

City Chambers
DUNDEE
DD1 3BY

15th October, 2010

Dear Sir or Madam

CITY DEVELOPMENT COMMITTEE

You are requested to attend a MEETING of the **CITY DEVELOPMENT COMMITTEE** which will be held in the City Chambers, City Square, Dundee on Monday, 25th October, 2010 to follow the meetings of the City Council, Education, Leisure, Arts and Communities, Housing, Dundee Contract Services and Environment Services Committees called for 6.00 pm.

Yours faithfully

DAVID K DORWARD

Chief Executive

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 might be perceived as influencing your opinion/vote on any matter.

AGENDA OF BUSINESS

1 WHITFIELD SITE 6 - DRAFT SITE PLANNING BRIEF

(Report No 595-2010 enclosed).

2 DRAFT SITE PLANNING BRIEF - 40 TO 44 CONSTITUTION STREET, HILLTOWN

(Report No 597-2010 enclosed).

3 SITE PLANNING BRIEF - 101 SEAGATE AND 3 TRADES LANE (FORMER McLEISH'S BUILDING)

(Report No 591-2010 enclosed).

4 ROAD SAFETY PROGRESS REPORT 2010

(Report No 596-2010 enclosed).

5 ROAD SAFETY SCHEMES - IMPLEMENTATION 2010-2011

(Report No 598-2010 enclosed).

6 DUNDONALD STREET ENVIRONMENTAL IMPROVEMENTS (AN129-2010)

As part of the ongoing Dundee Partnership Stobswell Regeneration Project, Dundonald Street has been identified for necessary environmental improvements by the City Development Department. The project aims to augment the residential character of Dundonald Street by providing increased car parking spaces, new Eurobins and street trees in order to provide a safer place for residents.

The works include provision of a new car parking layout, traffic calming measures and the introduction of street trees to add seasonal interest.

It is recommended that the City Engineer be instructed to include this work within the existing Partnership Agreement with Tayside Contracts for delivering the road maintenance and minor road works service.

Approval is therefore sought to extend the Partnering Agreement with Tayside Contracts for the work up to a value of £52,000 inclusive of professional fees.

The Director of Finance advises that the expenditure can be met from City Development Capital programme for 2010/11.

7 ADDITIONAL ENVIRONMENTAL IMPROVEMENT WORKS, CLEPINGTON PRIMARY SCHOOL (AN135-2010)

Following the demolition and environmental improvement works recently completed at Molison Street, additional works concerned with the creation of a woodland garden for Clepington Primary School and improvements to the adjacent school car park have been developed and agreed between the Client Officer and the Head Teacher of Clepington Primary School.

The works are to be completed and paid within the 2010/2011 financial year and in order to ensure efficiencies in the project procurement and implementation it is recommended that a partnership approach is adopted by building on a previous partnership agreement between Dundee Contract Services and the City Development Department utilising Dundee Contract Services' expertise in carrying out and maintaining works of this type.

An offer of £37,527.44 has been obtained from Dundee Contract Services and the rates validated in order to confirm best value and ensure the rates are comparable with those which would be obtained in open competition. The total value associated with these additional works including professional fees of £5,000 and contingencies of £10,772.56 is £53,300.

The Director of Finance advises that the expenditure can be met from a previously approved VDLF allocation of £53,300.

The Committee is asked to approve the foregoing.

8 ALEXANDER STREET, DUNDEE - STOPPING UP

(Report No 618 -2010 enclosed).

9 DUNDONALD STREET, DUNDEE - WAITING RESTRICTIONS VARIATION

(Report No 619-2010 enclosed).

10 BELLFIELD STREET, DUNDEE - STOPPING UP

(Report No 617-2010 enclosed).

11 GROUND AT AVROM HOUSE, 23 SEAFIELD ROAD, BROUGHTY FERRY, DUNDEE (AN130-2010)

Members are asked to note that on 7th July, 2010 the Council made a provisional Tree Preservation Order on the abovementioned site. The site is not located within a conservation area, but the abovementioned property is a Category B Listed Building. This was done to protect the arboreal amenity of the area.

No objections have been received to this Tree Preservation Order.

The Committee is asked to authorise the Depute Chief Executive (Support Services) and the Director of City Development to undertake the necessary procedures and confirm the above Tree Preservation Order.

Copies of the map will be circulated to the Lord Provost, Depute Lord Provost Borthwick and Group Secretaries.

12 TENDERS RECEIVED BY CITY ENGINEER

(Report No 563-2010 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 8 and 9 of Part I of Schedule 7A of the Act.

13 PROPOSED IMPROVEMENTS TO DYKES OF GRAY ROAD (AN131-2010)

14 24 HOLDING, EMMOCK WOODS DRIVE, DUNDEE (AN132-2010)

15 PROPOSED SALE OF LAND AT 84 GRAY STREET, DUNDEE

16 PROPOSED SALE OF LAND AT 325 CRAIGIE DRIVE, DUNDEE

REPORT TO: CITY DEVELOPMENT COMMITTEE - 25 OCTOBER 2010
REPORT ON: WHITFIELD SITE 6 - DRAFT SITE PLANNING BRIEF
REPORT BY: DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 595-2010

1 PURPOSE OF REPORT

1.1 The purpose of the Report is to seek approval of a Draft Site Planning Brief for Site 6 in Whitfield as the basis of consultation with the local community and interested parties.

2 RECOMMENDATION

2.1 It is recommended that the Committee:

- a approves the Draft Site Planning Brief for consultation purposes;
- b remits the Director of City Development to consult with local communities and interested parties on the draft Site Planning Brief; and
- c remits the Director of City Development to report back on the results of the consultation to a future meeting of the City Development Committee.

3 FINANCIAL IMPLICATIONS

3.1 There are no financial implications arising from approval of this report.

4 BACKGROUND

4.1 Reference is made to the Whitfield Planning Framework 2010 where the site was identified as an area for development and this document is now a material planning consideration.

4.2 The site is located to the east of the bowling green in Whitfield. It includes the previously used but redundant 7-a-side football pitch. The site is owned by Dundee City Council. Given the surrounding land use the development of housing is considered the most appropriate use for the site.

4.3 The new village street will curve around the north and east sides of the site. Those parts of the site that are adjacent to the new road will be graded back to give level access to the site.

4.4 The Draft Site Planning Brief sets clear guidelines for the redevelopment of the site, landscaping and existing and proposed trees.

4.5 The Draft Site Planning Brief is attached to this report. It will be the subject of consultation with the community and interested parties.

4.6 The Draft Site Planning Brief provides justification for the loss of open space.

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.

- a Sustainability

The Draft Site Planning Brief accords with the Council's Sustainability Policy, particularly the key principles of "Transport and Travel" and the "Built Environment". The draft Brief anticipates the redevelopment of redundant greenfield land, and highlights the opportunity to provide pedestrian links within a location already accessible by public transport and close to local services and amenities.

b Strategic Environmental Assessment

The current Building Standards require any development to meet certain criteria in terms of the Sustainability Principles of "Environmental Legislation", and "Energy and Water use".

c Anti-Poverty

The Draft Brief promotes the provision of a range of different types and sizes of housing to provide choice.

d Equality Impact Assessment

The Draft Brief falls outwith the need for an Equality Impact Assessment and its contents are believed to have no effect on equal opportunities.

e Risk Management

The Draft Brief has no implications on Risk Management.

6 CONSULTATIONS

- 6.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance and Assistant Chief Executive have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 Dundee Local Plan Review 2005.
7.2 Whitfield Planning Framework 2010.

Mike Galloway
Director of City Development

MPG/WF/KM

10 September 2010

Dundee City Council
Tayside House, Dundee

SITE PLANNING BRIEF - WHITFIELD SITE 6

1 INTRODUCTION

- 1.1 Dundee City Council has declared the site at Summerfield Avenue surplus to requirements. This site includes the previously used but redundant 7-a-side football pitch. As a result a prominent site is available for development.
- 1.2 The Council is determined to achieve a high standard of development in this part of the city at a location close to the countryside. It will encourage and promote high quality, well designed and carefully laid out developments. This site planning brief has been prepared to provide guidance to developers and their designers.
- 1.3 The site is generally flat over the entire pitch area with distant views over Dundee to the south. The site is bounded to the west by the bowling green, to the south by Summerfield Avenue and to the east by social rented housing at Kellyfield. The Aberlady site is to the north and the flats at Dunbar Park are to the North West. The site is laid out with a 7-a-side pitch. The site slopes down at the edges towards the east and south and slopes upwards towards the western edge.
- 1.4 The site is 0.13 ha in area, inclusive of the mature tree area to the heel of the road.
- 1.5 The new village street is to curve around the north and east sides of the site. Those parts of the site adjacent to the new road will be graded back to facilitate development as part of the road construction project.
- 1.6 The site is heavily wooded along its west boundary with the Bowling Green. Trees in the north east corner have been removed for the construction of the road. They will be replaced as part of a wider strategy to replace trees affected by the school and road. In addition, mature trees throughout the estate will be replaced if considered over mature.

