Dundee Local Development Plan 2

Background

The Plan is in two parts;

- the first is the Monitoring Report which is an indication of the context in which the Plan sits and a survey of the existing situation and future projections which Local Development plan 2 (LDP2) must address. This report includes references to the integration of LDP2 with the Community plan.
- the second is the Main Issues Report an assessment of the progress of Local Development Plan 1, the efficacy of the policies contained therein, a range of potential policy options including referred policies.

Comments are limited to the potential impact on the Maryfield ward.

Monitoring Report

The prime context in which LDP2 is set is National Planning Framework 3 (NPF3) and Scottish Planning Policy 2014 (SPP). Both share a vision of low-carbon economy, a quality environment and sustainable well designed places and homes. The key spatial priority sees the city as the focus of investment and exemplars of low carbon living. The city region will provide quality of life supported by green infrastructure and focussed on areas in need of regeneration. The SPP sees the town centre then the district centre as the sequential priority or directing development and encouraging mixed development.

Taking a lead from NPF3 and SSP the Strategic Development Plan (SDP) is TAYplan the key aims of which are to secure lifetime communities, a five year supply of employment land, the focus on city and town centres for development with strategic investment in the Western Gateway.

The report notes that the Dundee population is set to grow by approximately 1,000 per annum until 2037 with a 42% increase in older persons (75+), 15% increase in the 65-74 group 31% increase in the 30-49 group and 26% increase in the 0-15 group.

Dundee continues to have an abundant supply of marketable employment land whilst take-up has been minimal.

Of 3,652 housing units identified in LDP1 only 379 are under construction, 332 have consent but have not been commenced and 491 are awaiting decisions. Significantly there has been no activity on 2,450 of which 2,268 are on brownfield sites. Just over half (52%) of Dundee's housing units are in flats which might account for the fact that rather more than half (57%) have on ly three rooms.

The retail focus has been on the city centre developing its regional role with support through investment in district centres. New retail developments have been refused and uses other than retail have been discouraged in district centres. The Dundee Retail Study 2015 sees no

need to change this approach but does suggest that potential footfall generating uses might be introduced to district centres.

The number of datazones falling within the 15% most deprived in the city in terms of the Scottish Index of Multiple Deprivation within the ward appears to be located south of Arbroath Road / Victoria Street and to the east of Dens Road

In terms of transport LDP1 took direction from the Local Transport Strategy and regional Transport Strategy which supports cross boundary effects. The objectives here are reducing need to travel, promoting alternative modes of transport and reducing car usage.

In order to integrate the emerging LDP2 with the Local Community Plans a series of workshops were held but Stobswell Forum were not invited to these. It is especially worth reading pages 43-47 and 57-66 to see how this is meant to happen.

Main Issues Report

Employment land

In terms of LDP1 the employment land allocation within and around Maryfield was on the Kingsway by Arnold Clark, the Fairfield Road area north of Clepington Road, the existing premises in Court Street / Dundonald Street, North Erskine Street nd Victoria Street / Arbroath Road. The area south of Broughty Ferry Road was allocated for specialist employment principally renewables.

Three policy options are offered;

Preferred option - to maintain all the existing allocations and make no new allocations,

Option 1 - to protect the Strategic Development Areas but reduce other areas.

Option 2 - to maintain all the existing allocations and make additional new allocations

Whilst the allocation is high and take-up is low the type of industry being targeted would use an exceptional amount of land in a single take-up.

It is recommended that the Forum agree with the stated preferred option.

Housing

In order to comply with the SDP guideline a 10 year supply of housing land with an effective 5 year supply, ie no development constraints must be identified. The 10 year supply requires sites for 5,760 units. Taking account of sites already identified, anticipated take-up rate, small sites under 5 units and an allowance for sites not identified but which might come forward sites for an additional 269 units must be identified.

Four policy options are offered,

Preferred option - to maintain the present brownfield led approach but bring forward greenfield land at Linlathen and Baldragon presently allocated for release in 2020, and to allocate additional greenfield land to the east and west of the city in the second five year period of the plan.

