival style building, the McManus Galleries complex and environs, which is currently undergoing extensive renovation attracting Heritage Lottery Fund contributions to a scheme costing millions to complete. The design rationale for the surrounding environmental improvements and surface treatments follows the unique Vesica Pisces pattern (coloured slabs laid and patterned like the effect of wind drag on ribbons spinning round a maypole). Completion of the scheme will provide a high quality nodal axis point forming quality connections between different areas of the city centre.

Development of the Gallagher Retail Park has opened up a major new expansion of the city centre area towards the east which has in turn had a significant affect on circulation patterns. Substantial cost and effort has gone into retaining and enhancing the historic significance of the area including dismantling and re-erecting an 'A' listed building.

A significant number of historic buildings enhancements have been progressed through the planning process in the plan period and conservation areas have been regularly reviewed through the review process. Grant schemes have targeted repair of historic buildings in conservation areas and the repair and renewal of shop fronts in Dundee City Centre. A percentage for art policy which has been in operation throughout the plan period has also produced exciting results.

Many more new developments have taken place outwith the immediate environment of the city centre which has added significantly to the quality of outlying centres and residential areas. These include:

- Regeneration of Mid Craigie, Albert Street, Lochee, Whitfield, Trottick, Emmock Woods, Baldragon and Ardler.
- Improvements to Broughty Ferry town centre.
- Rejuvenation of Baxter Park
- Development of the eastern and western villages including Liff Hospital.
- Development of the Maggie Centre.
- Redevelopment of old schools and establishment of new schools – including Morgan Academy.
- Completion of the play areas redevelopment programme, and
- Completion of the Ambassador Routes programme of improvements.

CONCLUSION

The range, diversity and spread of quality urban environment improvements across the city has made an enormous impact on the image of the city by tackling vacant and derelict areas, bringing new life to architecturally important buildings and historic areas and creating new living spaces and environments in all forms of development. The task for the future will be to build upon these advances and continue to strive

for ever improving the environmental standards enjoyed by Dundee citizens in all quarters of the city.

POLICY 56: PUBLIC ART

Policy 56 promotes: the allocation of the equivalent of at least 1% for public art for projects with construction costs over £1m; working in partnership with Dundee Public Art Programme; developing the role of artists and community artists within development, and; identifying sites for art in Development Briefs.

PROGRESS

A variety of artworks have been commissioned within the plan period and the number of commissions has steadily increased.

Experience operating the policy has shown that the creation of a public artwork often encourages developers and their designers to consider how the public view and engage with their property. They see the inclusion of public art as a positive contribution to the urban environment and take some pride and concern as to what the public art should be.

Some developers want the public artwork to have community involvement with local significance while others want the work to be a meaningful long-term contribution of wider significance within the cityscape. Although a few developers are initially sceptical, they generally react positively throughout the process and see value in the outcome for themselves as well as the public at large.

One recent work 'Panmure Passage' installed next to the new housing in the dock area generated comment from Tim Allan, the Director of Unicorn Property Group responsible for the development. He now sees the public art as an integral part of the development and stated;

“We at Unicorn are very proud of the homes we have built on Dundee’s waterfront and of the way we have managed to mix new buildings with the Panmure Shipyard, which are some of the last remaining buildings from Dundee’s great maritime past. Marion has created a stunning artwork, fixing forever the site of the Panmure Slip and the launch of Dundee’s most iconic ship.”

Quote from the Courier 17th March 2009.

Prior to this policy there were very few artworks commissioned as part of private development, most artworks being commissioned by the local authority. Since the introduction of this policy however, a number of small artworks have been installed, with four significant artworks amounting to over £100k of work. Currently there are five further commissions in progress totalling over £140k plus a number of small works.

CONCLUSIONS

This policy has proved to be successful and brought about artworks that are much appreciated by the public and the developer/commissioners. It has brought art into being that would not have come about without the policy, enriching the environment and the heritage of the city.

POLICY 57: VISUAL IMPACT ON MAJOR ROUTES

Enhancement of Major Routes is supported in the policy which seeks to improve the image of Dundee, create a memorable image on arrival to Dundee day and night and requires developments on major routes which are within 25 meters of the kerb line or with highly visible primary frontages to adhere to the Ambassador Routes Design Guide.

PROGRESS

The Ambassador Routes Programme of improvements although already well advanced was continued through policy into the new Local Plan period and is now complete. Projects completed during the Local Plan period included enhancement of Riverside linear walkway and illumination of public art on Riverside as well as improvements at Kingsway towards the Kingsway East Retail Park. Although the programme reached a conclusion new development within the prescribed limits given above continue to be subject to the Ambassador Routes Design Guide. The Guide has been used successfully in the consideration of applications relating to development of Morrisons Supermarket on Pitkerro Road and proposed new housing development on Riverside.

CONCLUSIONS

The Design Guide continues to be a useful tool in promoting enhancement of the major routes into Dundee and has been successfully applied in a limited number of cases.

POLICY 58: FACADE ENHANCEMENT GRANT SCHEME

The purpose of the policy is to promote specific streetscape enhancements which reintroduce historic elements of building facades important to the street scene and historic integrity of the property or groups of properties.

PROGRESS

The Dundee Local Plan has sought to conserve and enhance the heritage value of the built and historic environment and enhance environmental quality through the repair and renewal of frontages, particularly shop fronts, in Dundee City Centre and other District Centres in Dundee.

Working in partnership with Dundee Historic Environment Trust, the former Scottish Enterprise Tayside and various other partners, implementation of the policy by

the City Council has seen a significant number of properties improved and street scenes enhanced in the city centre, Hilltown, and Albert Street with proposals well advanced to expand the scheme into Lochee District Centre.