2 DUNDEE LOCAL PLAN REVIEW

2.1 Open Space

The site is allocated as a playing field in the Local Plan Review, therefore, in terms of Policy 6, a justification would be required to remove this facility. However, in terms of the "Whitfield Design Guide - Planning Framework", now a "material consideration", this site was allocated for housing purposes and the loss of any open space justified by the allocation of alternative sites within an open space strategy which has been developed with the Whitfield Development Group.

3 DESIGN GUIDANCE

- 3.1 The Local Plan, at Appendix 1, sets guidelines for residential amenity which will be interpreted with particular regard to the features of this site.

4 SETTING

- 4.1 The site is bounded on the north and east by the "village street" and Summerfield Avenue to the south is a "linking street". Individual driveway access will be permitted for dwellings facing both these streets. The hierarchy should continue with lanes and courts within the layout. To the east of the site, pedestrian access to the countryside and to the Dighty Linear Park is provided.

5 HOUSE TYPE/MIX

- 5.1 In this suburban location the site will be developed with houses. 75% of houses should have 3 or more bedrooms or a minimum gross internal floor area of living accommodation of

100m². Having regard to site constraints such as the existing trees, the capacity of the site is likely to be around 25 units.

- 5.2 The proximity of the countryside offers an opportunity for a high quality development.

6 FORM

- 6.1 The west side of the site will require a different treatment to the east. Due to the mature landscaping and the proximity to the bowling green, the west side of the site will require an innovative layout of housing, while the north and east side of the site will have driveway access onto the new village street and therefore require an imaginative built form to retain variety and interest to the built form and the development edge.

- 6.2 The Tayside Police Architectural Liaison Officer must be consulted in order to achieve the Secured by Design criteria and stay consistent with all other requirements in this brief.

- 6.3 Architectural innovation will be required to maximise privacy and maximise the number of plots whilst adhering to the policy standard and integrating the existing mature trees to the west side of the site. Dwellings should be detached, semi-detached or terraced where each dwelling, or at least mid terraced houses, have a wide frontage to avoid gardens of awkward shape to conform to policy.

7 MATERIALS

- 7.1 It is expected that the materials will be of a high quality. Materials which aid sustainability will be considered. Harl, wet dash, reconstituted stone or block should be used. Roofs should be dark and of a single colour. Consideration must be given to the sustainability of materials to be used. Boundaries should be solid and 1.5-1.8m around gardens to secure privacy.

8 AMENITY/GARDEN AREA

- 8.1 All dwellings should have useable private space. Open gardens to the street or other public areas will not be considered private. For choice some gardens may be smaller while others are larger. However, each house should have at least 120m² of useable private space. 40% of plots should have more than 160m² of useable garden ground. The site is considered "Greenfield" because of its previous use as a playing field, therefore an average useable garden ground of 150m² should be provided. Mid terraced houses should have separate rear pedestrian access.

- 8.2 There must be 18m between directly facing windows of habitable rooms. This may be reduced when windows are not directly opposite. Private garden areas must not be overlooked by living habitable room windows of neighbouring houses, ie all rooms within a dwelling excluding kitchens and bathrooms.

9 PARKING

- 9.1 In terms of Dundee Local Plan Appendix 1 each house will have 1 car space within the curtilage. Houses with 3 or more bedrooms should have 1 additional space. Each house should have a garage or space capable of accommodating one. Where garages are detached they will be constructed in a style and with materials to match the adjacent dwelling. In addition, to reduce pressure on the road area and enable the road width to be reduced below 5.5m and facilitate shared use of the road surface, each dwelling will have one off-street visitor space (visitor spaces will be provided at a rate of 1 space per dwelling and be suitably distributed throughout the layout). Large areas of open parking are not acceptable.

10 ACCESS

- 10.1 Vehicular access should follow a network of streets forming a permeable hierarchy of routes. The new "village street" will run to the northern and eastern boundaries of the site, connecting

into Summerfield Avenue at the south east corner. Many of the dwellings should front onto the Village Street or Summerfield Avenue.

- 10.2 Culs de sac should be avoided. However, it is possible that these could be linked to achieve permeability without encouraging through access. A network of pedestrian routes should focus on the open space and the "Village Street".
- 10.3 Appropriate road standards will be used throughout the site. Homezone principles will be applied and actively encouraged. In particular "Designing Streets" should be the guiding principle. Road geometry, curves, vertical and horizontal alignment, road widths, etc will be selected to reduce traffic speed to 10-15mph (8-24kph) and ensure that any route through the site is unattractive as a short cut.

11 LANDSCAPING

- 11.1 A number of mature trees are located around the west of the site. These must be retained. Provision should be made to supplement the existing tree cover to create an "Arcadian" environment. This planting must be augmented by street trees along Summerfield Avenue and the new village street, with additional tree belts and street trees of an appropriate variety. A Woodland Management Plan will be required to identify areas of trees in shared ownership and a prescription for their management, maintenance and replacement.
- 11.2 A full tree survey and plan must be submitted with any application for planning permission as must a comprehensive landscape plan.
- 11.3 All existing trees and landscaping, including canopy and root areas must be protected during construction, especially road, footpaths and drainage works to BS5837. Any trees to be removed will be replaced on a 2 for 1 basis.
- 11.4 The introduction of street trees and additional tree belts and stands of trees will provide opportunity to achieve wildlife links between the Wildlife Corridor along the Dighty and the community woodland and countryside to the north.

12 DRAINAGE

- 12.1 The developer will satisfy the appropriate authorities that all existing subsoil drainage and water courses are identified and suitably renovated. On no account will surface water be permitted into the foul system.
- 12.2 Best Management Practice of Sustainable Urban Drainage (SUDS) will be sought. Each plot will be expected to provide initial treatment and run-off and each site, or group of sites, will provide secondary treatment before overflow is taken off site by the network of Sustainable Urban Drainage which is already provided to the regional facility south of Drumgeith Road. The treatment will take the form of porous driveways, soakaways, swales underground, storage tanks and detention/retention ponds/basins incorporating suitable landscaping features in appropriate locations. SUDS should be part of the landscape and open space strategy.
- 12.3 Should a permanent water feature be incorporated it should have a minimum depth of 0.5m.

13 SUSTAINABILITY

- 13.1 The City Council actively promotes sustainable development and would encourage developers to embrace the principles of sustainable development. In this case developers are encouraged to design and orientate houses to maximise passive solar gain and where possible exceed the Building Standards in relation to energy efficiency and water use.
- 13.2 Given the size and location of the site the potential exists for a demonstration eco-development which could aid with the marketing of the site.

14 SUSTAINABLE WASTE RECYCLING

- 14.1 In line with Council Policy the developer should liaise with Dundee City Council regarding the incorporation of recycling provision for each property. Details of any recycling provision should be discussed with the waste management department of the council.
- 14.2 To encourage recycling all dwellings should provide adequate space for the storage and use of recycling bins.

15 INFRASTRUCTURE

- 15.1 The provision of infrastructure to serve the requirements of the expanded community will be phased to be introduced at their time of need. The "village street", new school and new community facilities will be funded by means of a charge levied against each plot to be developed.

16 SUBMISSIONS

- 16.1 Drawings will require to be submitted, showing in plan and axonometric form, the relationship of the proposed buildings to existing buildings.

17 CONSULTATION

- 17.1 All submitted proposals will be the subject of consultation with local community representative bodies and local amenity organisations in addition to normal neighbour notification.

18 ADDITIONAL INFORMATION

- 18.1 Dundee Local Plan Review 2005 (Approved August 2005).
- 18.2 Dundee and Angus Structure Plan 2001-2016 (Approved October 2002).
- 18.3 Dundee Urban Design Guide, City Development Department, Dundee City Council, 2002.
- 18.4 Dundee Sustainable Development Guide for Construction, Sustainable Construction Working Group, Dundee City Council, 2006.
- 18.5 Designing Streets: A Policy Statement for Scotland (Published March 2010).
- 18.6 Dundee - Streets Ahead, City Development Department, Dundee City Council, 2005.
- 18.7 The Development Quality Service: A User's Guide, City Development Department, Dundee City Council, 1998 (revised September 2006).
- 18.8 All available to download via the City Development section of the City Council website - www.dundee.gov.uk.
- 18.9 Useful Links:
- | | |
|---------------------------|--|
| Locate Dundee | www.locate-dundee.com |
| Dundee Information Portal | www.dundee.com |
| Dundee City of Discovery | www.cityofdiscovery.com |
| Dundee Partnership | www.dundeepartnership.com |

REPORT TO: CITY DEVELOPMENT COMMITTEE - 25 OCTOBER 2010

**REPORT ON: DRAFT SITE PLANNING BRIEF
40-44 CONSTITUTION STREET, HILLTOWN, DUNDEE**

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 597-2010

1 PURPOSE OF REPORT

- 1.1 The purpose of the Report is to seek approval of a draft Site Planning Brief in order to consult with the communities of the Coldside Ward and other interested parties.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee
- a approves the attached draft Site Planning Brief for the purposes of consultation;
 - b remits the Director of City Development Department to consult with the communities of the city centre and interested parties on the content of the draft Site Planning Brief;
 - c remits the Director of City Development Department to report back upon the consultation findings in and seek approval of the Brief.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from approval of this report.

