

# Dundee City Centre - Tayside House 2009



## Introduction

Dundee in the past twenty years has seen many changes as the city adapts from its role as an industrial city, to one of a provider of latest research technology in bio-medicine and computer games industry. These changes have always been achieved through pro-active and flexible policy making, and a desire to make the city attractive not just to investors but the residents of Dundee—giving them a city they can be proud of. The city host two universities, both of whom have made great strides in attracting young leaders of tomorrow. Dundee University has now become a leader in bio-technology and for this reason attracts many world renowned experts to the city. Abertay has had a similar success story with its innovative courses in forensic sciences and has proved it self to even more innovative in games design and technology. Dundee now has become an attractive city to do business, study and visit, as it takes its roles in promoting the best of Scottish culture.



Figure 4 — Queen Mother Building, Dundee University.



Figure 1—Vision Offices, Greenmarket, Dundee.



Figure 2 — Panmure Development, South Dock Victoria Road, Dundee.



Figure 3 — Holiday Inn, Dock Street, Dundee.

## Visions and Aspirations -

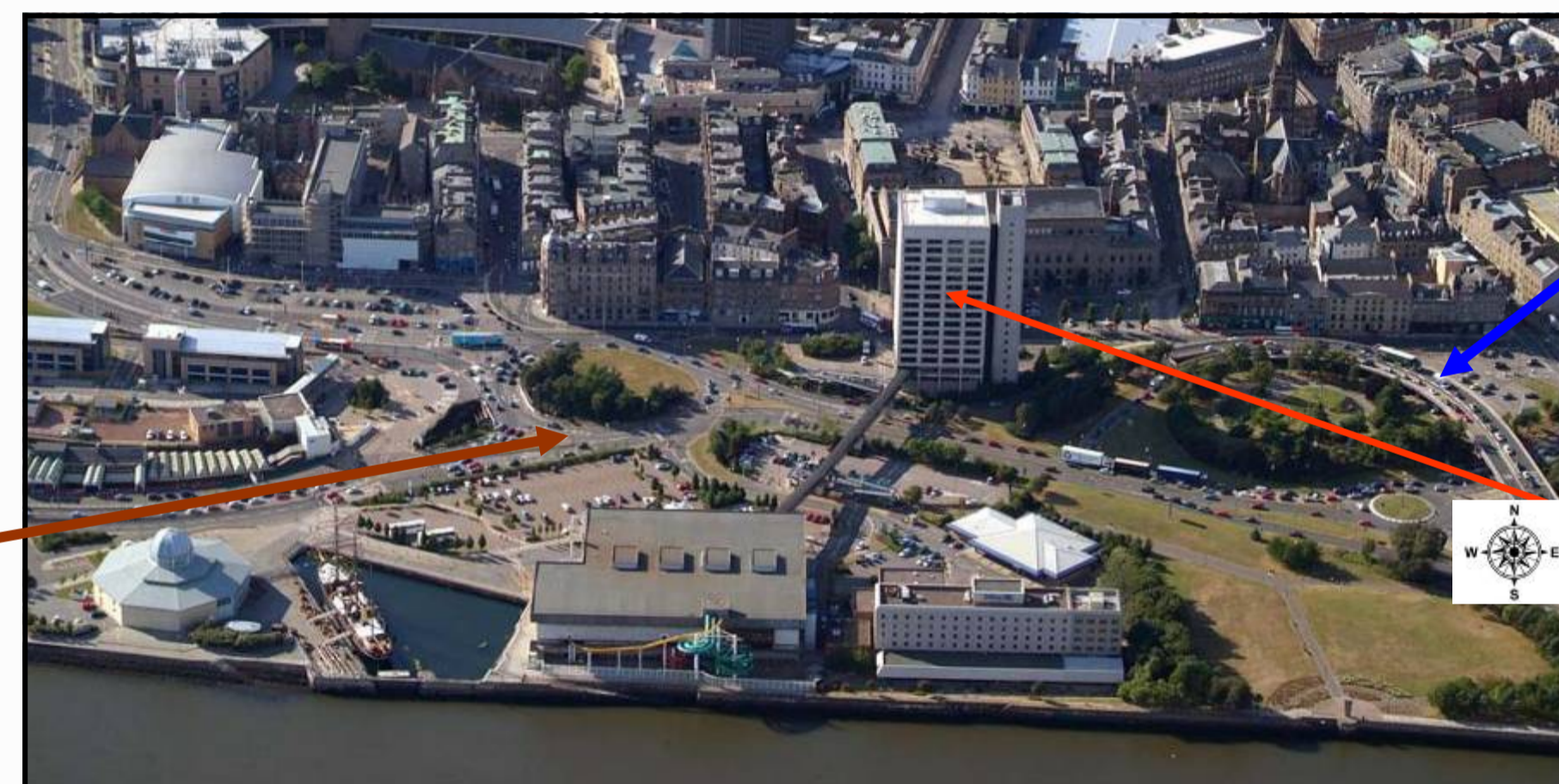
The vision set out in this document explores the opportunity of developing the brownfield site in the strategic part of the city centre, as Tayside House prepares to vacate and move to the west part of the city. The site is earmarked as green space in the new waterfront project.

