



City Chambers  
DUNDEE  
DD1 3BY

8th May, 2015

Dear Sir or Madam

You are requested to attend a MEETING of the **CITY DEVELOPMENT COMMITTEE** to be held in the City Chambers, City Square, Dundee on Monday, 18th May, 2015 to follow the meetings of the City Council, Education, Environment and Housing Committees called for 6.00 pm.

Yours faithfully

DAVID R MARTIN

Chief Executive

## **AGENDA OF BUSINESS**

### **1 DECLARATION OF INTEREST**

Members are reminded that, in terms of The Councillors Code, it is their responsibility to make decisions about whether to declare an interest in any item on this agenda and whether to take part in any discussions or voting.

This will include all interests, whether or not entered on your Register of Interests, which would reasonably be regarded as so significant that they are likely to prejudice your discussion or decision-making.

### **2 TACTRAN REGIONAL TRANSPORT STRATEGY - REFRESH**

(Report No 196-2015 enclosed).

### **3 SITE PLANNING BRIEF - KINGSPARK SCHOOL**

(Report No 76-2015).

### **4 TENDERS RECEIVED BY CITY ARCHITECT**

(Report No 182-2015 enclosed).

**5 TENDER RECEIVED BY HEAD OF PROPERTY**

(Report No 187-2015 enclosed).

**The Committee may resolve under Section 50(A)(4) of the Local Government (Scotland) Act 1973 that the press and public be excluded from the meeting for the undernoted items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 6 and 9 of Part I of Schedule 7A of the Act.**

**6 COMMERCIAL LEASES AND RENT REVIEWS**

**7 PROPOSED DISPOSAL OF THE FORMER DENS METALS SITE, DENS ROAD, DUNDEE**

**REPORT TO: CITY DEVELOPMENT COMMITTEE – 18 MAY 2015**

**REPORT ON: TACTRAN REGIONAL TRANSPORT STRATEGY - REFRESH**

**REPORT BY: DIRECTOR OF CITY DEVELOPMENT**

**REPORT NO: 196-2015**

## **1 PURPOSE OF REPORT**

- 1.1 This report outlines the purpose and content of the Tayside and Central Scotland Transport Partnership's (TACTRAN) draft Regional Transport Strategy (RTS) Refresh and asks Committee to support the updated Strategy and endorse Dundee City Council's response in Section 5.0 of this report.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee
- a support the Refreshed Regional Transport Strategy as being the correct strategy for the TACTRAN region;
  - b note the purpose and content of the consultation and agree to the proposed response as contained in Section 5.0;
  - c note TACTRAN is preparing a Delivery Plan in consultation with it's constituent Council's

## **3 FINANCIAL IMPLICATIONS**

- 3.1 There are no financial implications arising as a result of this report.

## **4 BACKGROUND**

### **Introduction**

- 4.1 As Members are aware, the Tayside and Central Scotland Transport Partnership(TACTRAN) is one of 7 Regional Transport Partnerships (RTP's) created under the Transport (Scotland) Act 2005. TACTRAN covers the local authority areas of Angus, Dundee City, Perth & Kinross and Stirling Councils. The TACTRAN Board comprises 10 Councillor members from these local authorities, including 3 from Dundee City Council, and currently 4 nonelected members. The Transport (Scotland) Act 2005 places a duty on the RTPs to develop a Regional Transport Strategy (RTS) which is a statutory document ,which sets out a vision and objectives for the area.
- 4.2 The original RTS was prepared and published in 2008 following Scottish Government approval and this provided direction and focus for the RTP and it's constituent Council's. The Transport Act requires that RTPs keep their strategy under review and therefore TACTRAN have published their first refresh of the Regional Transport Strategy to bring it up to date to meet the ongoing transport needs of the area.
- ### **TACTRAN RTS Refresh**
- 4.3 The core aims and objectives of the original RTS has remained consistent and is still relevant with current circumstances. The RTS refresh has extend from 2008 - 2023 to 2036, which aligns it with the second Tayplan Strategic Development Plan. This refresh has been informed by wider consultation and constituent Councils have been involved in developing the draft RTS refresh.

### Updated Trends and Issues

- 4.4 The document defines trends and issues for Transport in the Tactran area and highlights changes that have occurred in the area that taken place in the last few years. The refresh describes the key demographics and transport system in terms of Road, Rail, Bus , Park and Ride, Ports, Harbours, Freight, Airports, Walking/Cycling, Community Transport and Demand Responsive Transport. In Rail terms it can be highlighted that there has been a significant increase in patronage at Broughty Ferry Station and this is due to the increased number of train services stopping at this station providing local residents with an alternative mode of transport.
- 4.5 The refresh also highlights key issues that are increasing relevant to the area such as Tourism, Air Quality, Climate change and Innovation in Transport Technology.