4 BACKGROUND

- 4.1 The vacant brownfield site at 40-44 Constitution Street, covering 428sqm, is owned by Dundee City Council. It is situated in the Hilltown regeneration area close to the local shops, parks, bus stops on the Hilltown spine, and the city centre is a fifteen minute walk away.
- 4.2 The site is held on the Dundee City Council Housing Revenue Account and it is anticipated that a residential development of 6 flats would result in an appropriate form of development. If three adjacent privately owned single-storey properties are merged with the site the capacity would increase. A commercial use for the site is unlikely to be successful as the site is out-with the designated 'Hilltown District Centre' and is on a busy cross city vehicular route with no prospect of adequate on-street parking.
- 4.3 The site has lain vacant for a considerable number of years and this Draft Site Planning Brief has been prepared to set out the planning parameters for redevelopment as well as being the first stage in determining community and interested party opinion on promoting the site for the future redevelopment. Subject to Committee approval, the finalised Site Planning Brief would be used as part of the sales particulars to market the site.

- 4.4 Within the last five years the Hilltown regeneration area has received significant investment to improve the infrastructure and open space amenities from the Dundee Partnership and Community Groups. The promotion of the development of vacant brownfield sites will assist the regeneration programme by providing opportunities for private investment, more modern dwelling choices in the area and signalling further investment for positive change.
- 4.5 The site is not within a conservation area or adjacent to any listed buildings but its redevelopment with a building of a quality non-traditional design to add visual interest to the street and contribute to the regeneration ethos of the wider area is an important tenet of the Draft Site Planning Brief.
- 4.6 The Draft Site Planning Brief is appended to this report.

5 POLICY IMPLICATIONS

- 5.1 This Report has been screened for policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management.
- 5.2 The redevelopment of this site accords with the principles of the Hilltown Physical Regeneration Framework 2008 by promoting vacant brownfield sites for quality redevelopment thereby repairing the gaps in the built environment of the Hilltown.

6 CONSULTATIONS

- 6.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance and Assistant Chief Executive have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 None.

Mike Galloway
Director of City Development

Iain Jack
Assistant Head of Planning

IJ/NMcD/ES

13 September 2010

Dundee City Council
Tayside House
Dundee

APPENDIX 1

DRAFT

Site Planning Brief

40-44 Constitution Street, Hilltown, Dundee

INTRODUCTION

This Site Planning Brief has been prepared as supplementary planning guidance to the Dundee Local Plan Review 2005 in order to provide site specific planning information for the redevelopment of this brownfield gap site. The vacant site is owned by Dundee City Council and is close to local shops, parks, bus stops on the Hilltown spine, and the city centre is a fifteen minute walk away.

LOCATION AND SITE HISTORY

Over the previous five years the Dundee Partnership and local community groups have directed significant investment into the Hilltown area in order to create a more attractive neighbourhood. The regeneration programme will continue with the large-scale redevelopment of the nearby Maxwelltown site, principally for housing, as well as a comprehensive programme of environmental improvements in the area.

The site at 40-44 Constitution Street is 'L' shaped and covers an area of 428sqm, previously occupied by a Victorian tenement. The northern boundary of the site fronts onto Constitution Street; the western boundary is formed by a four-storey stone built Victorian tenement and drying green; the south boundary is formed by rear garden fences; and the eastern boundary is adjacent to three single storey stone built office/commercial buildings.

FUTURE LAND USES

The site is outwith the Dundee Local Plan Review 2005 designated 'Hilltown District Centre' and because of the high volumes of traffic on Constitution Street, no proposals for commercial use would not be considered acceptable. However, the site does offer a redevelopment opportunity for a relatively small flatted residential development fronting onto Constitution Road with associated car parking and communal areas to the rear, thereby adding to the range of new dwelling choice within the wider Hilltown area. No soil quality or other on-site investigations have been undertaken.

PRE-APPLICATION MEETINGS

Pre-application discussions between relevant Dundee City Council City Development Department Officers and the developer / agent are encouraged. Whilst the site is small, and the content of this Brief outlines the planning parameters for the site, pre-application discussions can bring together input from a range of planning specialisms in order that the determination of a planning application does not involve revisions and potential delays.

THE NEW BUILDING

A high standard of architectural design is required for development in Dundee and the careful organisation of the site to achieve the necessary amenities of car parking, communal garden ground and privacy as well as a building that positively responds to the street should be the starting points for a successful development.

The site is relatively small, and without incorporating the three single storey adjacent properties on Constitution Street, it is unlikely to achieve more than 6 flats and associated amenity space as well as a requirement for 100% car parking (See Residential Design Guidance section).

It is anticipated that a three storey building would give an appropriate scale and mass on the site and be able to accommodate 100% car parking and the requisite amenity space of 100sqm within the curtilage of the site. The shape of the site lends itself to redevelopment that may not exactly follow the established building line of the street and thereby add difference and greater visual interest, and possibly more privacy, to residential proposals.

The built characteristics of the immediate area are of traditional late 19th and early 20th Century stone-built dwellings with some brick and harled buildings of the late 20th Century. Whilst no stipulation is made to limit or promote certain materials, those selected by the designers must be of high quality in terms of maintenance, longevity and visual qualities. The site is not within a conservation area or adjacent to any listed buildings but its redevelopment with a building of a quality non-traditional design to add visual interest to the street and contribute to the regeneration of the wider area is important.

When developing the layout and details the Tayside Police Architectural Liaison Officer must be consulted by the designer in order to meet 'Secured by Design' status along with the other requirements of this Brief.

RESIDENTIAL DESIGN GUIDANCE

The Dundee Local Plan Review 2005 in Appendix 1 'Design of New Housing' provides quantitative standards for residential development which state that such an 'Inner City' site should be developed with houses only in order to provide greater dwelling choice across Dundee. However, the Local Plan Policy 4 "Design of New Housing" considers it appropriate to vary the standards to reflect the constraints of a site. The site is relatively small and a development of houses would not successfully address the townscape requirements, or economic viability, of the site therefore this Brief advocates the development of the site with flats.

a) Flat Type

In accordance with the Dundee Local Plan Review 2005 all new flats are to have a minimum of 2 bedrooms with a minimum gross internal floor area of 60sqm living accommodation. However, to provide greater dwelling choice in this area, where there is a high concentration of relatively small flats, the minimum standard of 60sqm should be exceeded by at least another 10sqm, and the top floor could provide larger penthouse accommodation to take advantage of southerly views across the city.

In order to provide the opportunity for a mix of dwelling in the area Dundee City Council operates a policy that no House in Multiple Occupation Licenses will be granted for new flats in the city centre. A condition of planning approval will be a requirement for the developer to enter into a Section 75 Agreement prohibiting such use of new residential accommodation.

b) Amenity Grounds

Useable private garden areas of 100sqm or 10 sqm per flat, whichever is greater, must be provided, though the extent of private garden areas may be reduced if useable south facing balconies are provided. It is likely that balconies would be well placed on the south elevation overlooking communal garden and car parking areas. Drying areas must be provided in addition to amenity space.

c) Car / Cycle Provision / Waste

The Dundee Local Plan Review 2005 requires sites in the 'inner city area' should achieve 130% car parking for private and 100% for social rented development. Given that the site is not extensive, on-street car parking is limited in the wider area and there are no public car parks nearby, the car parking requirement is marginally reduced so that 100% car parking

provision is met within the curtilage of the site. Secure storage for cycles and household waste should also be specifically provided.

d) Privacy

The Dundee Local Plan Review 2005 requires a minimum distance of 18m between the facing windows of habitable rooms, or between balconies and the facing windows of habitable rooms in order to provide privacy. The distance from the north building line to the face of the buildings opposite on Constitution Street is approximately 12m. If the established rear building line is followed the habitable window to window distance with the dwellings on Rosebank Terrace would be 20m away.

The north building line of the site to Constitution Street could be brought back by 2-3 metres only from the back edge of the footway to provide an enclosed semi-private landscaped area creating a privacy buffer to the street to provide greater privacy to any ground floor flats and to increase the habitable window to window distance on Constitution Street. Whilst this may still fall short of the requirements of the Local Plan, due to the existing built urban context, some flexibility is considered appropriate.