Option 1 - to maintain the present brownfield led approach but bring forward greenfield land at Linlathen and Baldragon presently allocated for release in 2020, and to allocate additional greenfield land to the west of the city in the second five year period of the plan.

Option 2 - to maintain the present brownfield led approach but bring forward greenfield land at Linlathen and Baldragon presently allocated for release in 2020,and to allocate additional greenfield land to the east of the city in the second five year period of the plan.

Option 3 - to maintain the present brownfield led approach but bring forward greenfield land at Linlathen and Baldragon presently allocated for release in 2020, and make no further release of greenfield land across the city.

A number of sites in and around the ward are contained in LDP1 and others have been submitted by owners in the call for sites. These include Stewart's Cream of the Barley, Keiller's, Tram Depot, Melrose Terrace, Eliza Street and Tay Works. There has been no activity on any of these sites despite a number of consents having been sought at Keiller's and Eliza Street. In order to make development more sustainable, reduce journey times and reduce car usage every effort should be made to bring forward these inner city sites for early development since infrastructure is available. It is noted that of existing units 50% are flats and over 50% are 3 rooms or less. These inner city sites are capable of development at higher densities and with a greater number of rooms. In townscape terms the urban form of the inner city lends itself to higher flatted types of building.

It is recommended that the Forum prefers alternative option 3 – *on grounds that since there has been no activity on allocated sites for 2,450 units of which 2,268 are on brownfield sites, effort must be concentrated on these sites to bring them to early completion. Only then should further greenfield sites be released. The continued release of greenfield sites can only result in the inner city brownfield sites being neglected, ignoring their advantages in terms of increased sustainability, reducing journey times, reducing car usage and increased access to public transport.* ***In addition the Forum seeks the removal of the housing allocation applied to the Tram Depot site and its replacement with an allocation for cultural use to reflect the current situation with the Dundee Museum of Transport.***

Housing Density in District Centres

It is clear Government policy to promote town centres as key areas for development and sustainable economic growth LDP2 can play a key role here. District Centres ie Stobswell are diverse areas and it is vital that they be encouraged and continue to grow and thrive. The report sees the policies of LDP2 as vital in increasing footfall in district centres and attracting more people to live in and around these centres. There is a welcome reference to increasing housing density in inner cities and supporting innovative approaches to redeveloping existing building stock to create new homes within district centres.

It is ironic that whilst Government policy and the proposed LDP2 seek to enhance quality of life in district centres, in Albert Street / Forfar Road the Traffic Section of the Council want to retain this route as an alternative to the trunk road and to exclude this route (and others adjacent) from the 20's Plenty initiative.

The opportunity to increase footfall in district centres whether by bringing more residents, more visitors or land uses which increase footfall is welcome. In Stobswell a major increase in footfall will result from the proposed development of the former tram depot as the Dundee Museum of Transport. Stobswell Forum, along with local traders and other groups is intent on developing a vision for the area to capitalise on this development.

It is noted that just over 50% of units are flats and over and rather more than 50% of units are 3 rooms or less. The Housing Action Area programme of the 70s and 80s compounded the issue of large numbers of small flats. Whilst sub-standard housing was upgraded it was replaced exclusively with small flats in concentrated pockets within the inner city. This puts severe pressure on shared amenity space and kerbside parking. Attempts should be made, in partnership with owners and developers, to bring forward pilot schemes to secure integration of smaller flats to provide a range of dwelling size to accommodate families and creating lifetime communities.

Three policy options are offered;

Preferred option - to apply "City Centre" (Appendix 3 Design of new Housing Standards, LPD1) standards of housing layout and density to sites to new build housing and change of use to housing in and around the district centres and allow flexibility and innovative approaches to type and form of housing development,

Option 1 – to apply "City Centre" (Appendix 3 Design of new Housing Standards, LPD1) standards of housing layout and density only to changes of use to housing in and around the district centres,

Option 2 – to apply “City Centre” (Appendix 3 Design of new Housing Standards, LPD1) standards of housing layout and density only to new housing developments in and around the district centres

It is recommended that the Forum agrees with the preferred option – this will provide the best opportunity to secure higher footfall in the area and hence improved sustainability to the district centre,