### Vision

- 4.6 The vision for TACTRAN area is stated as to deliver:
- 'a transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and well-being of all.'

### Objectives

- 4.7 To help achieve this vision, it is supported by 6 objectives. They are:
- To ensure transport helps to deliver regional prosperity.
  - To improve accessibility for all, particular for those suffering from social exclusion.
  - To ensure that the transport system contributes to safe guarding the environment and promotes opportunities for improvement.
  - To promote the health and well-being of communities.
  - To improve the real and perceived safety and security to the transport network
  - To improve integration, both within transport and between transport and other policy areas.
- 4.8 A further set of 20 specific sub-objectives underpin these higher level objectives.

### The Strategy

- 4.9 This refreshed Strategy seeks to build on and develop existing good practice across the region and also, though developing new measures, ensure that the Vision and Objectives are achieved. The Strategy has three key strategic themes and these are:
- economic prosperity
  - connecting communities and being socially inclusive
  - environmental sustainability and promoting health and well-being.

- 4.10 These strategic themes steer and underpin the development of relevant actions and interventions that will in turn support the visions and higher level objectives. The actions /intervention have been classified under the following categories with actions that are most relevant to Dundee:

### Strategic Connectivity

- 4.11 The Strategy aims to support the delivery of economic prosperity in the region through seeking improvements to the networks and services that connect Tayside and Central Scotland to the rest of Scotland, the UK, Europe and globally. It covers the five key modes for

people and freight. Partnership working between a range of key stakeholders and delivery bodies, including Transport Scotland, transport operators and neighbouring RTPs, is key to the successful delivery of the strategy. Actions most relevant to Dundee City Council are below:

**SC1** Work with Transport Scotland to deliver STPR Projects 6: Further Extension of Rail Electrification; 15 Edinburgh to Glasgow Rail Improvement; 17: Highland Main Line rail improvements and 23 Aberdeen - Central Belt Rail Improvements.

**SC3:** Support improvements to the Caledonian Sleeper, East Coast and CrossCountry services to London and other UK cities and regions.

**SC5:** Support the provision of rail freight infrastructure, rolling stock and services to increase the role of rail freight serving the region.

**SC6:** Work with Transport Scotland to support delivery of STPR projects to upgrade the A9 between Dunblane and Inverness; and to improve the A90 through/around Dundee.

**SC10:** Support the improvement of rail and road links to the region's ports.

**SC11:** Support the continuation and development of direct routes from Dundee Airport to London and other key destinations.

**SC12:** Support the further development of facilities at Dundee Airport.

#### Health and Transport

- 4.12 The Regional Health & Transport Framework has been developed jointly with NHS Forth Valley, NHS Tayside and Scottish Ambulance Service and was approved by the two NHS Boards and Community Planning Partnerships. It aims to ensure that health and transport provisions are considered in a coordinated manner. Actions most pertinent to Dundee are:

**HT1:** Increase the number of journeys made by active travel modes by making people aware of the benefits of active travel and ensuring that active travel infrastructure is available and attractive to use.

**HT2:** Contribute to achieving road safety targets.

**HT3:** Improve air quality within any designated Air Quality Management Area (AQMA) to a point where the AQMA is revoked.

**HT7:** Improve equality of access to healthcare.

#### Active Transport

- 4.13 The strategy aims to improve the active travel network across the region and to promote the most sustainable modes of transport. Active Travel covers primarily walking and cycling, but also includes other modes such as the use of scooters and skateboards for journeys to and from school, etc. The strategy aims to support delivery of the Cycling Action Plan for Scotland (CAPS); and implementation of the National Walking Strategy (NWS) and the Long Term Vision for Active Travel in Scotland. Dundee related actions are below:

#### **AT2: Improved Walking and Cycling Links within the Region**

Develop walking and cycling links to and within town and city centres and to employment, health facilities, services, leisure and tourism activities.

**AT3: Regional Walking and Cycling Routes**

Establish routes of regional priorities and close gaps in the regional network for walking and cycling in line with expansion of the National Cycle Network (NCN), national long distance paths, tourism strategies and local active travel strategies.

**AT4: Improved Walking and Cycling Links to Education Facilities**

Promote walking and cycling links to schools as well as further and higher education facilities. Promote continuation and expansion of school travel plans, Cycle Friendly Schools and Campuses.

Travel Planning

- 4.14 Travel Planning enables organisations to promote more sustainable travel behaviour both for commuting and business travel. By assessing travel needs and providing greater travel choice, more sensible use of the car and greater use of sustainable modes of travel can be achieved. These can ultimately benefit the individual and the employer and also contribute towards health improvement and reductions in pollution and traffic congestion. Relevant Travel Planning actions are:

**TP3:** Encourage the development of private sector Travel Plans with major employers.

**TP4:** Provide support and advice to School Travel Plan Coordinators.

**TP9:** Support the establishment of Car Clubs in the region.

Buses

- 4.15 The Strategy sets out the principles to help maintain and improve the bus and Community Transport (CT) networks across the region. The most Dundee relevant actions are:

**B1: Accessibility to Key Destinations**

Work with local authorities, operators and developers to ensure that existing and new employment, education, retail, healthcare, and tourism destinations are serviced by road based passenger transport.