This green space allows people to connect to the waterfront., must be commended. This document sets out an alternative option which will allow Dundee to be a central location for major rock concerts, conferences and theatrical shows rivalling the Scottish Exhibition and Conference Centre (SECC) as a prime venue in Scotland which world class acts will choose.



Figure 5 — An aerial view of Dundee City Centre. The Yellow marking is the Marketgait circling the city centre. The Marketgait is normally defined as the city centre boundary.

Main arterial route in/out city centre from Edinburgh/ Glasgow



Main route to Fife via Tay Road Bridge.

Tayside House—lies strategically next to the waterfront. Close by are bus and train stations. The main entry/exit point into the city by car is also close by.

Figure 6 — aerial view of Dundee City Centre, looking at Tayside House. The picture shows main



Figure 6—Artist impression of the new waterfront development. This development will certainly put Dundee on the map.

Dundee should aspire to create something similar. It's location would mean those entering city centre would immediately have a view of what Dundee has to offer—**a world class venue.**

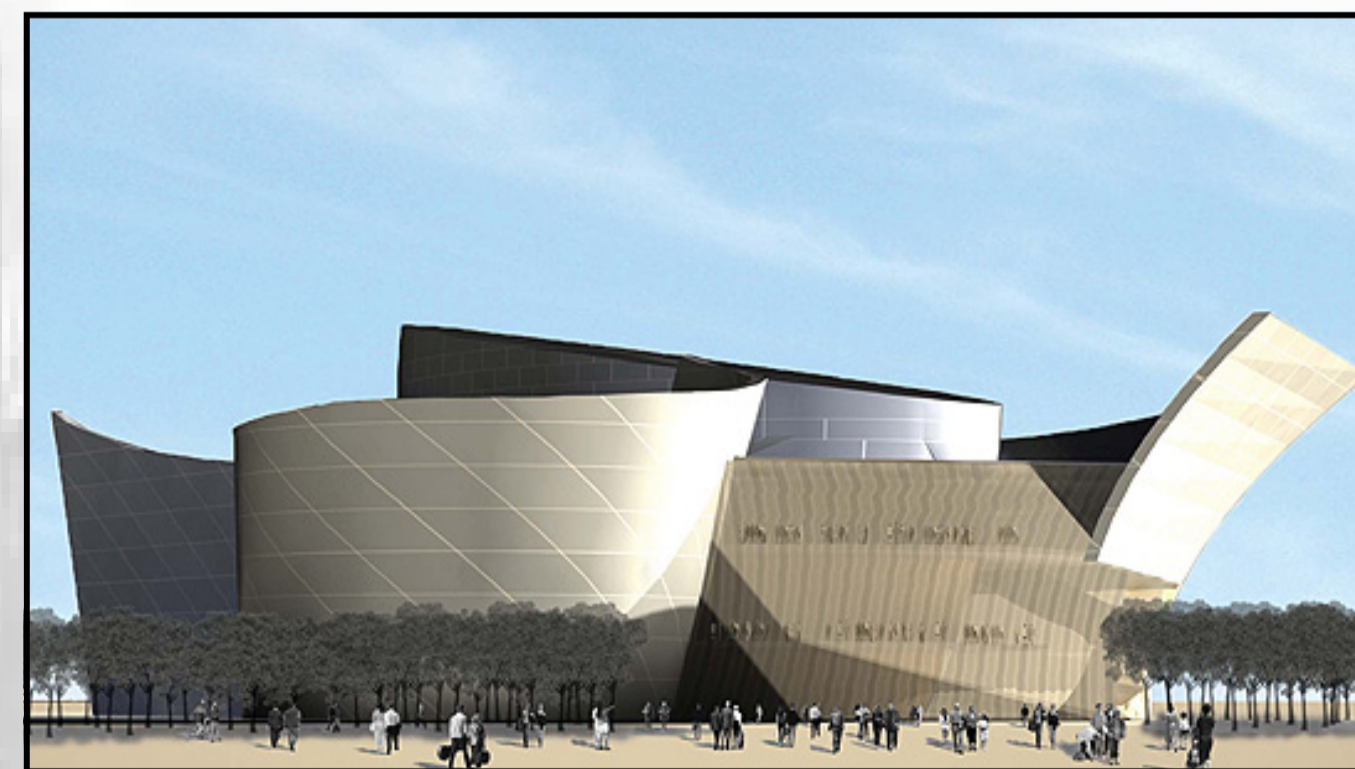


Figure 8— A new concert hall in Katowice, Poland.



Figure 9 —The Walt Disney Concert Hall, USA.



Figure 10— The Clyde Auditorium, part of the SECC has now become Glasgow's most iconic building.

## Key Challenges and Issues

There are several challenges that the city centre faces so ensure that it can accommodate new infrastructure and new investment. This continuing review and tackling challenges allows city centre and the wider context of the city to become better and thus enhancing the city centre's reputation as a place of experience rather than just a place of shopping. Challenges will always lie ahead and we should adopt a positive stance and be flexible in our approach.