DRAINAGE

There is no opportunity for a sustainable urban drainage system to be incorporated into the development given the extent of the site. It is anticipated that all the foul and rainwater will be connected into the existing Scottish Water drainage network. Early dialogue with Scottish Water is advised.

REPORT TO: CITY DEVELOPMENT COMMITTEE - 25 OCTOBER 2010

REPORT ON: SITE PLANNING BRIEF - 101 SEAGATE AND 3 TRADES LANE,
(FORMER McLEISH'S BUILDING), DUNDEE

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 591-2010

1 PURPOSE OF REPORT

- 1.1 The purpose of the report is to inform members of the findings of the public consultation on the Draft Site Planning Brief.

2 RECOMMENDATION

- 2.1 It is recommended that Committee approves the attached Site Planning Brief as supplementary guidance to the Development Plan; and refers the Site Planning Brief to the Development Management Committee for approval as a material planning consideration.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from the approval of this report.

4 BACKGROUND

- 4.1 Approval of Committee Report 321-2010 to the City Development Committee on 28 June 2010 seeking approval for public consultation a copy of the draft Site Planning Brief was posted on the Dundee City Council webpage and 34 letters were issued to residents and interested parties.
- 4.2 Following an 8 week consultation period, a letter from Historic Scotland and one e-mail from an adjacent resident were received in support of the Site Planning Brief. An e-mail from the Bissets Bond (otherwise known as Watsons Bond) Tenants, Residents and Landlords Association was received stating their observations regarding sunlight and privacy matters. The comments are summarised below:
- a Historic Scotland reiterated much of the aspirations of the draft Site Planning Brief and urged pre-application discussions between interested parties in order to secure the appropriate redevelopment for this site. The draft Site Planning Brief advocates pre-application discussions as a matter of good practice and Dundee City Council officers will involve Historic Scotland as development proposals come forward;
 - b a resident of a ground floor flat in a neighbouring building, although in support of redevelopment, expressed concerns about future disturbance that would result from the construction of a new building. Construction procedures for any new development are reviewed by the Health and Safety Executive. Concerns expressed regarding the construction of a new building are outwith the parameters of this draft Site Planning Brief;
 - c As a result of an e-mail from the Bissets Bond, Tenants, Residents and Landlords Association the Site Planning Brief has been revised to include a

sentence, under the "Residential Design Guidance" section, to ensure that any balconies provided as part of proposals do not compromise the privacy of the surrounding existing dwellings.

- d No response was received from DD1 (City Centre Traders Association) or the Dundee Civic Trust.
- e A summary of issues raised through the public consultation is appended to this report.

4.3 As a result of the consultation findings, other than the addition of a sentence to secure the privacy of existing dwellings from over-looking from the use of balconies, the Site Planning Brief remains unaltered from its draft content.

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. The major issues identified are:

- a that the redevelopment of this site accords with the principles of the Draft City Centre Vision and Strategy and the built environment tenets of the Single Outcome Agreement by promoting new high quality mixed use development that improves the public realm, use and image of such a prominent location in Dundee.

6 CONSULTATIONS

6.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance and Assistant Chief Executive have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

7.1 Report 321-2010 to the City Development Committee on 28 June 2010 - Draft Site Planning Brief - Former McLeish's Building, Seagate, Dundee.

Mike Galloway
Director of City Development

MPG/NMcD/KM

13 September 2010

Dundee City Council
Tayside House
Dundee

APPENDIX 1

SITE PLANNING BRIEF

101 SEAGATE AND 3 TRADES LANE (THE FORMER McLEISH'S BUILDING), DUNDEE, DD1 3EW

1 INTRODUCTION

- 1.1 This Site Planning Brief has been prepared as supplementary guidance to the Development Plan in order to provide site specific planning information for the redevelopment of this strategically important city centre site.

2 LOCATION

- 2.1 The site, owned by Dundee City Council, forms a prominent corner of around 3Ha opposite the Seagate Bus Station at the Seagate/Trades Lane/St Andrews Street junction, which is one of the busiest vehicular and pedestrian junctions in the city centre.
- 2.2 Situated within the City Centre Conservation Area the site's south and west boundaries are formed by the now residential Watson's Bond Building which is Category A Listed by Historic Scotland as a building of national importance. All of the services and amenities of the eastern side of the city centre are close by and the train station and the universities and college campuses are a short walk away.
- 2.3 The building on the site is 2 storeys in height and was previously used for food processing and associated office accommodation until 2008 when it became vacant. There is no relevant planning history specific to the site and the current building is not listed by Historic Scotland because it has no significant architectural or historical value, therefore its retention and re-use is not supported by this Brief.

3 FUTURE USES

- 3.1 The City Council is determined to achieve a high standard of redevelopment with all new development opportunities in Dundee and this site offers the opportunity to positively add to the built character of this area and contribute to the regeneration of the city centre.
- 3.2 Within the last decade development in the surrounding area of Trades Lane and Candle Lane has provided significant residential accommodation in the city centre. However, this Site Planning Brief promotes a potential mix of uses by virtue of the location. There are high volumes of pedestrian and vehicular traffic passing this site which suggests non-residential uses on the ground and first floors of a new building would be appropriate in order to capitalise on the prominent location and to avoid privacy and air quality issues. New ground and first floor residential properties may not meet the standards required by the air quality section of the Dundee City Council Environmental Health and Trading Standards Department.
- 3.3 The site offers an excellent opportunity to enhance the townscape qualities of this gateway site. It is anticipated that a standard form of city centre development, with commercial premises arranged in a double-height ground floor and with flats above

offers considerable scope to design a well-modelled and attractive new building. A building with solely commercial uses could also be appropriate on the site.

- 3.4 The site is outwith the boundary of the core city centre shopping area, although it is adjacent to the area designated as a "speciality" and "non-core" area shopping. As such, the site should be able to accommodate a wide range of retail uses, such as speciality shopping, local shopping geared to the needs of city centre residents, financial institutions, a hotel and the provision of food and drink. Policy 36 of the Dundee Local Plan Review 2005 is applicable.

4 THE DESIGN STATEMENT AND PRE-APPLICATION MEETINGS

- 4.1 In accordance with the requirements of the Dundee Local Plan Review 2005 (Policy 55 - Urban Design) a Design Statement must be submitted with a planning application for this important site. Comprehensive guidance on the preparation and content of Design Statements is provided within the Scottish Government's Planning Advice Note 68 - Design Statements.
- 4.2 The use of pre-application discussions between relevant Dundee City Council City Development Department Officers and the developer/agent is essential to ensure at the outset of the development process that the requirements of the site are known.

5 THE NEW BUILDING

- 5.1 A high standard of architectural design is required for this site and the careful internal organisation of the building so that it positively responds to the streetscape should be the starting point for a successful development. The high quality of design anticipated will be achieved through the use of contemporary architectural style and construction details as well as through the innovative use of materials that respond harmoniously with the surrounding area to create a valued 21st century townscape contribution worthy of the conservation area status.
- 5.2 The surrounding listed buildings are constructed from a range of materials such as sandstone and red brick with a mix of architectural detailing. Whilst no stipulation is made to limit or promote certain materials those selected by the designers must be of high quality in terms of maintenance, longevity and visual qualities.

6 BUILDING HEIGHT AND ELEVATIONS

- 6.1 The overall height of the new building is expected to be as high as the existing adjacent buildings on Trades Lane and Seagate to form a visually strong new corner. The new building could exceed the established building height and celebrate the prominent corner position by exceeding the existing buildings by a maximum of around 2 storeys or approximately 6 metres in height.
- 6.2 It is anticipated that the visible elevations will have a high window to wall ratio proportional to surrounding buildings to take advantage of solar gain as well as to give a generous and contemporary appearance. The site is in a very prominent location at an important junction of the city centre and design quality is of paramount importance.
- 6.3 The Tayside Police Architectural Liaison Officer must be consulted by the designer in order to meet "Secured by Design" status along with the other requirements of this

brief. How the proposed development achieves "Secured by Design" criteria must be explained within the Design Statement.

7 RESIDENTIAL DESIGN GUIDANCE

7.1 The Dundee Local Plan Review 2005 at Appendix 1 - Design of New Housing provides quantitative residential standards for such a city centre site to be developed into flats:

a Flat Type and Tenure

All flats to have a minimum of 2 bedrooms. However, it is anticipated that a minimum gross internal floor area of 70m² living accommodation could achieve 3 flats on each floor with the top floors providing larger penthouse accommodation to take advantage of easterly views across the city.