**B2: Pattern and Frequency of Bus Services**

Encourage the development of direct, frequent services on strategic routes, supported by an appropriate secondary network of scheduled and demand responsive (DRT) feeder services and efficient interchange provision, including linking with rail services.

**B3: Supported Bus Network**

Encourage the regular review of supported bus networks to identify opportunities to improve the efficiency of use of available funding in support of policies B2 and B12.

**B12: Buses**

Work in partnership to identify opportunities to raise the standard of vehicles, including promotion of alternative fuels to diesel.

**B15: Integrated Ticketing**

Work with Transport Scotland, operators and local authorities to explore opportunities for the provision of multi-operator, multi-modal and multi-journey tickets, including the use of smartcard technology.

Park and Ride

- 4.16 The strategy aims to maximise the potential for enhanced Park & Ride serving the region's cities, including allowing for longer distance travel by bus and coach and encouraging modal

shift in favour of rail through station parking provision. It supports implementation of STPR Project 8 Park & Ride/Park & Choose. Key Park and Ride actions are:

**PR1: Safeguard Land for Future Park & Ride Use**

Liaise with Planning Authorities to ensure that land identified as having potential for Park & Ride development is safeguarded within the appropriate Development Plan.

**PR2: New Bus Based Park & Ride**

Develop and implement proposals for new Park & Ride sites to the south, west, east and north of Dundee, to the north and east of Perth and to the south of Stirling.

Rail

4.17 The strategy aims to enhance connectivity within the region and between the region and the rest of Britain, and, recognising rail's efficiency in moving people and goods, contribute to the reduction of transport related environmental impacts. It supports and complements implementation of STPR projects that will extend electrification to all railway lines in the region and make improvements to the railway lines between Aberdeen/Inverness and the Central Belt.

4.18 The Strategy will be implemented, in partnership with the rail industry and Transport Scotland, by considering rail service options; new and enhanced stations; stopping patterns and opportunities for interchange with other modes. The strategy seeks to:

**R1:** Implement the Tay Estuary Rail Study proposals to achieve an additional hourly service between Arbroath and Glasgow stopping at appropriate local stations, complementing fast Inter City services.

**R2:** Support the provision of rail services that provide and enhance economic growth by connecting key business & employment sectors where possible.

**R5:** Support provision of new, relocated and enhanced stations where this will enhance access to the rail network and improve integration with the area being served.

**R6:** Support the maintenance or improvement of real and perceived levels of safety and personal security on the rail network.

**R7:** Seek to ensure that rail is fully integrated with relevant land-use and planning projects.

**R8:** Support the provision of rail freight terminals, rolling stock and services for the region.

Freight

4.19 The strategy aims to improve the efficiency and address adverse environmental impacts of freight operations in the region. It builds on the opportunities presented by multi-modal freight and other opportunities identified and developed through the Regional Freight Quality Partnership (FQP). The main proposals relating to Dundee are:

**F2: Urban Logistics**

Promote the implementation of more efficient and environmentally friendly urban logistics, including giving consideration to the implementation of logistics service centres in the region's main towns and cities.

**F5: Port Development**

Support development of the region's three ports, including the provision of multi-modal freight facilities.

### Travel Information

- 4.20 Many travellers are not aware of the travel choices they have and choose to travel by the mode they know, which is not always the best option for their travelling needs. In many cases travel decisions are made on the basis of incomplete knowledge of the alternatives available, reliance on past experience or misconceptions (e.g. difficulty of interchange making public transport less attractive).

**T11:** Travel Information that is up to date and current, consistent, coherent, comprehensive (including routes, journey times, cost and facilities), easily available and tailored to users' needs.

**T12:** Implementation of the Regional Buses Information Strategy.

### Delivery Plan

- 4.21 TACTRAN will develop a separate RTS Delivery Plan that will set out the key interventions which are required to fulfil the RTS Vision and Objectives. The delivery plan will act as framework for determining associated Capital and Revenue programmes and priorities which may be implemented by the Partnership, its partner Councils, Scottish Government, Transport Scotland and other relevant delivery agencies.
- 4.22 The Delivery Plan will be developed and updated in consultation and agreement with partner Councils, Transport Scotland and a range of other key stakeholders. It identifies a range of transportation infrastructure, systems and service enhancements which will support delivery of the RTS. Prioritisation and implementation of individual RTS policies and interventions will be subject to resource availability and appraisal against RTS objectives, including their contribution towards promoting sustainable economic growth locally, regionally and nationally.
- 4.23 The full RTS refresh document can be seen at:

[http://www.tactran.gov.uk/strategy\\_rtsrefresh.html](http://www.tactran.gov.uk/strategy_rtsrefresh.html)

## **5 DUNDEE CITY COUNCIL'S RESPONSE TO CONSULTATION ON RTS REFRESH**

- 5.1 As a key constituent member of TACTRAN Dundee City Council supported the original RTS (Committee report 125/2007) and the Council continues to support the updated RTS refresh. Dundee City Council recognises that there are a number of actions/interventions within the RTS refresh that are directly related to the city and are regionally important for the TACTRAN area. The Councils consider that the following actions should be a priority for taking forward and these actions are:

**SC6:** Work with Transport Scotland to support delivery of STPR projects to upgrade the A9 between Dunblane and Inverness; and to improve the A90 through/around Dundee.

**SC11:** Support the continuation and development of direct routes from Dundee Airport to London and other key destinations.

**SC12:** Support the further development of facilities at Dundee Airport.

**PR2:** New Bus Based Park & Ride

**F5:** Port Development

Support development of the region's three ports, including the provision of multi-modal freight facilities.

**R1:** Implement the Tay Estuary Rail Study proposals to achieve an additional hourly service between Arbroath and Glasgow stopping at appropriate local stations, complementing fast Inter City services.

**R5:** Support provision of new, relocated and enhanced stations where this will enhance access to the rail network and improve integration with the area being served.

5.2 The A90 upgrade through around Dundee was submitted to the Scottish Government by DCC as a project to be included in National Planning Framework 3 and considers this is still a priority (Committee report 248-2013). Dundee City Council considers that a rail station at Dundee West and supporting the redevelopment of Dundee rail station and its links to the Waterfront and V&A developments are also priorities for the Council.

5.3 The Council also acknowledges the importance of the RTS refresh in supporting Community and Strategic Development Plans to ensure that its supports and is fully integrated with these other statutory documents. The Council also welcomes the fact that the RTS contributes to meeting the Climate Change Targets set down by the Scottish government and this in line with the Council objectives as it is increasing the use of electric vehicles in its own fleet and the installation of electric charging points through out the city to encourage the uptake in the private sector. This also contributes improving Air Quality and supporting the Council's Air Quality Action Plan.

## 6 POLICY IMPLICATIONS

6.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. The major issues identified are:

- a the RTS refresh will contribute the Council's sustainability objectives by seeking to reduce the need to travel and by promoting alternative, more sustainable modes of transport other than the private car.
- b a Strategic Environmental Assessment has been undertaken on the changes incorporated into the RTS refresh in accordance with the legislation.
- c a full Equality Impact Assessment has been undertaken of the RTS refresh.

## 7 CONSULTATIONS

7.1 The Chief Executive, the Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

## 8 BACKGROUND PAPERS

8.1 None.

Mike Galloway  
Director of City Development

Neil Gellatly  
Head of Transportation

NHG/EG/MS

7 May 2015

Dundee City Council  
Dundee House  
Dundee

**REPORT TO: CITY DEVELOPMENT COMMITTEE – 18 MAY 2015**

**REPORT ON: SITE PLANNING BRIEF: KINGSPARK SCHOOL**

**REPORT BY: DIRECTOR OF CITY DEVELOPMENT**

**REPORT NO: 76-2015**

## **1 PURPOSE OF REPORT**

- 1.1 The purpose of the report is to seek approval for the Site Planning Brief for the former Kingspark School site on Gillburn Road following consultation with adjacent owners and other interested parties.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee:
- a notes the summary of issues raised in the comments received on the Draft Site Planning Brief and the response to these by the Director of City Development;
  - b approves the proposed alterations to the Site Planning Brief as set out in Appendix A; and
  - c approves the Kingspark School Site Planning Brief as Planning Advice to inform future development of the site.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 There are no financial implications arising as a result of this report.

## **4 BACKGROUND**

- 4.1 Reference is made to Article V of the Minute of the Meeting of the City Development Committee of 8 December 2014 (Report 297-2014) refers which approved the Draft Kingspark School Site Planning Brief for the purposes of consultation.
- 4.2 Following the Committee's approval, an invitation to comment on the Draft Site Planning Brief was posted to 86 local residents who share a boundary with the site. Various interested parties including statutory undertakers, government agencies, developers, consultants, agents, Communities Officer, Local Community Planning Partnership members, housing associations, and others were also invited to comment.
- 4.3 During the 6 week consultation period, 27 responses were received. The comments made are summarised in Appendix A.
- 4.4 The main issue raised in responses to the Draft Site Planning Brief was in relation to the quantity and location of the area of open space. Most of the comments received agreed with the retention of an area of open space to serve the surrounding community. Of these a number suggested that the whole site should be retained and allocated as public open space. Other comments accepted an area of open space of the size being proposed but requested that it should be orientated east to west at the southern end of the site rather than the north to south orientation proposed in the Draft Site Planning Brief.
- 4.5 The issues raised in terms of the open space and other issues in relation to housing provision, crossings, paths, wildlife, water issues and security are set out in Appendix A. All

of these concerns have been given careful consideration with responses and proposed alterations to the brief summarised in the table under "Proposed Alterations".