## Retail

- ◆ City centre compact leaves little room for expansion
- ◆ Differences in shopping centres creating social division.
- ◆ Dundee still finding difficult to attract big retailers to city centre.
- ◆ Too many arcades and betting shops detract from quality of the city centre.

## Commerce

- ◆ 10,000m2 of vacant office space in city centre.
- ◆ Dundee needs to link its commerce with attracting students to stay in Dundee.
- ◆ Attract new investors with rents and rate incentives.

## Leisure and Heritage

- ◆ Dundee has an image problem.
- ◆ Dundee needs to keep shoppers in and make the city centre a place to socialise.
- ◆ The city centre need to increase its range of leisure facilities.
- ◆ The city centre needs to capitalise on the night time economy.
- ◆ Dundee need to better market itself to

## Transport

- ◆ Lack of integration of transport modes.
- ◆ Investment needed for bus and train Stations
- ◆ Positive polices to encourage use of public transport.
- ◆ Some of the city centre car parks need Investment
- ◆ Vehicle /pedestrian conflict in certain parts of city centre.

## Working Positively Towards a MasterPlan 2009—2031

### Site Specific Policies.

#### Dundee and Angus Structure Plan 2001-2016 (amended policies)

**Employment Policy 5**— Councils will generally support proposals that contribute to a range of tourists and leisure attractions. Major indoor and out door facilities including specialised facilities.