Putting the City Centre and District Centres First

In putting this hierarchy into policy there is a clear message of support. Basically policies direct retail development firstly to the city centre then to district centres then to commercial centres, a sequential approach. Whilst tourism facilities and major leisure uses are presently directed to the city centre visitor accommodation is directed to city centre or Broughty Ferry

LDP1 presently directs office uses and the like to Economic Development Areas. Such potentially high footfall generators could be accommodated on district centres. The Dundee Retail study 2015 concluded that Dundee did not need any more out of centre stores and that the size of store likely to need to be accommodated could fit into the district centres. By making the city centre and district centres more attractive and vibrant with a mix of footfall generating uses they can better reduce leakage of spend to other centres and the internet.

The opportunity to increase footfall in district centres whether by bringing more residents, more visitors or land uses which increase footfall is welcome. In Stobswell a major increase in footfall will result from the proposed development of the former tram depot as the Dundee Museum of Transport. Stobswell Forum, along with local traders and other groups is intent on developing a vision for the area to capitalise on this development.

Two policy options are offered;

Preferred option - to adopt a sequential policy which would allow uses which generate significant footfall to locate within the district centre,

Option 1 - to retain the existing situation, ie only shops (class 1), financial and professional services (class 2) and food & drink (class 3)

It is recommended that the Forum agrees with the preferred option – *this will offer the greatest opportunity for enhanced footfall and thus sustainability for the district centre. In addition, given the imminent location (in plan timescales) of the Dundee Museum of Transport* ***the***

Forum seeks the inclusion of visitor accommodation within the sequential test for Albert Street.

Uses Within District Centre Frontages

The Dundee Retail Study 2015 included health checks for the city centre and district centres. The city centre was considered to be in relatively good health with the issue being a mismatch of unit sizes against retailer demand. Albert Street is seen as having "a fair mix of retail and non-retail uses which continue to provide a strong local service with no evidence of decline." However it was noted that there were few obvious physical opportunities to expand the main threat would be from any additional out of centre retail developments.

Two policy options are offered;

Preferred option - to review the extent of retail frontages within the district centres and to consider more non-retail uses and update LDP1 Policy 21 accordingly,

Option 2 to leave both the extent of retail frontages and LDP1 Policy 21 as they are.

The potential increase in retail frontage, in appropriate locations and the increased flexibility of uses can serve to make the district centre more viable

It is recommended that the Forum agrees with the preferred option – however, the Forum would seek add **to explore opportunities to expand the Albert Street District Centre area and the retail frontage**

Dundee Green Network

The Forum area features prominently in the network with the "Baxter link" between the Dighty Corridor and the Tay Corridor. There are other opportunities to expand on this network through additional cycleways linking other green spaces and attractions, eg Caird Park Centre of Excellence - Dundee Museum of Transport –Stobsmuir Ponds – Baxter Park – DISC – etc. The notion in the document that developers can contribute to the enhancement and protection of the Green Network through on-site and off-site provision or for the improvement or establishment of other local links via a developer contribution is interesting. This has been used most successfully to support Dundee's

now renowned Public Art Initiative. Such contributions could provide funding for physical works which would make the 20's Plenty initiative, for which no funding has been allocated, far more effective and self-enforcing.

Three policy options are offered;

Preferred option - to re-emphasise the importance of the Green Network and introduce a a new policy requiring developers to provide on-site or off-site of new or green infrastructure and access to the Green Network as identified in non-statutory guidance.

Option 1 - to maintain the current approach,

Option 2 - to supplement the preferred option by the introduction of a percentage for Green Network enhancement for developments over £1M whereby developers provide on-site or off-site of new or green infrastructure and access to the Green Network as identified in non-statutory guidance.

It is recommended that the Forum prefers alternative option 2 – on the grounds that this approach has been highly successful in the Percent for Art initiative where highly innovative solutions have been achieved and is not seen as particularly onerous. **It is further recommended that the sums gathered could fund a network of cycleways, additional street trees and such other green interventions to use the spare highway capacity when 20's Plenty is introduced.**

Stobswell Forum

DMacD/28/02/16