- 4.6 It is recommended that the quantity and location of the open space identified in the Draft Site Planning Brief is maintained. This approach provides the most appropriate balance of meeting the needs of the community in an accessible and safe location whilst maintaining and integrating the mature area of woodland to the east of the site.

## **5 POLICY IMPLICATIONS**

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

## **6 CONSULTATIONS**

- 6.1 The Chief Executive, the Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

## **7 BACKGROUND PAPERS**

- 7.1 There are no background papers of relevance to this report.

Mike Galloway  
Director of City Development

AM//KM

16 April 2015

Dundee City Council  
Dundee House  
Dundee

**APPENDIX A****SUMMARY OF COMMENTS RECEIVED FROM CONSULTATION ON DRAFT KINGSPARK SCHOOL SITE PLANNING BRIEF**

Responses received from:

Local Residents

C Flood, A Shepherd, B & S Petrie, R Moir, G Low, J H Brown, A Oswald, S Cragg, L Watson, A Cragg, W Mudie, M Simpson, M & E Davidson, Standard letters from 31, 33, 35, 43, and 45 Bruce Road.

Others

S Morrison (Respite Unit), Sportscotland, TACTRAN, SEPA, SNH, Road Haulage Association, Scottish Water, Transport Scotland.

ISSUE	RESPONDENTS IN SUPPORT	DCC RESPONSE/ACTION/PROPOSED ALTERATIONS
<ul style="list-style-type: none"> <li>- Allocate entire site as open space or increase amount of open space.</li> </ul>	C Flood A Shepherd R Moir G Low J Brown A Oswald S Cragg A Cragg L Watson W Mudie M & E Davidson Standard letters from 31, 33, 35, 43, and 45 Bruce Road.	The site of the former Kingspark School and associated playing field is extensive, amounting to 4.45 ha. Discussions between the community and Council officers prior to development of the Draft Brief revealed a strong desire to incorporate an area of open space within the redevelopment of the site. A variety of uses were identified including sport/play space, amenity space, dog walking, landscaping, flower planting, biodiversity and nature conservation. This is reflected in comments received in response to the Consultation carried out on the Draft Brief. Discussions were held with the Environment Department on the size, shape, extent and location of open space that would be required to produce the optimum area of open space to meet these needs. The area of open space in the Draft Brief is the result of the discussions and is of a sufficient size to meet the identified needs of the local community. Some of those who responded to the consultation expressed a desire for the entire site to be retained as open space. Taking into account the existing provision of open space in the wider area and the

ISSUE	RESPONDENTS IN SUPPORT	DCC RESPONSE/ACTION/PROPOSED ALTERATIONS
		<p>local community needs it is considered that the larger site is not required. The identified needs of the community can be met in the proposed area of open space and the remainder of the site developed for a quality housing development.</p> <p>No alteration required.</p>
<p>- Relocate the open space to be orientated east to west at the southern end of the site.</p>	<p>C Flood B &amp; S Petrie A Oswald S Cragg L Watson Duplicate letters from 31, 33, 35, 43, and 45 Bruce Road. Sportscotland.</p>	<p>Some respondents expressed a preference for the open space to run east-west across the southern area of the site rather than north to south as proposed in the Draft Brief. The orientation of the area of open space was given careful consideration in the preparation of the Draft Brief. The key factors that were taken into consideration were that it should have natural surveillance from surrounding properties; it should be accessible from the surrounding area with open access from all sides, should incorporate the footpath and area of mature woodland to the east. It was also important not to create a backland area of open space that lacked natural surveillance and could feel isolated. The orientation north to south allows for the site to be visible from Gilburn Road as well as the new housing when it is built. All of the existing houses to the south and west have their backs to the site and do not provide that same level of natural surveillance. Open pedestrian access is provided from Gilburn Road as well as Bruce Road and from the new housing. This arrangement allows the site to feel open to the surrounding area and therefore safe to use. If the orientation is changed to an east to west orientation the open space will not be visible from Gilburn Road will be to the rear of the properties to the south and west. The only natural surveillance will come from the new housing depending on the design of the layout. On balance it is considered that the benefits of the north to south orientation outweigh those of changing it to east to west. The arrangement proposed in the brief provides an area of open space that integrates into</p>