In order to provide the opportunity for a mix of tenures within the city centre Dundee City Council operates a policy that no House in Multiple Occupation Licenses will be granted for new flats in the city centre. A condition of planning approval will be a requirement for the developer to enter into a Section 75 Agreement prohibiting such use within new residential accommodation.

b Car/Cycle Provision/Waste/Amenity Space

Given the physical constraints of the site and the close proximity to the Gellatly Street multi-storey car park no car parking provision is required. However, secure indoor storage for cycles and household waste should be provided within the communal circulation space.

There is no requirement for private amenity space although useable balconies are encouraged in order to provide some external space. It is likely that balconies would be well placed on the south elevation overlooking the communal car parking area to the surrounding Watson's Bond development. However, the position of balconies should not compromise the privacy of surrounding dwellings.

c Privacy

Due to the existing urban context the Dundee Local Plan Review 2005 requirement for a minimum distance of 18m between the facing windows of habitable rooms or between balconies and the facing windows of habitable rooms will not be upheld. The distance from the north building line to the face of the buildings on Seagate is approximately 16m which should not require windows and balconies to be angled purely for privacy concerns.

8 PUBLIC ART

8.1 Public Art is a means by which artists and their patrons can enrich their developments, open space and cultural heritage by adding to the visual interest and quality of the city's environment. Policy 56 - Percent for Art - of the Dundee Local Plan requires that all new development in Dundee with a construction value of or over £1m will have at least 1% allocated for art. It is anticipated that the scale of

redevelopment will activate the Percent for Art policy and could be used for the design and implementation of stand alone artworks, the creation of a soft landscaped amenity area or on particular details to new buildings.

- 8.2 Discussion early in the design process with the Dundee City Council Public Art Officer is recommended in order that appropriate and engaging methods of public artwork are achieved.

9 DRAINAGE

- 9.1 There is no opportunity for a sustainable urban drainage system to be incorporated into the development given the extent of the site and it is anticipated that all the foul and rainwater will be connected into the existing Scottish Water drainage network.

APPENDIX II

Respondent	
Resident at 99 Seagate	<p>Points Raised</p> <p>a) No construction access can be taken through the Bissets Bond car park and the safety of cars will need to be protected.</p> <p>b) Measures will have to be taken to ensure minimal disruption to residents during construction.</p> <p>c) Management of seagulls on the roof of new building.</p> <p>Response</p> <p>a) Construction procedures for any new development of the scale anticipated are reviewed by the Health and Safety Executive. Concerns expressed regarding the construction of a new building are outwith the parameters of this Site Planning Brief.</p>
Bissets Bond Tenants Residents and Landlords Association	<p>Points Raised</p> <p>a) Clarification regarding loss of sunlight by developing the site with buildings to the same height, and potentially higher, than existing properties.</p> <p>b) Confirmation that balconies placed on west elevation would compromise existing privacy.</p> <p>c) Concern regarding the window to window distance of the Seagate.</p> <p>d) Local Plan policy regarding no requirement for car parking in the City Centre.</p> <p>Response</p> <p>a) Site is orientated north west / south east so any shadow cast by a new building would have minimal impact on Bissets Bond for a short period on sunny days. Majority of shadow cast by a building of same height, or taller, than adjacent buildings would be cast across the Seagate/Trades Lane junction.</p> <p>b) The site is constrained by its size and should residential development proposals come forward then provision of balconies may be appropriate if no other out-door amenity space can be created. The draft Site Planning Brief has been revised to ensure that no new balconies compromise the privacy of the existing balconies on adjacent residential properties.</p> <p>c) The Dundee Local Plan Review 2005 stipulates that 18m should be achieved between windows of habitable rooms. The distance between the buildings on either side of the Seagate is circa 12m and is within the City Centre Conservation area where adherence to the established building line is important for new development. No objections were received from properties opposite the site.</p> <p>d) The Dundee Local Plan Review 2005 recognises that in city centre locations on-site car parking may not be required because 'provision is impractical'. The site is constrained by its size and location and car parking requirements can be met within the Gellatly Street multi-storey car park.</p>

REPORT TO: CITY DEVELOPMENT COMMITTEE - 25 OCTOBER 2010
REPORT ON: ROAD SAFETY PROGRESS REPORT 2010
REPORT BY: DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 596-2010

1 PURPOSE OF REPORT

- 1.1 The purpose of the report is to inform committee of the progress made in reducing road accident casualties in Dundee.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee note:
- a the progress made in reducing road accident casualties towards the 2010 national reduction targets; and
 - b that the Scottish Government has set new road safety targets for 2015 and 2020 through its recently published Road Safety Framework "Go Safe on Scotland's Roads - it's Everyone's Responsibility".

3 FINANCIAL IMPLICATIONS

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

4 BACKGROUND

4.1 Road Safety Progress - Introduction

The Road Traffic Act 1988 places a statutory duty on the Council as the Roads Authority to carry out a programme of measures to promote road safety and prevent road accidents. This applies to the existing road network and new roads.

The importance of road safety is further emphasised within the Council's Local Transport Strategy (LTS) where safety is given prominence as one of five overarching Higher Level Objectives. The road safety component itself has the objective "to improve the safety of all travellers, giving particular emphasis to the safety of vulnerable road users, particularly children".

4.2 UK Government 2010 Targets

In March 2000 the UK Government set national road accident casualty reduction targets underpinned by a national road safety strategy. These targets are, compared to the average for 1994-1998, by the year 2010 to achieve a:

40% reduction in the number of people killed or seriously injured (KSI);

50% reduction in the number of children killed or seriously injured (KSI);

10% reduction in the slight casualty rate (slight injuries per 100 million vehicles kilometres).

4.3 Road Safety Initiatives

In aiming to achieve the adopted casualty reduction targets a number of organisations are involved. The key organisations involved in road safety in Dundee are the Council's City Development, Education and Social Work Departments, Tayside Police, Tayside Health Board and Tayside Fire and Rescue.

The multidisciplinary and integrated approach involves a number of engineering, enforcement, education and encouragement initiatives.

a Engineering

A mixture of engineering measures and techniques are used to improve safety on our roads, such as – traffic management, traffic calming and accident investigation and prevention (AIP). Each of these disciplines targets different accident types, but combine to reduce overall casualties. In addition, development control procedures and road safety audits are pursued to ensure that new developments and roads infrastructure are designed with safety in mind.

b Enforcement

Enforcement of traffic laws plays a crucial role in maintaining and improving road safety. Significant resources are devoted to enforcing speed limits, the drink driving law and other safety related legislation such as inappropriate parking. The Tayside Road Safety Camera Partnership's safety cameras at 5 sites in Dundee are a further tool in the enforcement strategy that has helped to reduce road casualties.

c Education

In addition to initiatives such as the written theory examination in the National Driving Test and driver awareness training, much emphasis is also placed on the education of children. Safer Routes to School initiatives are encouraged and will be reinforced with engineering measures where appropriate. The 20mph around schools in Dundee is a good example of this. Also the 'Safe Drive Stay Alive' road show is an annual event aimed at raising the Road Safety awareness of 16-17 year olds.

d Encouragement

Initiatives that encourage the use of child car seats and restraints, cycle helmets, lights and bright clothing, etc have a significant part to play in encouraging road users to adopt safe practices.

These specific road safety initiatives, combined with other initiatives that are not directly aimed at casualty reduction, such as pedestrian crossing facilities, pedestrianisation and environmental improvements, have all combined to significantly reduce the number of road related injuries in Dundee over the past few years.

4.4 Road Casualty Reduction Progress – UK Government Targets

The tables and graphs in Appendix A provide a breakdown of casualty reduction by casualty type.

a Number of People Killed or Seriously Injured (KSI)

The number of people killed or seriously injured in Dundee per annum has reduced from an annual average during 1994-1998 of 113.8 to 59 in the year 2009 (table 1). This represents a 48% reduction on the 1994-1998 average by the year 2009 and exceeds the national reduction target of 40% by 2010. Although the number of people killed or seriously injured has increased in 2008 and 2009 compared with 2007, the 5-year moving average (graph 1) however indicates an overall downward trend.

Although the number of motorcyclists killed or seriously injured has dropped slightly from 2008 the number is still higher than any previous year and cognisance of this will be taken when considering future road safety initiatives and measures.

b Number of Children Killed or Seriously Injured (KSI)

The number of children killed or seriously injured in Dundee per annum has reduced from an annual average during 1994-1998 of 33.6 to 13 in the year 2009 (table 2). This represents a 61% reduction on the 1994-1998 average by the year 2009 and exceeds the national reduction target of 50% by 2010. The 5-year moving average (graph 2) also indicates an overall downward trend. It will be a challenge to at least maintain and hopefully better this overall reduction as one child KSI casualty is one too many.

c Slight Casualty Rate (per million vehicle-kilometres)

The slight casualty rate (per 100 million vehicle kilometres) has reduced from an annual average during 1994-1998 of 55 to 35 in the year 2009 (table 3). This represents a reduction of 37% on the 1994-1998 average by the year 2009 and easily exceeds the national reduction target of 10% by 2010. The 5-year moving average (graph 3) also indicates an overall downward trend.

d All Slight Casualties

The number of people slightly injured in Dundee per annum virtually remained constant at an annual average during 1994-1998 of 344 to 345 in the year 2002. In year 2003 there was a reduction in slight casualties and this was sustained during 2004 and 2005. In year 2006 there was an increase however in year 2007 and 2008 the number of slight casualties again fell. In 2009 however there has been an increase in the number of people slightly injured (table 4) although not to the levels in previous years. The 5-year moving average (graph 4) indicates an overall downward trend.