**Employment Policy EP 10**-. Developments should encourage employment of locals as their knowledge is invaluable. Councils are encouraged to help and develop those who use local employment. Subsidies per employee or employment of graduates may be used against rent and rates.

#### **Town Centres and Retailing Policy 3 (amended)—Dundee Central Area**

Directing to the central area complementary leisure, and commercial uses capable of contributing to its vitality and viability. Such proposals should add to the to the experience of shopping and encourage shoppers to enjoy other activities in the city centre. An increase in class use 3 for restaurants and cafes as opposed to public houses are preferred.

#### **Town Centres and Retailing Policy 5 ( amended)—Leisure And Commercial**

Sequential approach to development of leisure facilities contributing to city centre vibrancy. The city centre in Dundee must make use of brownfield sites and be able to compliment the Waterfront Proposals, a mix use of Use Class3 and Use Class 1 will be acceptable in new developments. Vacant brownfield sites in the city centre for leisure and tourism will be encouraged.

#### **Transport Policy 3 ( amended)—Sustainable Transport**

Development in the city centre should integrate and encourage public transport. New developments over 500ms should make an Traffic Impact Assessment. Major investment will be assisted in creating sustainable transport policies.

#### Dundee Local Plan 2005 (amended policies)

**Policy 16**— Central Waterfront— this policy need to be changed to adapt the development of the open space due to the demolition of Tayside House. Currently the master plan for the Waterfront has marked the area as open civic space.

**Policy 16 B**— Central Waterfront—The policy will look at development which compliments and add to the vitality and vibrancy set out in the Waterfront Master plan. Such factors that will taken into account local employability,

#### Dundee Local Plan 2005 - (policies positive impact.)

##### POLICY 57: VISUAL IMPACT ON MAJOR ROUTES

The City Council in association with other agencies will seek to further the implementation of the major routes concept, subject to finance being available, where the objectives will be to:

- a improve the image of Dundee; and
- b create a memorable image on arrival to Dundee that will have an imposing presence both day and night; and
- c improve the quality of the environment. In relation to visual amenity, highly visible primary frontages, and certainly those within 25 metres of the kerb line (depending on local circumstances) will be required to abide by the guidelines within the Ambassador Route Design Guide.

**Figure 11 &12**— iconic buildings, near the water O2 Arena-London, Sydney Opera House, Sydney.



## POLICY 81: PEDESTRIANS— (positive impact)

All developments should consider ease and safety of pedestrian access as a priority over all other modes. In particular, the implementation of measures designed to improve pedestrian safety, including footpath/footway provision and improvements, upgrading of street lighting, provision of improved crossing points, construction of suitable traffic calming measures, and the reduction of speeds to 20 m.p.h. or less in residential areas where appropriate will be encouraged. In addition, the Council will welcome proposals for facilities which will promote increase pedestrian activity on and around development locations. The establishment and use of paths and access routes for both recreation and commuting purposes is encouraged.

## POLICY 87: CITY CENTRE CAR PARKING PROVISION (amended)

Long stay City Centre car parking will be maintained at 1900 spaces. There will be a presumption against the development of further private non residential parking spaces within the central area. The removal of City Centre private non-residential car parking will be supported where properties are being redeveloped for new or improved use. Proposals for new short and variable stay car parking will be considered for the benefit of shoppers, business callers and visitors where they are directly associated with new facilities. New developments within the city centre must prove can that they can use current infrastructure of car parks. This will alleviate the need for more car parking and encourage pedestrian use.



## POLICY 30: VISITOR ACCOMMODATION -

The Council will support the provision of a range of high quality visitor accommodation and conference facilities in and close to the City Centre, where they are consistent with the Central Waterfront Masterplan. Additional visitor accommodation will be encouraged within central Broughty Ferry to improve the attractiveness of this location for tourism. There will be a presumption against additional out of centre hotel accommodation on or close to major routes through the City.