Major schemes include contributing to the refurbishment and redevelopment of Gardyne's Lane in the city centre, restoration of groups of important and original shop frontages throughout the lengths of Albert Street and on Hilltown, redefining the character of the street scene and inspiring other shop owners to upgrade property without assistance.

The Facade Enhancement Grant Scheme has been used innovatively in recent times to develop advance shop front design acting as a catalyst to unlocking retailer interest and stimulating appreciation of the built environment.

CONCLUSIONS

The grant scheme has been effectively promoted through the Local Plan with positive benefits to the historic environment throughout the target areas in Dundee.

POLICY 59: ALTERNATIVE USES FOR LISTED BUILDINGS

Policy 59 accepts that suitable alternate uses may be necessary to secure the future of individual listed buildings. Where this is the case, adaptation must have minimum impact on architectural and historic interest and the listed buildings character and setting.

PROGRESS

Applications for planning permission to change the use of a listed building averaged out at approximately 14 per year in the five years of the Local Plan from 2005 to December 2010. During this period most have been approved with a total of around eight percent refused and a small number won on appeal to the Scottish Government. Main new uses have been to housing and office use with change of use to restaurant or hot food take away occurring to a lesser degree.

CONCLUSIONS

The rate of change of use over the Local Plan period remains steady compared with preceding years. In the greatest majority of cases these have been approved in keeping with local plan policy although a small minority have been refused on architectural or policy grounds.

POLICY 60: ALTERATIONS TO LISTED BUILDINGS

Alterations to a listed building must preserve or enhance its architectural or historic character. The policy suggests that assistance will be provided in the form of Supplementary Guidance covering seven different types of architectural detail.

PROGRESS

Over 474 planning applications were received from January 2005 to December 2010. Just under 10% of these were either withdrawn or refused planning permission with a further 10% declared invalid or as yet undecided. Two applications were won on appeal to the Scottish Government and over 70% of the total number of applications was approved. The most frequently specified details identified on applications for planning permission were:

- windows (including Velux and roof lights), dormers, doors and doorways,
- extensions,
- internal and external alterations (details unspecified on the application forms), and,
- signage

Although the vast majority of applications were deemed to meet the policy requirements a significant number were refused permission or not progressed by the applicant, indicating that the policy is being rigorously upheld in maintaining the high standards expected of proposals affecting our most significant and valued buildings.

The Council provides advice and guidance on the maintenance and repair of listed buildings and has pursued a number of significant restoration and enhancement projects in partnership with Dundee Historic Environment Trust (DHET) and others including major projects at Morgan Academy, the former Arnotts building, Gardyne's Land mentioned above, McManus Galleries and restoration of Baxter Park.

Grants are available via DHET covering a variety of eligible works including repair of roofs, chimneys, stone work, metal work, architectural details, structural work and others.

CONCLUSIONS

This is a difficult policy to measure as it relates primarily to the quality of development proposals rather than quantity. Analysis would require concerted study of all applications received in the plan period. What the statistics do reveal however is that applications generally meet policy requirements and those which don't are returned in one form or another to the applicant for their consideration. Supplementary Guidance has been prepared for 'Breaches In Boundary Walls', 'Dormers' and 'Extensions and Garages'.

POLICY 61: DEVELOPMENT IN CONSERVATION AREAS

Proposals are expected to preserve or enhance the character of the surrounding area by retaining significant features and patterns of buildings, streets and spaces. Conservation Area management plans are proposed.

PROGRESS

Comprehensive guidance relating to the protection and enhancement of Conservation Areas in Dundee has been prepared and is available on the Council web site or in hard copy from the Planning and Transportation Department.

A series of Conservation Area reviews have been carried out in the plan period and a new conservation area designated at Lochee. The reviews continue to be developed at the rate of at least two reviews per annum.

CONCLUSIONS

As per policy 60, the data relates to quantitative measuring rather than qualitative assessment. The Conservation Area Reviews give a picture of the condition of each area indicating that the policy is being successfully upheld.

POLICY 62: DEMOLITION OF LISTED BUILDINGS AND BUILDINGS IN CONSERVATION AREAS

Applications for demolition must be supported by a condition survey, marketing history and additional information on the treatment of the site post-demolition.

PROGRESS

Fifteen planning applications for Conservation Area consent involving demolition of non-listed buildings were received in the period up to December 2010. Just under 50% were approved, 25% refused and the remainder withdrawn or invalid.

Demolition or part demolition of listed buildings relating to a change of use was specified on approximately 20 application forms in the period to December 2008, two of which were refused.

CONCLUSIONS

The statistics indicate that only half of those applications received could be considered to retain the character or enhance the conservation area for non listed building demolitions while demolition or part demolition of listed buildings in conservation areas were accepted on policy terms.

POLICY 63: ADVERTISING

Special consideration is given to the impact of advertising proposals on visual amenity of the property, its surroundings and neighbouring property as well as impact on the safety of pedestrians, drivers and other road users.

PROGRESS

The vast majority (80%) of the 415 planning applications received to December 2010 for advertisement consent were approved, 30 were refused and the remaining

53 were withdrawn, invalid or presently undecided. No supplementary guidance has been prepared on advertising as yet. Advertisement Enforcement Notices have been administered on 2 or 3 occasions on average each year since adoption of the Local Plan. The financial year 08/09 introduced new action in relation to removal or obliteration of placards or posters resulting in the administration of Enforcement Notices on ten occasions.

CONCLUSIONS

The vast majority of planning applications met planning policy requirements. There were no successful planning appeals during the period.