ISSUE	RESPONDENTS IN SUPPORT	DCC RESPONSE/ACTION/PROPOSED ALTERATIONS
		<p>the surrounding area in a way that provides open and easy access to meets the needs of the local community and the new housing.</p> <p>No alteration required.</p>
<ul style="list-style-type: none"> <li>- Suggested alternative proposal: a community garden project including a play area, dog walking area, flower beds and vegetable plot.</li> </ul>	W Mudie	<p>The area of open space proposed to be retained would be of a sufficient size to accommodate the range of community based proposals suggested.</p> <p>No alteration required.</p>
<b>Nature Conservation</b>		
<ul style="list-style-type: none"> <li>- Retain woodland and isolated trees. Provide measures to enhance wildlife.</li> </ul>	S Cragg L Watson A Cragg	<p>The brief proposes retaining the trees and woodland. Some of the trees within the area the site identified for housing may need to be cleared in order to accommodate development. Brief also seeks to enhance biodiversity.</p> <p>No alteration required.</p>
<b>Housing</b>		
<ul style="list-style-type: none"> <li>- Housing on site should be detached/semi detached/terraced.</li> </ul>	C Flood B & S Petrie	<p>The Dundee Local Development Plan through Policy 9 seeks to encourage the development of houses in this suburban location. The brief does not seek to promote flats as an exception to Policy 9.</p> <p>No alteration required.</p>

ISSUE	RESPONDENTS IN SUPPORT	DCC RESPONSE/ACTION/PROPOSED ALTERATIONS
<ul style="list-style-type: none"> <li>- Restrict housing to footprint of the school building.</li> </ul>	C Flood S Cragg Duplicate letters from 31, 33, 35, 43, and 45 Bruce Road.	This would require relocating the open space to the south of the site as considered above and restrict the new housing layout. It is considered that this is not the best use of the site in delivering both housing and open space.  No alteration required.
<ul style="list-style-type: none"> <li>- Allocate for social housing and not private housing.</li> </ul>	J H Brown	It is not the role of a Site Planning Brief to set out the preferred tenure for a site. The brief does not preclude social housing and as such it would be for a future developer to bring forward any proposed tenure proposals for the site.  No alteration required.
<b>Movement and Access</b>		
<ul style="list-style-type: none"> <li>- Concerns regarding consequences of increased traffic and pollution on Gillburn Road. Suggestion of including new crossing points.</li> </ul>	A Shepherd J H Brown S Cragg L Watson A Cragg M & E Davidson	The potential impact of the development of the site for housing would be addressed through the consideration of any forthcoming planning application. Detailed matters such as the impact on the surrounding road network including congestion and air quality would have to be fully addressed through this process. Any remedial matters such as the need for any new crossing points would be determined at that time.  No alteration required.
<ul style="list-style-type: none"> <li>- Paths and internal roads should be shared use.</li> </ul>	TACTRAN	All internal roads will be developed to the standards contained in Dundee City Council's Streets Ahead document and the Scottish Government's Designing Streets.  No alteration required.

ISSUE	RESPONDENTS IN SUPPORT	DCC RESPONSE/ACTION/PROPOSED ALTERATIONS
<ul style="list-style-type: none"> <li>- Remove or retain fencing on east side of site.</li> </ul>	TACTRAN B & S Petrie S Cragg L Watson A Cragg Duplicate letters from: 31, 33, 35, 43, and 45 Bruce Road	<p>The footpath to the east of the site divides the former school site from St Pauls R C Academy. This path has a high retaining fence on both sides. The eastern fence encloses St Pauls and the western fence is associated with the former Kingspark School. Redevelopment of the site will render the western fence redundant as the section of school fence which fronts on Gillburn Road will be removed under all scenarios. Removing all rather than part of the school fence will improve the safety of what is otherwise a stretch of enclosed footpath. Removing the fence would also result in the path being integrated into the proposed area of open space. Development of housing on the other side of the area of new open space will offer natural surveillance of the footpath.</p> <p>No alteration required.</p>
<ul style="list-style-type: none"> <li>- Open footpath from Clive Road to public use or retain lockable gates on footpath.</li> </ul>	C Flood S Cragg J H Brown	<p>Two comments object to making path a thoroughfare while one favours facilitating pedestrian access. Allowing public access will improve permeability of new housing development, pedestrian movement and access to open space.</p> <p>No alteration required.</p>
<b>Infrastructure and Other Environmental Issues</b>		
<ul style="list-style-type: none"> <li>- Concern that new housing will put pressure on poor drainage system.</li> </ul>	J H Brown	<p>Requirement for Sustainable Urban Drainage System included in brief.</p> <p>No alteration required.</p>

ISSUE	RESPONDENTS IN SUPPORT	DCC RESPONSE/ACTION/PROPOSED ALTERATIONS
- Location of drainage system could be dangerous and of poor appearance.	Standard letters from: 31, 33, 35, 43, and 45 Bruce Road	The safety and appearance of drainage systems will be taken into account at the planning application stage.  No alteration required.
- Noise will increase.	A Cragg	The site is to be developed for housing. It is considered that the introduction of housing will not result in a significant increase in noise that would detrimentally affect the environmental quality enjoyed by existing residents.  No alteration required.
<b>Genera</b>		
- Objection to the proposed plan.	M Simpson	Noted.
- No comments to make.	SNH Road Haulage Association Transport Scotland	Noted.
- Support for high quality development. Developers encouraged to contact Scottish Water.	Scottish Water	Noted.