It should be noted that these figures relate only to the local road network within Dundee. The reason for this being that in the past Dundee City Council, through TPU on an agency basis, carried out road safety investigations and made recommendations for ameliorative measures on the Trunk Road network. However, since year 2001, this arrangement has ceased and Dundee City Council now has no input into road safety on the trunk road network in Dundee. Therefore, as the targets

look toward 2010, the trunk road network has been excluded from the Council's road casualty statistics in both the base years 1994-1998 and in later years

4.5 **Cost to Society**

Although significant casualty reduction has been achieved, 59 people killed or seriously injured in Dundee during 2009 is still far too high a figure. The cost to society in economic terms through lost output, medical costs, pain, suffering, emergency service costs and damage to property for these 59 injuries is of the order of £16.7 million. In addition it must be remembered that there is real human grief and suffering experienced not only by those injured but also by friends and families.

Furthermore, the perception of danger given by the occurrence of this number of casualties can provide a barrier to people's mobility and quality of life.

For all these reasons, it is essential that the excellent progress made in reducing casualties to date must be continued.

5 **SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2020 - "GO SAFE ON SCOTLAND'S ROADS IT'S EVERYONE'S RESPONSIBILITY"**

5.1 The Scottish Government last year published "Go Safe on Scotland's Roads its Everyone's Responsibility" and this document describes Scotland's Road Safety Framework to 2020. This framework follows on from the 2010 road accident casualty reduction targets and refocuses and encourages all partners in road safety to work towards the national/local priorities in improving safety on Scotland's Roads.

A Panel of Experts was set up to advise on measures that will contribute to reducing deaths and injuries on the roads of Scotland. In addition, a public consultation was carried out to seek views on what the framework should include. The contributions from the consultation have been considered alongside evidence gained through accident statistics and research in developing this framework.

5.2 **Scotland's Road Safety Vision**

"A steady reduction in the numbers of those killed and seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads, and the injury rate is much reduced."

The Scottish Government believes that this is an ambitious vision and one capable of being shared by all. Through the public consultation, expert opinion, research and statistics the government has identified national Scottish priorities for Road Safety. The priorities are not ordered or ranked to allow flexibility for local circumstances and to allow for changing trends and advances in technology. The priorities are:

- leadership;
- sharing intelligence and good practice;
- children;
- drivers aged 17-25
- rural roads
- drink driving
- seatbelts; and

- speed.

5.3 Scottish Road Safety Targets to 2015 and 2020

Dundee City Council had made good progress in achieving the 2010 targets and the Scottish Government's new framework document has retained the principle of having targets and has reviewed road accident casualty reduction targets, given the latest information and evidence. The current 2010 targets are to be retained to maintain alignment with the GB targets and the new Scottish Road Safety Targets commencing after 2010. The new 2020 road safety targets, with key milestones at 2015 are:

Target*	2015 Milestone % Reduction	2020 Milestone % Reduction
People killed	30	40
People seriously injured	43	55
Children (aged < 16) killed	35	50
Children (aged < 16) seriously injured	50	65

*Compared with the average Scottish Figures for 2004/2008.

The above targets have separated road deaths from serious injury as, in recent years, trends have been different for these as serious injuries have fallen steadily while road fatalities have failed to achieve the same rate of decline. The new targets have included a milestone at 2015 and this is to be a key checkpoint for the Framework.

The Framework document highlights five strategic aims that support the National Performance Framework, National Transport Strategy and local outcomes. The strategic themes are:

- helping to Join Up the strands of road safety across the various delivery partners, so as to work more effectively;
- reinforcing, at every opportunity, the message of the responsibility of all road users for their own and other's safety on the roads;
- encouraging a Drive for Life culture;
- reducing the tolerance of risk on the roads; and
- upholding the rights of all road users to expect safe road travel.

There are a series of commitments by the Scottish Government associated with each of the strategic aims within the Framework and these range from investigating the possibility of establishing a strategic Scottish group which is representative of the major road safety disciplines and key partners, to lobbying the UK Government for a reduction in the Drink Drive Limit and for powers for the police to carry out breath tests anytime, anywhere. The full range of commitments and measures can be seen on the Scottish Governments website:

<http://www.scotland.gov.uk/Publications/2009/06/08103221/0>.

As mentioned earlier it can be seen that the Council and its partners has made good progress towards the 2010 targets and it is vitally important to highlight that the new Road Safety Targets will be very challenging for all partners. The targets set by the Scottish Government are ambitious and it will need very significant commitment and resources from all partners for them to be achieved given that the accident rates have been reduced to a much lower baseline over the last few years. The Council remains committed to improving road safety for all residents and visitors to the city.

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.

a Sustainability

Road safety initiatives promote a safer environment for all road users and encourage walking and cycling which are key principles of Transport and Travel.

b Strategic Environmental Assessment

There are no implications in relation to this report.

c Anti-Poverty

Road safety initiatives promote safety, especially for vulnerable groups such as the elderly and children, thus ensuring that the local road network meets the transport needs of all road users, allowing equal access to all services.

d Equality Impact Assessment

There are no implications in relation to this report.

e Risk Management

The promotion of road safety initiatives helps the Council to manage the accident risk to all users of the local road network and to minimise the consequences that arise from road accidents both in terms of human suffering and financial costs.

7 CONSULTATIONS

- 7.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance, Assistant Chief Executive (Community Planning) and the Chief Constable have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 Scotland's Road Safety Framework to 2020 - "Go Safe in Scotland's Roads it's Everyone's Responsibility"
<http://www.scotland.gov.uk/Publications/2009/10/01090036/0>
- 8.2 Committee Report 386-2009 - Road Safety Progress Report 2009 - City Development Committee - 24 August 2009

Mike Galloway
Director of City Development

Neil Gellatly
Head of Transportation

NHG/FR/EB

12 September 2010

Dundee City Council
Tayside House
Dundee

APPENDIX A

Table 1 Dundee City - Local Road Network, Killed and seriously injured (KSI) casualties, 1994-1998 average to 2009

All KSI Casualties	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	% Change*
Pedestrian	59.2	36	39	31	25	21	32	26	36	20	21	26	-56%
Pedal Cycle	9.4	9	4	5	6	5	6	5	4	3	6	6	-36%
Motorcycle	6.4	4	5	5	4	3	5	7	4	4	11	9	+41%
Car/Taxi	32.8	32	17	36	30	29	15	13	26	16	13	15	-54%
Bus/Goods/Other	6.0	3	4	3	5	0	5	7	1	1	3	3	-50%
All	113.8	84	69	80	70	58	63	58	71	44	54	59	-48%

* Percentage change as compared 2009 to 1994-1998 average

Graph 1 - Dundee City - Local Road Network, Killed and seriously injured (KSI) casualties, 5-year moving average and yearly total