POLICY 64: SCHEDULED ANCIENT MONUMENTS AND ARCHAEOLOGICAL SITES

Development proposals affecting scheduled ancient monuments or archaeological sites must demonstrate public interest which outweigh its archaeological interest or national interest, that there is no alternative location, and that the proposal is sited and designed to limit damage as far as possible.

PROGRESS

Development proposals affecting scheduled ancient monuments and archaeological sites have been very few in number.

CONCLUSIONS

No scheduled ancient monuments or archaeological sites have been compromised by development in the plan period.

POLICY 65: ARCHAEOLOGICAL SITES

Proposals affecting such sites or potential sites are required to undertake a field evaluation to determine the character and extent of the archaeology, impact of development on the site and take steps to mitigate the effect on the site.

PROGRESS

Development proposals affecting archaeological sites have been very few in number.

CONCLUSIONS

No archaeological sites have been compromised by development in the plan period.

POLICY 66: EXPANDING AND ENHANCING THE OPEN SPACE NETWORK

Development proposals are generally supported which satisfy given criteria and which are well located, designed, managed and flexible.

PROGRESS

A wide range of development proposals have come forward in the plan period to December 2010 including new or enhanced open space at the former Railyards, Hilltown Park, Whitfield, Ardler, the Riverside Road corridor and Riverside Park. Proposals for the Riverside Nature Park are being revised and a working group put in place which would see a substantial area of open space opened up to the public.

Significant new space has been developed in the outskirts of the urban area at the Western Villages and Liff hospital sites incorporating landscaping, footpath networks, cycle ways, sustainable urban drainage systems (SUDS) and extensive planting. Development at the eastern villages similarly incorporates significant new open space, footpaths, cycle ways, tree planting and SUDS as well as a playing field, landscaping and woodland planting.

Within the inner city wide ranging and comprehensive enhancement of the historic Baxter Park has been substantially completed encompassing work such as footpaths, lighting, rejuvenation of the pavilion, new gates and entrances, railings, furniture, play equipment and planting in a major restoration initiative.

In the city centre environmental enhancements surrounding McManus Galleries have created a new high quality civic space accessible to all Dundee's citizens while east of the Waterfront area Victoria Dock has been substantially enhanced to create a superior and accessible marine environment.

An inventory of Dundee's green spaces has been completed and digitally recorded on to the Council's Geographical Information System giving complete coverage of green spaces in the authority area. This has been developed in support of a new revision of the Dundee Open Space Strategy.

CONCLUSION

This has been a successful policy actively promoted through the planning process and energetically implemented by the City Council and its partners, producing benefits across the range of open space and spread throughout the Council area.

POLICY 66A: PROTECTION OF PLAYING FIELDS AND SPORTS PITCHES

There is a presumption against development unless the Council is satisfied that there is an excess of pitches, fields and open space in the general area. Proposals must satisfy listed criteria in the policy and meet requirements for replacement and compensatory arrangements.

PROGRESS

There have been no major changes to either open space or sports pitches or playing fields outwith those attached to schools. The provision of open space, sports pitches and playing fields associated with school grounds is in the process of major restructuring as part of the schools infrastructure development programme.

CONCLUSIONS

The policy has been useful and successfully implemented over the plan period, however, there is a perceived lack of clarity in setting out the policy particularly with regard to the open space element.

POLICY 66B: PROTECTION OF OTHER OPEN SPACE

Policy 66B presumes against development or redevelopment of open space unless it is consistent with a park masterplan, strategy or programme approved by the Council. All other open space including open space currently used for playing fields and sports pitches must meet criteria given under Policy 66A.

PROGRESS

During the plan period there has been few development or redevelopment proposals affecting other open space approved by the Council. Development of Duntrune Garden Centre which allowed development on approximately 3,000m² of other open space is the largest and was approved subject to the terms of an approved Planning Brief in keeping with the terms of the policy.

Development of open space is raised on a regular basis in pre application discussions however these rarely result in the policy being challenged through the planning process.

CONCLUSIONS

The policy has been both useful and successful in the protection of other open space.

POLICY 67: OPEN SPACE MAINTENANCE

Planning conditions and agreements are applied to planning consents for the maintenance of open space through a variety of means suggested by the policy.

PROGRESS

Details of long term landscaping maintenance regimes is regularly required for significant development proposals subject to approval prior to the commencement of works on site.

CONCLUSIONS

Policy is used as required. Time and resources to monitor this policy has been demanding.

POLICY 68: DUAL USE OF OPEN SPACE WITHIN SCHOOL GROUNDS

Support is given to opening up outdoor space associated with schools to community use.

PROGRESS

The majority of open space within school grounds is available for community use.

CONCLUSIONS

Successfully implemented

POLICY 69: GREEN ACCESS CORRIDORS

The policy promotes the protection, enhancement and development of green access corridors emphasising their nature conservation, amenity and educational value as routes which provide improved recreational access to parts of the existing open space infrastructure.

PROGRESS

There are three main aspects of the policy:

- The nature conservation and amenity value of access corridors.
- Access to and connectivity between existing or proposed open spaces.
- The function of any corridor as a transport route accessing other areas eg employment, education or shopping areas.

Routes such as The Miley, Arbroath Road, Coupar Angus Road, Green Circular, Harestane Road/Old Glamis Road, routes through parks and cemeteries, the Ambassador Routes programme, interpretation and signage at Broughty Ferry, Baxter Park improvements, development at Ardler, the eastern and western villages plus development and improvement of many other access routes, feature a high level of visual amenity and perform an important function as channels for nature. They provide access to many of the open spaces in Dundee and serve as important additions to the transport infrastructure.