ISSUE	RESPONDENTS IN SUPPORT	DCC RESPONSE/ACTION/PROPOSED ALTERATIONS
<b>Expand Brief to Include Other Comments</b>		
<ul style="list-style-type: none"> <li>- Include references to a requirement to carry out a Flood Risk Assessment and other appropriate information such as finished floor levels, nearby watercourses, historic and topographical information.</li> </ul>	SEPA	<p>Under 'Design Guidance' first paragraph, delete second sentence and insert "Development is expected to meet all relevant Local Development Plan policy standards" as the first sentence.</p> <p>Alteration required.</p>
<ul style="list-style-type: none"> <li>- Include requirement to retaining privacy and security for Respite Unit</li> </ul>	S Morrison (Respite Unit)	<p>These issues will be taken into account and given consideration as part of the planning application process when proposals come forward.</p> <p>No alteration required.</p>
<ul style="list-style-type: none"> <li>- Requirement to extend footpath from Gillburn Road bus shelter to main entrance to the site and a little beyond to improve safety crossing the road.</li> </ul>	TACTRAN	<p>Access and pedestrian safety will be taken into account and given consideration as part of the planning application process when proposals come forward.</p> <p>No alteration required.</p>

**REPORT TO: CITY DEVELOPMENT COMMITTEE – 18 MAY 2015**

**REPORT ON: TENDERS RECEIVED BY CITY ARCHITECT**

**REPORT BY: CITY ARCHITECT**

**REPORT NO: 182-2015**

## **1 PURPOSE OF REPORT**

1.1 This report details tenders received and requests a decision on acceptance thereof.

## **2 RECOMMENDATION**

2.1 Approval is recommended of (1) the acceptance of the tenders submitted by the undernoted contractors and (2) the undernoted total amount, including allowances, for each project.

<b>Project Reference Project Description</b>	<b>Contractor</b>	<b>Tender Amount</b>	<b>Total Amount</b>	<b>Finance Available</b>
14-6026A - Glebelands Primary School - Modular Building - Enabling Works	Environment Department (Construction Services)	£120,000.00	£151,360.00	£151,360.00
14-6027A – St Pius Primary School – Modular Building - Enabling Works	Environment Department (Construction Services)	£100,000.00	£129,300.00	£129,300.00
14-6028 – Sidlawview Primary School – Early Years Provision	Environment Department (Construction Services)	£55,271.01	£63,728.01	£63,729.00
14-025 – Gellatly Street Car Park – Proposed Office	Environment Department (Construction Services)	£22,442.82	£26,876.57	£26,877.00
14-6026 – Woodlea Nursery – Alterations for Under 3s Provision	Environment Department (Construction Services)	£279,248.55	£329,973.55	£329,974.00
14-6012 – Ancrum Road Primary School – Roof Repairs/Replacement	Environment Department (Construction Services)	£135,883.48	£156,673.48	£156,674.00

## **3 FINANCIAL IMPLICATIONS**

3.1 The Director of Corporate Services has confirmed that funding for the above project is available as detailed on the attached sheet.

## **4 POLICY IMPLICATIONS**

4.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. Any issues are detailed on the attached sheets.

## **5 CONSULTATIONS**

5.1 The Chief Executive, Director of Corporate Services and the Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

## **6 BACKGROUND PAPERS**

6.1 None.

## **7 FURTHER INFORMATION**

7.1 Detailed information relating to the above Tenders is included on the attached sheet. The construction works in this report have been procured using the general guidance contained in the following documents approved by the Council:

- a Report: 148-2003 - Partnering Guidelines for Construction Projects;
- b Report: 356-2009 - Construction Procurement Policy; and
- c Standing Orders - Tender Procedures of the Council.