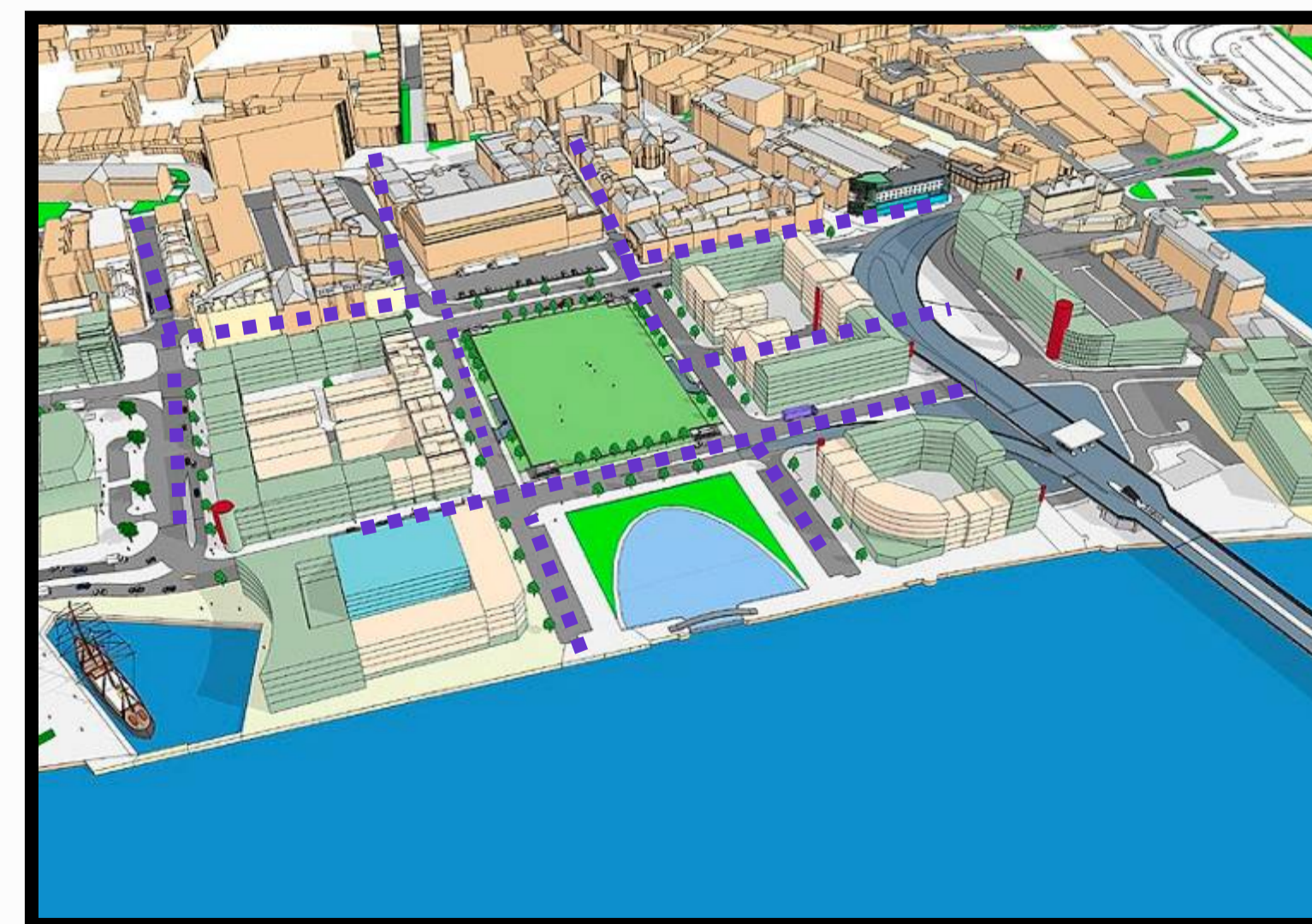


Figure 13- Pedestrian routes to new venue

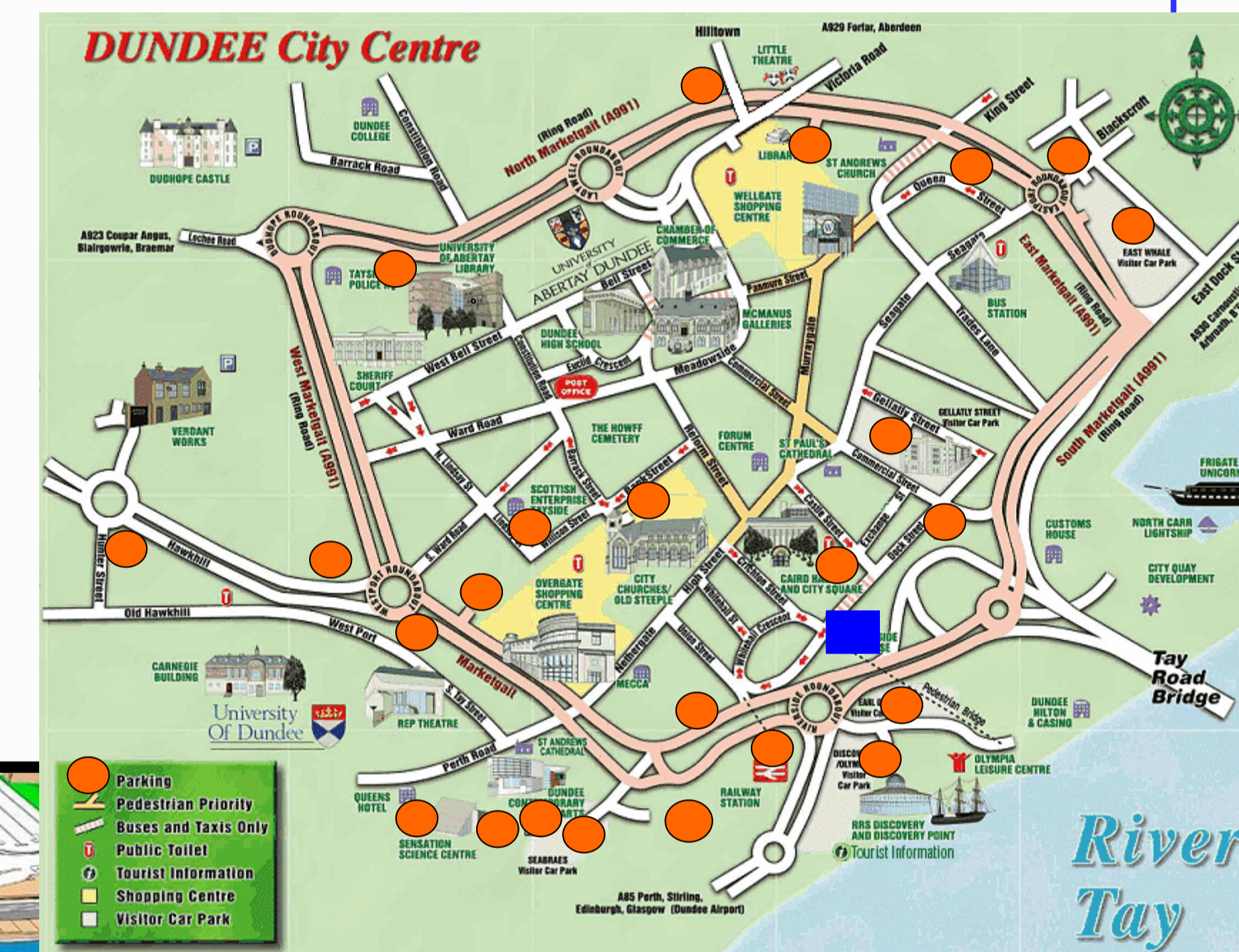


Figure 14—car parks in the city centre which can be used. All within 10 mins walking distance.