New strategies and projects have been put in place and are continuing to be implemented in relation to cycleway development and accessibility including: the "Dundee Greenways" project which resulted in two new cycle ways with others in the pipeline; adoption of the Core Path Plan, and; development of an Access Strategy which promotes accessibility for all. Other projects include: a Safe Routes

to Schools project, promoted with limited success so far, and; a bike purchase scheme which was introduced by the City Council running from 2007 with steady success.

CONCLUSIONS

The policy has been generally successful in protecting and promoting improvements to green access corridors and securing additions to the network.

POLICY 70: SEMI-NATURAL GREENSPACES OF LOCAL NATURE CONSERVATION IMPORTANCE

Ecological assessments or similar are required for protection of the nature conservation qualities of Sites of Importance for Nature Conservation (SINC) and Local Nature Reserves (LNR) from the adverse affects of development. Community Wildlife Sites (CWS) which have benefited from improvements to their conservation and educational value are protected from development and there is a presumption against development on semi-natural greenspaces within the Wildlife Corridors.

PROGRESS

There has been little developer interest in SINC, LNR and CWS sites over the plan period. Development proposals were approved for the direct improvement of Camperdown Park and for establishment of an Equestrian Centre at Clatto Country Park. Significant development proposals associated with the Technology Park and south of Roseangle implement other policies of the Local Plan and mitigate their effects on the nature conservation aspects of these sites. Some developer interest has been expressed of land north of Bridgend Street however no planning application has yet been received and an application for part development of Downfield Golf Course for housing was refused permission. Part development of Lochee SINC occurred under planning approval which predates the current Local Plan.

CONCLUSIONS

The policy has been implemented successfully over the plan period.

POLICY 71: FUTURE CEMETERY PROVISION

The policy proposes investigation of expansion of the existing and provision of new cemeteries.

PROGRESS

Planning permission was granted for expansion of Birkhill Cemetery and site feasibility studies have been successfully carried out proposing development of a new cemetery north of West Pitkerro Industrial Estate, in principle, with further detailed site investigation to follow.

CONCLUSIONS

Implementation of the policy is continuing satisfactorily.

POLICY 72: TREES AND URBAN WOODLAND

To protect healthy mature trees and promote landscaping schemes, urban and peripheral woodland schemes and Tree Preservation Orders (TPO) where appropriate.

PROGRESS

Most of the larger urban woodland sites are located around the western and northern fringes of the city. Additional tree and urban woodland development has seen further expansion of Middleton Community Woodland and significant tree planting and landscaping works in the western and eastern villages. Enhancement and access improvement work has also been undertaken at Templeton Woods and landscaping and woodland development features highly in the emerging Whitfield Masterplan.

A new Dundee Tree and Urban Woodland Policy was adopted by the City Council on 26th January 2009.

In the past five financial years a total of 54 new TPO's have been confirmed and a steady stream of requests from the public for works to trees in Conservation Areas in respect of TPO's administered.

CONCLUSIONS

The policy has been upheld in the development process throughout the Local Plan period.

POLICY 73: NATURAL HERITAGE DESIGNATIONS OF INTERNATIONAL AND NATIONAL IMPORTANCE

To protect designated sites and ensure appropriate assessment of proposed developments.

PROGRESS

The Policy has not been referred to in the consideration of any formal planning proposals.

CONCLUSIONS

Difficult to make any conclusions apart from that the Policy has ensured that no inappropriate developments have come forward.

POLICY 74: NEW DEVELOPMENT IN THE OPEN COUNTRYSIDE

The aim of this policy is to ensure 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 would otherwise be a general presumption against all such development.

PROGRESS

The present boundary of Dundee City is closely drawn around the existing urban area. Consequently, the amount of available countryside which has not already been allocated for a particular purpose is limited.

It is considered that this is a useful policy to encourage the re-use of brownfield sites and minimise the requirement for additional greenfield release.

This policy has been used in the consideration of 8 planning applications from August 2005 - December 2010.

CONCLUSIONS

It is considered that this policy should be maintained to ensure the principle of sustainability is adhered to by reducing the need to travel, supporting regeneration and the re-use of brownfield sites and minimising the requirement for greenfield sites.

POLICY 75: SUSTAINABLE DRAINAGE SYSTEMS

Suitable and sustainable drainage arrangements must be incorporated into development and encourage ecological enhancement where appropriate. Sustainable Drainage Schemes must be supplemented by a Drainage Impact Assessment that shows the impact of development a 1 in 200 year rainstorm event.

PROGRESS

All development applications are now vetted for the presence of suitable and sustainable drainage arrangements. Sustainable Urban Drainage System schemes are supplemented by a Drainage Impact Assessment or Flood Impact Assessment depending on the site specific circumstances of the proposal. Various wetlands and ponds have been created within the plan period including planting and landscaping provision.

CONCLUSIONS

The policy is routinely applied and is now general working practise.

POLICY 76: FLOOD RISK

To ensure minimum risk from flooding and that adequate measures are put in place for different types of development at different levels of risk.

PROGRESS

Much of the high quality redevelopment sites of city and regional significance within or close to the city centre also lie within the flood plain of the River Tay. These sites are enormously important to the future prosperity and environmental quality of the City. Flood defences already exist and are routinely maintained at these locations in support of other development proposals contained within the Local Plan.

A substantial level of development has occurred over the plan period affecting the former rail yards, Dundee Waterfront and Victoria Dock. These developments satisfy the criteria laid down in this policy and SPP7. As indicated land was allocated for the purpose of development at the above sites through specific land allocations expressed in other policies in the Local Plan.