Mike Galloway  
Director of City Development

Rob Pedersen  
City Architect

RP/AM/KM

5 May 2015

Dundee City Council  
Dundee House  
Dundee





CLIENT	City Development	City Development
PROJECT NUMBER PROJECT PROJECT INFORMATION	14-6026 Woodlea Nursery – Alterations for Under 3s Provision The works comprise general alterations and refurbishment works to provide additional accommodation for children under 3 years of age.	14-6012 Ancrum Road Primary School Roof Repairs/Replacement The works comprise repairs to the existing pitched roof, replacement snowboards and part rooflight replacement.
TOTAL COST	Several Works £279,248.55 Allowances <u>£50,725.00</u> Total <u>£329,973.55</u>	Several Works £135,883.48 Allowances <u>£20,790.00</u> Total <u>£156,673.48</u>
FUNDING SOURCE BUDGET PROVISION & PHASING	Capital Spend – Children and Young Peoples Act 2014 2014/2016 £329,974.00 <u>Cash Flow</u> 2014/2015 £5,500.00 2015/2016 <u>£324,474.00</u> <u>£329,974.00</u>	Capital – Roof Replacement/Improvement 2015/2016 £156,674.00 <u>Cash Flow</u> 2014/2015 £2,479.00 2015/2016 <u>£154,195.00</u> <u>£156,674.00</u>
ADDITIONAL FUNDING	None	None
REVENUE IMPLICATIONS	None	None
POLICY IMPLICATIONS	There are no major issues.	There are no major issues.
TENDERS	Negotiated contract: 1 Environment Department (Construction Services) £279,248.55	Negotiated contract: 1 Environment Department (Construction Services) £135,883.48
RECOMMENDATION	Acceptance of offer.	Acceptance of offer.
ALLOWANCES	Professional Services £42,275.00 Furniture £4,000.00 Fire Fighting Equipment £500.00 White Goods/Kitchen Equipment <u>£3,500.00</u> Total <u>£50,725.00</u>	Professional Services <u>£20,790.00</u> Total <u>£20,790.00</u>
SUB-CONTRACTORS	None	None
BACKGROUND PAPERS	None	None

**REPORT TO: CITY DEVELOPMENT COMMITTEE – 18 MAY 2015**

**REPORT ON: TENDER RECEIVED BY HEAD OF PROPERTY**

**REPORT BY: HEAD OF PROPERTY**

**REPORT NO: 187-2015**

## **1 PURPOSE OF REPORT**

1.1 This report details tenders received and requests a decision on acceptance thereof.

## **2 RECOMMENDATION**

2.1 Approval is recommended of (1) the acceptance of the tenders submitted by the undernoted contractors and (2) the undernoted total amount, including allowances, for each project.

<b>Project Reference Project Description</b>	<b>Contractor</b>	<b>Tender Amount</b>	<b>Total Amount</b>	<b>Finance Available</b>
VE:209 (05/02/15) – St Pauls High School – Replacement front entrance doors for improved disabled access for pupils and public.	Robertsons FM	£36,675.00	£36,675.00	£36,675.00

## **3 FINANCIAL IMPLICATIONS**

3.1 The Director of Corporate Services has confirmed that funding for the above project is available as detailed on the attached sheet. In procuring these works, we are bound by the terms of the Dundee Schools PPP Contract. The sum offered for the works includes for future maintenance and life cycle replacement as required under the ongoing PPP contract with Discovery Education via Robertsons Facilities Management for the duration of the contract.

## **4 BACKGROUND**

4.1 The subjects currently comply with the Disability Discrimination Act, however, the proposed alterations will enhance accessibility to St Paul's, for both pupil and community use. Similar doors will be standard on all future schools.

## **5 POLICY IMPLICATIONS**

5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. Any issues are detailed on the attached sheets.

## **6 CONSULTATIONS**

6.1 The Chief Executive, Director of Corporate Services and the Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

## **7 BACKGROUND PAPERS**

7.1 None.

**8 FURTHER INFORMATION**

8.1 Detailed information relating to the above Tenders is included on the attached sheet. The construction works in this report have been procured using the general guidance contained in the following documents approved by the Council:

- a Report: 148-2003 - Partnering Guidelines for Construction Projects;
- b Report: 356-2009 - Construction Procurement Policy; and
- c Standing Orders - Tender Procedures of the Council.

Mike Galloway  
Director of City Development

Colin Craig  
Head of Property

CC/MM/KM

7 May 2015

Dundee City Council  
Dundee House  
Dundee

CLIENT	Education Department	
PROJECT NUMBER PROJECT PROJECT INFORMATION	VE:209 (04/02/15) St Pauls High School Replacement front entrance doors for improved disabled access for pupils and public.	
TOTAL COST	Several Works Total	<u>£36,675.00</u> <u>£36,675.00</u>
FUNDING SOURCE BUDGET PROVISION & PHASING ADDITIONAL FUNDING	Capital – DDA Provision 2015/2016 None	£36,675.00
REVENUE IMPLICATIONS	None	
POLICY IMPLICATIONS	There are no major issues.	
TENDERS	Offer Price.  1     Robertsons FM	£36,675.00
RECOMMENDATION	Acceptance of offer.	
ALLOWANCES SUB-CONTRACTORS	Professional Services None	£0
BACKGROUND PAPERS	None	