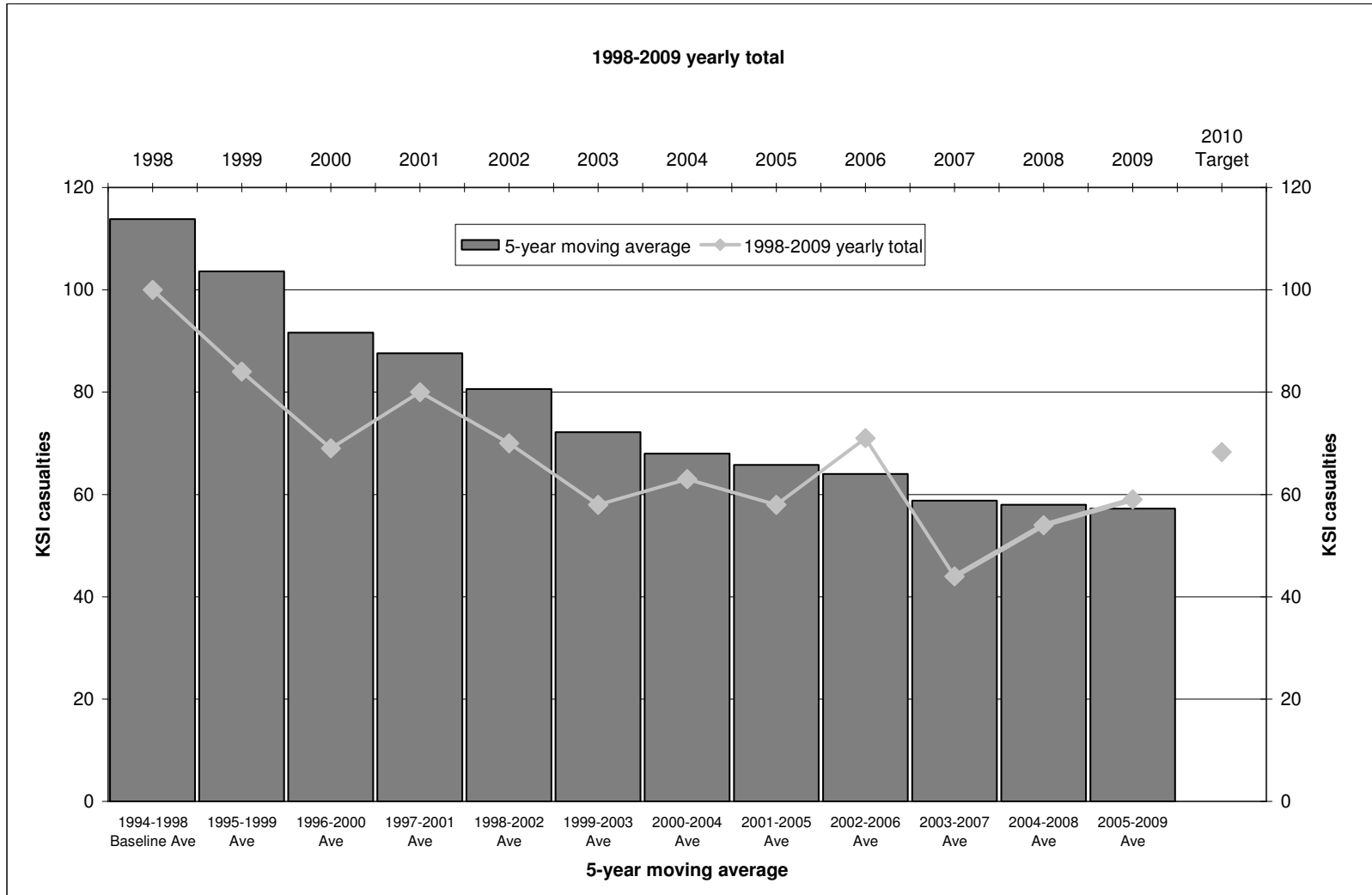


Table 2 Dundee City - Local Road Network, Child killed and seriously injured (KSI) casualties, 1994-1998 average to 2009

Child KSI Casualties	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	% Change*
Pedestrian	26.8	17	13	13	13	9	16	14	13	10	8	10	-63%
Pedal Cycle	2.8	2	1	3	4	0	2	2	1	1	1	0	-100%
Motorcycle	0.0	0	0	0	0	1	0	0	1	0	0	1	∞
Car/Taxi	3.6	2	1	3	1	1	0	0	0	0	0	2	-44%
Bus/Goods/Other	0.4	0	0	0	1	0	0	0	0	0	0	0	-100%
All	33.6	21	15	19	19	11	18	16	15	11	9	13	-61%

* Percentage change as compared 2009 to 1994-1998 average

Graph 2 - Dundee City - Local Road Network, Child killed and seriously injured (KSI) casualties, 5-year moving average and yearly total

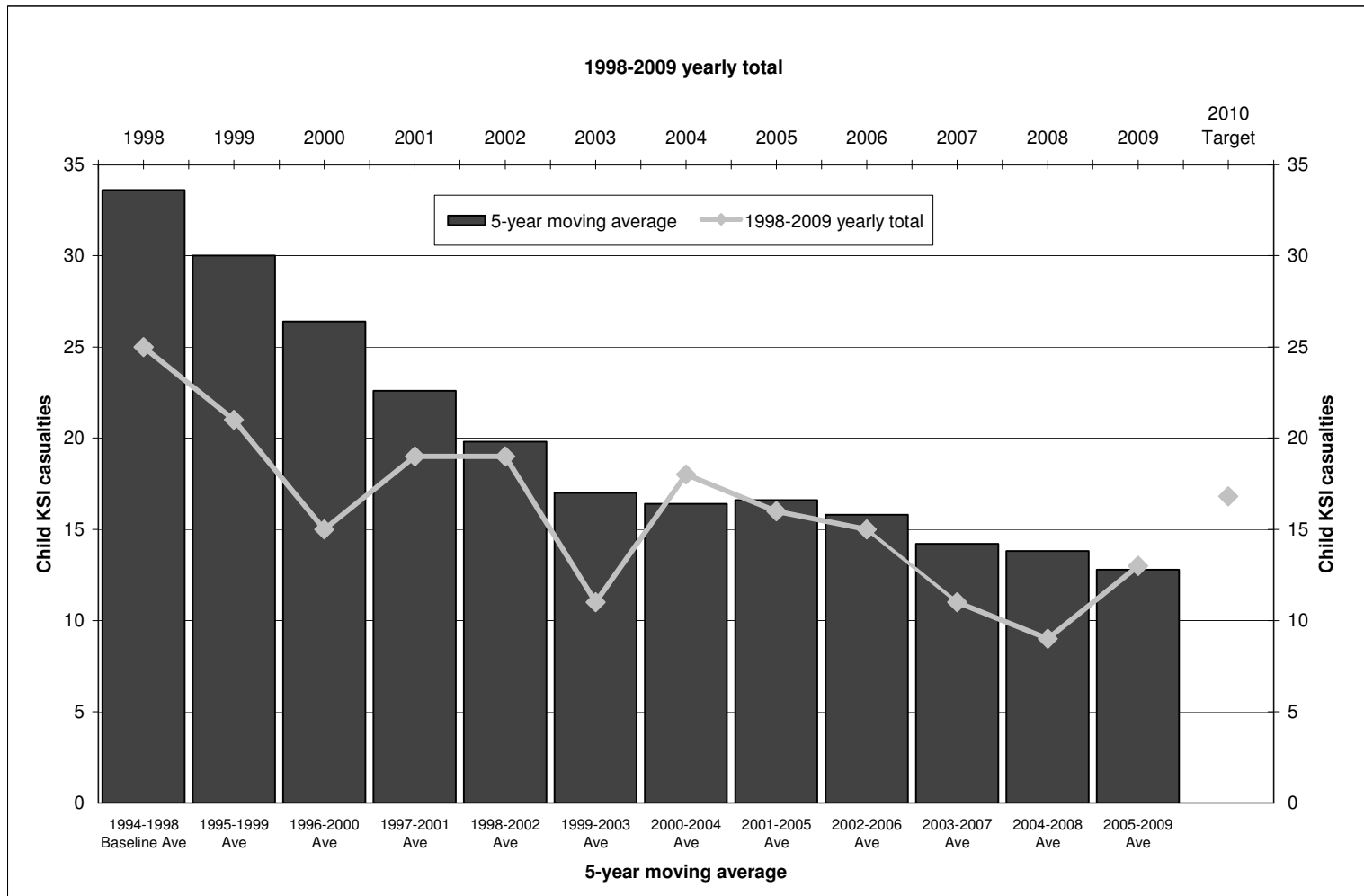


Table 3 Dundee City Local Road Network, Slight casualty rate (per 100m veh-km), 1994-1998 average to 2009

Slight Casualty Rate (per 100m veh-km)	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	% Change*
All	55.0	54.2	52.1	51.6	50.7	43.8	43.9	32.0	38.5	31.2	29.8	34.9	-37%

* Percentage change as compared 2009 to 1994-1998 average

Graph 3 - Dundee City Local Road Network, Slight casualty rate (per 100m veh-km), 5-year moving average and yearly total