No development has occurred in the River Dighty flood plain or where flood prevention or protection structures would have been required. Development proposals at Panmurefield and Harestane Road were refused permission and pre-application discussions affecting sites elsewhere have not resulted in a formal application for planning permission.

CONCLUSIONS

The policy has proven a useful tool in pre-application discussions and the criteria have been met in developments brought forward in the plan period.

POLICY 77: RENEWABLE ENERGY AND ENERGY EFFICIENCY

To support and encourage small scale renewable energy and energy efficiency measures.

PROGRESS

The Council supported the development of two wind turbines at the Michelin factory during the plan period as well as a single turbine at the Medi-Park. Further interest has been expressed in a limited number of pre-application enquiries for similar scales of development. A substantial office development located in the Technology Park for Hillcrest Housing Association included proposals for a Biomass boiler and two wind turbines. Only a small number of planning applications have included minor scale renewable equipment. The Dundee Sustainable Development Guide which includes a section on renewable energy is widely distributed to developers and other applicants.

CONCLUSIONS

Although Dundee City Council has made significant advances in the provision of renewable energy and energy efficiency in local authority housing stock the policy has been slow to uptake by the private sector. Greater advances are however expected in the future as this policy area is increasing rapidly in its importance.

POLICY 78: LOCATION OF TELECOMMUNICATIONS EQUIPMENT

To reconcile the needs of the telecommunications industry with environmental constraints.

PROGRESS

There have been 20 successful applications to erect telecommunications structures each of which met planning policy.

CONCLUSIONS

Policy implemented satisfactorily.

POLICY 79: CONTAMINATED LAND

The policy promotes safe redevelopment of contaminated land and sets criteria which must be satisfied before alternative uses to the Local Plan allocation will be considered.

PROGRESS

Policy 72 has been quoted on 24 occasions in the consideration of applications for planning permission since the adoption of the Local Plan. Twenty of these have been approved with conditions and 4 refused outright. Over 1/3 of planning applications received did not satisfy the policy requirements in the opinion of the Council indicating rigorous pursuit of acceptable remediation of contaminated land. Many more applications for planning permission were received which raised concern related to contamination without falling subject to the terms of Policy 72. These were referred to the Environmental Health and Trading Standards Department following which conditions related to the threat of contamination were applied to those gaining planning consent.

CONCLUSIONS

The majority of planning applications where contamination was a concern were successfully dealt with through the use of planning conditions. As many as 1/3 of planning applications subject to Policy 72 have failed to gain support.

POLICY 80: WASTE MANAGEMENT FACILITIES

Provide a framework to guide the provision of new waste management facilities required to implement the provisions of the Area Waste Plan which are applicable to Dundee.

PROGRESS

Demonstrating whether new housing and commercial developments have made suitable provision for waste management could be time consuming.

CONCLUSIONS

Liaison arrangements are in place to ensure that Waste Management Department's advice is taken into account with all relevant proposals. These arrangements are operating satisfactorily.

POLICY 80A: DEVELOPMENT OF OR NEXT TO MAJOR HAZARD SITES

Policy notifies necessity to consult with Health and Safety Executive on new development proposals or proposals which are within consultation distance of hazard sites. Presumes against extending such sites in areas close to residential areas or areas of public use or interest.

PROGRESS

There have been minimal applications next to hazard sites.

CONCLUSIONS

The lack of use of this Policy may indicate that there is no real requirement for such a policy in the Local Plan.

CONCLUSION TO THE ENVIRONMENT OF DUNDEE POLICIES AND PROPOSALS

The quality of Dundee's urban character, townscape and historic centres has been enhanced during the plan period through significant new development spread across the city achieving the highest design standards. These radiate from the city centre and Dundee waterfront outwards and range from individual buildings to whole community areas affecting listed buildings, conservation areas, regeneration areas, the marine environment, open space and vacant and derelict land. There is an argument however that suggests the Urban Design Guide has not achieved the level of prominence that was intended and that the principles of the Guide could be further enhanced and extended throughout the planning process.

Open Space is the fabric which holds development together. It defines place setting, adds quality to the environment and promotes health, biodiversity, sport and recreation and contributes to the economy. There are a wide number of uses for open space such as wildlife corridors, cemeteries and allotments usually referred to as open space use types. Guidance is offered to developers via dedicated policies where issues affect a particular open space. These have been particularly successful in protecting and enhancing the open space network.

The Plan states a desire to move away from nationally applied open space standards and undertakes to prepare new Supplementary Guidance. An inventory of all of Dundee's greenspace has been completed and local area approaches are currently being developed which will redefine Open Space allocations in the city.

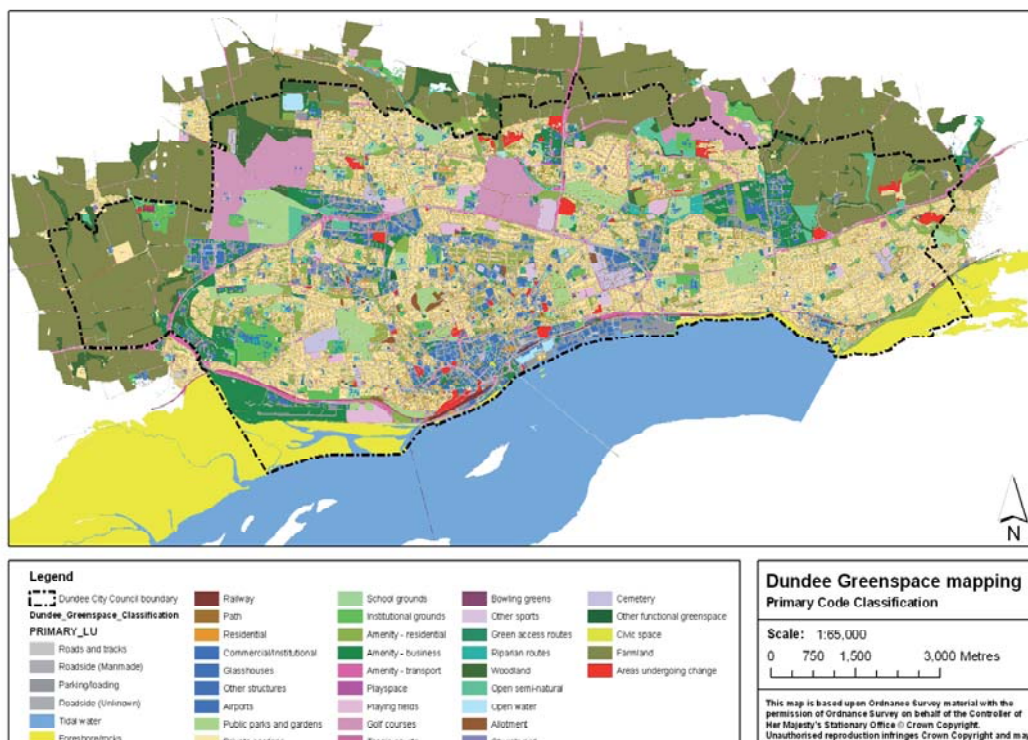
Designated natural heritage sites of national and international importance have been free of developer interest and proposals affecting locally important sites have been few in number. Although no new urban woodland sites have been developed, existing sites have been substantially enhanced and a steady number of new Tree Preservation Orders progressed.

Development of wind turbines at the Michelin plant generated much interest by some larger institutions, however at the smaller and domestic scale, interest in renewable energy developments has not been maintained. Local Authority and housing association interest in the field has produced significant results and renewable energy is promoted as part of a sustainable development package to all appropriate applications for planning permission.

Very little development has occurred in the open countryside since adoption of the local plan.

In general the environment of Dundee affects a large proportion of policies found in the Local Plan. There is a view that a number of specific environmental policies are over elaborate and sometimes unclear or confusing. As might be expected a few of the policies have served their purpose and are now out of date. Overall many of the environmental policies however have been highly successful in achieving their purpose.

APPENDIX 3 : THE ENVIRONMENT OF DUNDEE



ACCESSIBILITY IN DUNDEE

POLICY 81 : PEDESTRIANS

POLICY 82 : CYCLING FACILITIES

POLICY 83 : BUS TRANSPORT

POLICY 84 : PASSENGER RAIL SERVICES AND FACILITIES

POLICY 85 : RAIL FREIGHT FACILITIES

POLICY 86 : ROAD NETWORK

POLICY 87 : CITY CENTRE CAR PARKING PROVISION

POLICY 88 : RESIDENTIAL PARKING

POLICY 89 : AIRPORT FACILITIES

POLICY 90 : ROADSIDE SERVICES

ACCESSIBILITY IN DUNDEE

ASSESSMENT OF THE ACCESSIBILITY IN DUNDEE POLICIES AND PROPOSALS

POLICY 81: PEDESTRIANS

PROGRESS

This Policy sought to encourage all developments to consider the ease and safety of pedestrian access as a priority over all other modes of transport. Over the plan period there have been a variety of measures implemented to improve pedestrian safety.

These have included the continued roll out of upgrading street lighting by replacement of sodium lights with white lighting throughout the City. A programme of investment in upgrading un-adopted footways in various parts of the City has also been carried out. A programme of Puffinisation of pedestrian crossings has been carried out across the City and will continue to be rolled out over the next year.

A programme of works has also been funded from additional grant capital by the Scottish Government for Cycling, Walking and Safer Streets Projects. This scheme requires projects to physically improve access of walking and cycling and/or reduce danger to pedestrians and cyclists. These have included measures such as lowered kerbs/footway improvements, including tactile surfaces at pedestrian crossings, pedestrian access and safety measures, outdoor access projects and improvements to the cycle network.

The Council has also adopted the Core Paths Plan and shows key routes for walking, cycling, horse riding and other non-motorised transport means for the Dundee Area.

CONCLUSIONS

It is considered that good progress has been made over the plan period to meet the aims of this Policy with improved facilities for pedestrians within the City.

POLICY 82: CYCLING FACILITIES

PROGRESS

The main aim of this policy was to protect and enhance the existing cycling infrastructure (Green Circular) and facilities within the City and seek to encourage and promote additional cycling routes and facilities for both the leisure cyclist and commuter within the City.

With reference to this the following has been achieved:

Riverside Drive (NCN Route 77) Green Circular has been widened at various narrow locations facilitating in safer passage between cyclists and pedestrians.

Continual up-grade of the Green Circular has improved cycling surfaces such as the cycle path at the Technology Park, where the poor surface along with drainage problems have been replaced with more substantial blacktop surfacing.

The Green Circular (Stannergate to Douglas Terrace, NCN Route 1) walkway improvement works are now complete. The widening, resurfacing and sea wall works have vastly enhanced this scenic route making this a safe and pleasurable section to cycle/walk.

Three Greenways have been installed, two in the West End and one in the east of Dundee. These cycle routes provide more direct routes into and from the centre of Dundee to the Green Circular cycle route running around the perimeter of Dundee. These 'spokes' shall be continually developed providing an array of routes and choices for the cyclist/pedestrian.

Secure cycle parking has been put in place over the last few years throughout Dundee, particularly in the City Centre and Broughty Ferry. These individual lockers house the user's bike and personal belongings in a secure steel lockable box. They are used greatly, especially throughout the summer months. More of these shall be provided throughout the city in time providing more choice and a secure environment for cyclists.

Cycle facilities for both staff and customers have been delivered through conditions on planning applications for major developments within the City. The Council has also been working with TACTRAN in developing a Walking and Cycling Strategy.

CONCLUSIONS

It is considered that good progress has been made on improving routes and facilities for cyclists over the plan period within the City. Further improvements will be necessary to encourage an increase in cycling within the City.

POLICY 83: BUS TRANSPORT

PROGRESS

Dundee is fortunate in having a well developed bus service, which largely addresses the needs of its population. The emphasis is not therefore on the basic provision of bus services but on how the quality and effectiveness of service can be improved to service existing clients and attract greater usage.

A Bus Priority System has been developed with upgrading to the existing Urban Traffic Control facilities. The system is to be rolled out during 2009 on the North East and North West Arterial Routes as well as on Queen Street, Broughty Ferry.

There has continued to be substantial investment and improvement to the bus infrastructure and information throughout the City. Two major projects have delivered these improvements. These were Bringing Confidence into Public Transport 2002-2005 and SmartBus "Informing the Journey" 2003-2006. Highlights from these projects have included:

- 17 City Centre Interchange shelters
- New passenger interchange at Ninewells Hospital
- Dundee City Journey Planner
- 350 shelters with CCTV capability and all fully illuminated
- 550 new solar powered bus stop poles with timetables displays illuminated on demand
- Real Time Passenger Information at all bus shelters
- Intelligent Bus Priority through Urban Traffic Control.

Over the Plan period the construction of a new road exclusively for bus use between Ninewells Hospital, the Medipark and the existing Dundee Technology Park has been completed and is now operational. This has allowed for the expansion of services to these major trip generators.

The Council has continued to improve and enhance public transport and pedestrian facilities to provide better accessibility by allowing buses to reach the kerbside and provide better boarding conditions by either providing bus boarders or extending the bus box markings. The council is also engaged in a Bus Punctuality Improvement Partnership (BPIP) which includes Angus Council, Travel Dundee and Stagecoach. The BPIP is aimed at improving the punctuality and reliability of scheduled buses on four routes in Dundee and Angus. The improvements include bus priority at traffic signals and bus boarders and other measures to increase the ease and efficiency of passengers boarding and alighting buses on these routes.

CONCLUSIONS

Significant improvements have been made to the quality and effectiveness of bus transport within the City. The Council has delivered high quality Public Transport improvements and this has been recognised as good practice as it has won several Scottish Transport Awards over the last few years. It will be necessary to continue with the work to ensure that travelling by public transport will continue to be an attractive option for all people within the City.

POLICY 84: PASSENGER RAIL SERVICES AND FACILITIES

PROGRESS

Dundee lies on the main east-coast rail line with a readily available rail network to access the West Coast through the central Belt. However, it was recognised that there were operational and infrastructure issues which restrict the full use of this asset. To enable the rail system to be fully utilised it was considered necessary to give consideration to the infrastructure available in the areas in relation to land use patterns of Dundee City and its hinterland.

The Plan sought to promote better access between the City Centre and the rail station. There have been a series of measures to achieve better access including the removal of the over-bridge walkway and its replacement with an at grade traffic light controlled pedestrian crossing over the inner ring road. This has provided a much improved pedestrian link between the station and the City Centre.

Although no physical works have taken place to improve the rail station facility the Dundee Waterfront Project includes an ambition for major improvements to the station. Initial studies have been undertaken and ideas generated for further discussion with the rail operators. It is intended that this will further enhance the interchange experience as well as improve the rail user experience thus encouraging greater rail usage.

In terms of modal interchange work has been undertaken as part of the Smartbus campaign to concentrate improved bus passenger facilities in a hub at Whitehall Street, High Street and Crichton Street. As a result this area now accommodates most of the city and rural bus services. The improved pedestrian crossing facility across the ring road has created convenient access for passengers to access a wide range of bus services at the newly formed bus hub. These improvements have greatly enhanced the interchange from rail to bus within the City.

The other identified elements within this Policy are being considered as part of the Tay Estuary Study being carried out by TACTRAN

CONCLUSIONS

It is considered that significant improvements have been made in terms of improving the interchange from the station to bus transport within the City and the rural areas. Further work is clearly needed to improve the facilities at the station and these are an important part of the Waterfront Project. It is recognised that the improvements to other aspects of the rail service and facilities are being pursued.

POLICY 85: RAIL FREIGHT FACILITIES

PROGRESS

This Policy sought to promote the investigation and establishment of a rail freight facility towards the eastern extent of the Port of Dundee. A review has been undertaken with regards to the potential of establishing rail freight facilities at the Port of Dundee and options are now being investigated.

CONCLUSIONS

Progress is being made on the investigations and establishment of freight facilities at the Port of Dundee. It is considered that there are still potential economic benefits for the City in the development of rail freight facilities at this location. The Council and its Partners are now considering improved road access options to ensure that port has good connections to the transport network to facilitate any future developments in this location.

POLICY 86: ROAD NETWORK

PROGRESS

The road network is the biggest single asset for transportation within Dundee, providing facilities for all travel modes. In the main the network caters satisfactorily for the majority of its use but concerns do exist at specific locations and at specific

times of day. In addition, the dominance of the private car can present difficulties for other modes.

This Policy highlighted the areas where improvements were required to be made to the road network over the plan period.

- a) A programme of works is being carried out to promote walking, cycling and public transport priority measures on or adjacent to all arterial routes. These have taken various forms
- b) The upgrading of the A92 eastwards from Claypotts junction to improve pedestrian safety was completed during the plan period.
- c) Improvements have been made to the trunk road network to permit the effective movement of public transport, pedestrian and cyclists. Major improvements have been carried out to the Forfar Road/Kingsway junction with the replacement of the roundabouts with traffic light controlled junctions. This was linked to improvements at the Forfar Road/Claverhouse Road junction. Improvements have also taken place to the Kingsway junction at Swallow with a lengthening of the approach road from the east at Riverside. The Scottish Government have recently identified through the Strategic Transport Project Review (STPR) that improvements to the A90 Kingsway within Dundee are required. These improvements include the consideration of improving the Swallow and Myrekirk Roundabouts as well as the possibility of construction a Northern Relief Road around Dundee.
- d) Over the plan period development has been resisted that would have prejudiced the potential future upgrading of the East and West Arterial routes.
- e) The proposals to improve the North West Arterial for the benefit of public transport, pedestrians and cyclists has been carried out over the plan period.

CONCLUSIONS

Over the Plan period progress has been made and continues to be made in many of the areas and projects identified in this Policy. The works to upgrade the junctions at Swallow and Myrekirk Road to assist development in the West of Dundee are still being developed and require to be pursued. Any proposals for these may be affected by any future proposals for a Northern relief Road which is an outcome from the STPR.

POLICY 87: CITY CENTRE CAR PARKING PROVISION

PROGRESS

The City Council has for some time sought to strictly control the quantity of long stay parking in the City Centre used by commuters, whilst accommodating variable stay parking for the benefit of shoppers, business callers and other parking needs essential to the economic prosperity of the Central Area. This Policy sought to continue this approach to the provision of parking within the city centre.

This Policy was not utilised in the determination of any planning applications over the period of the local plan. There have however been changes to the provision of City Centre car parking relating to the Central Waterfront proposals with the opening of the car park at Greenmarket and approvals for car parks at Hunter Street and East Marketgait.

CONCLUSIONS

The aims of this Policy continue to be relevant in sustaining the central area and encouraging sustainable transport. The Council has developed the Central Dundee Parking Strategy that is to support the economic vitality of the city centre.

POLICY 88: RESIDENTIAL PARKING

PROGRESS

This Policy advised that new residential developments would be required to provide parking in accordance with the revised Roads and Parking Standards Document which was to be updated and would form supplementary guidance and Appendix 1 of the Plan.

The Roads and Parking Standards Document was updated and approved in August 2005 titled Streets Ahead. The contents of the revised document were incorporated within Appendix 1 of the Local Plan.

CONCLUSIONS

The revised document has been in operation over the period of the Plan and along with Appendix 1 has set the standard for the consideration of parking within residential developments.

POLICY 89: AIRPORT FACILITIES

PROGRESS

This Policy recognised the importance of the airport to the economy of Dundee. In particular the scheduled services and private aviation facilities were considered an essential element in Dundee's transport portfolio, and a significant provider of skilled employment. Within this context it was recognised that while the airport facilities would be subject to continuous improvement to their quality and capability careful regard would need to be given to the impact on the environmental quality and residential amenity of the surrounding area.

The Policy also made provision to protect the safeguarded surfaces surrounding the airport from development.

Over the Plan period this Policy has only been used once in the determination of a planning application. The application was a new sports facility at the University Sports Ground at Riverside Drive which was refused planning permission.

The other significant change since the Policy was drafted is that the ownership of the airport changed hands from the Council to Highlands and Islands Airports.

CONCLUSIONS

The role of the airport remains important to the future development of the economy of the City. The development of the quality and range of the facilities at the Airport are to be encouraged but will need to be balanced carefully against any impact on environmental quality and residential amenity. In addition, it will be necessary to continue to seek to protect the safeguarded surfaces around the airport from inappropriate development.

POLICY 90: ROADSIDE SERVICES

PROGRESS

It was acknowledged that the present boundary of the City was drawn very closely around the existing built-up area with the result that there was only a relatively small amount of open countryside close to the City within the boundary. It was therefore anticipated that any new roadside service provision would be accommodated within the existing urban area and no new provision would therefore be permitted within areas designated as Open Countryside.

Over the period of the Plan there have been no applications for roadside services outwith the existing built-up area of the City. The policy has not been used in the determination of any planning applications.

CONCLUSIONS

It is considered that the aim of this Policy to direct roadside service facilities to the existing built-up areas of the City is still appropriate.

CONCLUSIONS TO THE ACCESSIBILITY IN DUNDEE POLICIES

In terms of overall use and in particular use in the determination of planning applications the policies within this chapter have been the least referred to.

Notwithstanding this there has been significant progress made on some of the areas covered by the policies contained within this chapter. Much of this has been through both national and local initiatives and the creative implementation of these at the Dundee level. In particular, there has been improvements made to the provision of facilities and routes for both pedestrians and cyclists and most significantly national recognition has been given to the improvements to bus transport services and facilities.

Progress has been slower on the improvements to passenger rail services and the development of rail freight facilities although there appears to be more encouraging signs on both these fronts.

During the plan period there has also been major changes to existing administrative structures with the creation of TACTRAN and the publication of various transport related documents including the Regional Transport Strategy. In light of the role of Tactran and the publication of the various policy documents the approach taken to accessibility on the future development plan will require to be carefully considered.