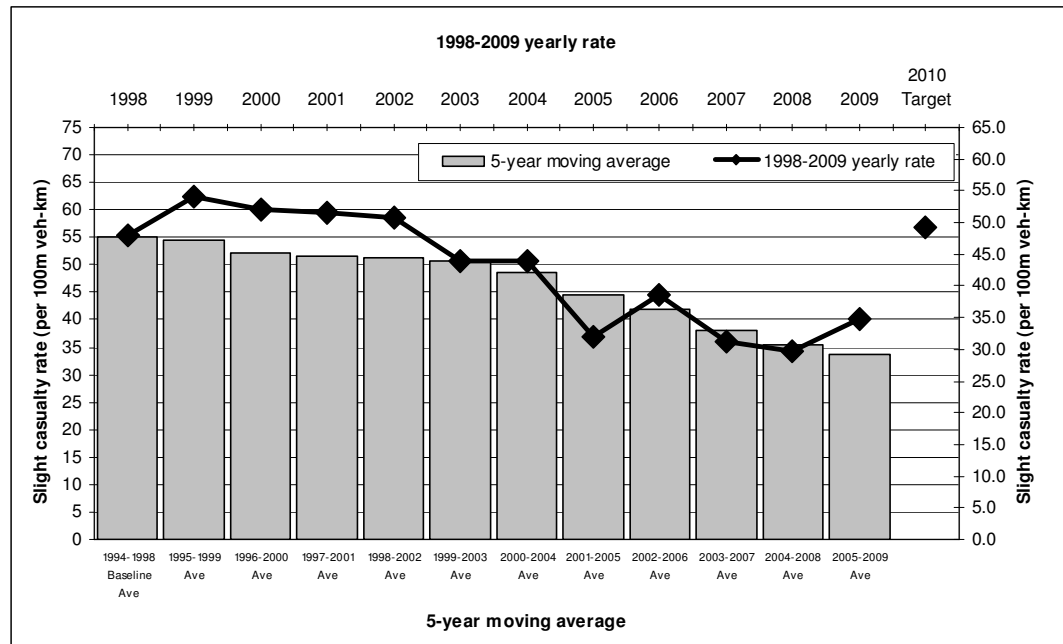
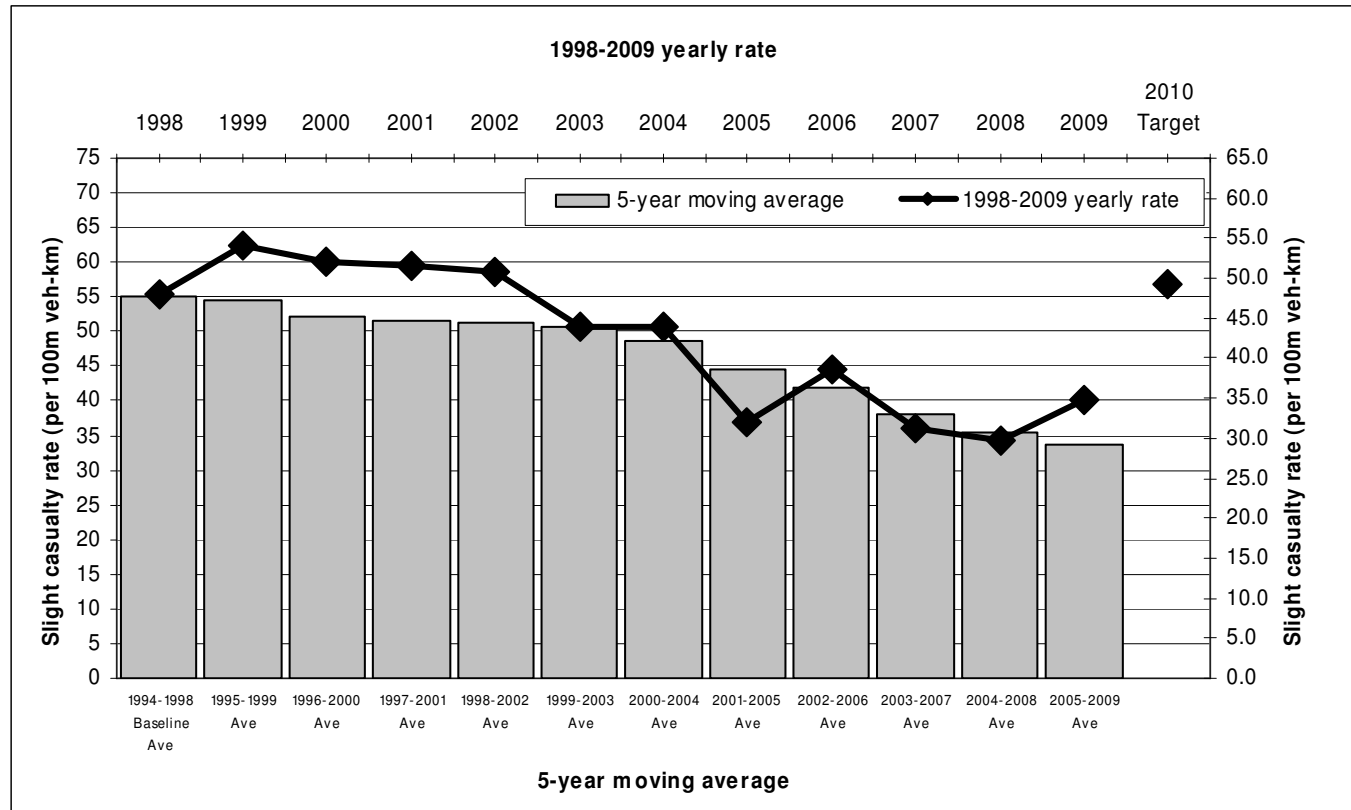


Table 4 Dundee City Local Road Network, Slightly injured casualties, 1994-1998 average to 2009

All Slight Casualties	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	% Change
Pedestrian	99.8	94	87	91	82	69	91	61	70	54	54	56	-44%
Pedal Cycle	25.6	20	19	16	19	21	15	13	24	14	14	16	-38%
Motorcycle	9.8	11	11	19	11	12	10	11	11	13	13	17	+73%
Car/Taxi	188.8	202	206	180	178	181	157	127	149	125	125	160	-15%
Bus/Goods/Other	20.0	26	18	29	55	14	25	7	15	18	11	6	-70%
All	344.0	353	341	335	345	297	298	219	269	224	217	255	-26%

* Percentage change as compared 2009 to 1994-1998 average

Graph 4 - Dundee City Local Road Network, Slightly injured casualties, 5-year moving average and yearly total



REPORT TO: CITY DEVELOPMENT COMMITTEE – 25 OCTOBER 2010
REPORT ON: ROAD SAFETY SCHEMES - IMPLEMENTATION 2010-2011
REPORT BY: DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 598-2010

1 PURPOSE OF REPORT

- 1.1 This report seeks Committee approval for a programme of road safety measures to be implemented at locations in the city.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee approve the implementation of the Road Safety Schemes as set out in Appendix A.

3 FINANCIAL IMPLICATIONS

- 3.1 The cost of implementation of the Road Safety Schemes identified in this report will be met from within the City Development Department's 2010-2011 Capital Budget of £150,000 for Road Safety Measures.

4 BACKGROUND

- 4.1 Road Safety and Road Accident Prevention

The Road Traffic Act 1988 places a statutory duty on the Council as the Roads Authority to carry out a programme of measures to promote road safety and prevent road accidents.

The importance of road safety is further emphasised within the Council's Local Transport Strategy (LTS) where safety is given prominence as one of five overarching High Level Objectives. The road safety component itself has the objective "to improve the safety of all travellers, giving particular emphasis to the safety of vulnerable road users, particularly children."

- 4.2 Government Targets 2010

In March 2000 the UK Government set national road accident casualty reduction targets underpinned by a national road safety strategy. These targets are, compared to the average for 1994-1998, by the year 2010 to achieve a:

- 40% reduction in the number of people killed or seriously injured (KSI);
- 50% reduction in the number of children killed or seriously injured (KSI); and
- 10% reduction in the slight casualty rate (slight injuries per 100 million vehicle kilometres).

Dundee City Council, through the Local Transport Strategy, adopted these targets.

- 4.3 Progress

Through an integrated partnership approach involving a number of Council Departments, Tayside Police, Tayside Health Board and Tayside Fire and Rescue a range of engineering, enforcement, education and encouragement initiatives have achieved a significant reduction in road casualties in Dundee.

A 48% reduction in all KSI casualties and a 61% reduction in child KSI casualties have been achieved to date compared to the average for 1994-1998. The road safety engineering measures promoted by the City Development Department have contributed significantly to this reduction in casualties.

4.4 Strategy

Report 488-2002 "Road Safety Measures Implementation 2002-2003" approved at Planning and Transportation Committee on 24 June 2002 set out a strategy that concentrated on Pedestrian Injury Prevention and Accident Cluster Sites throughout the city. It is proposed to continue with this strategy in 2010-2011.

4.5 Identification and Prioritisation

The Council receives requests for Traffic Calming/Road Safety Measures from various sources: Elected Members, general public, community councils etc. These are assessed using a computerised accident database. The computerised accident database is also used by the Council to identify sites in need of road safety measures in addition to requests received.

The computerised accident database is again used to prioritise all sites that would benefit from road safety intervention measures (identified by the Council and/or requested). Priority is based predominantly on the scheme's potential to save injury accidents.

4.6 Road Safety Schemes

This procedure was undertaken in 2009 and with reference to Committee Reports 384-2009, 13 locations were identified for the introduction of road safety measures during 2009-2010. To date, 10 of these schemes have been substantially completed and it is intended that the remaining works will be implemented this financial year along with the new sites identified.

Appendix A shows details of last year's schemes and Appendix B the locations recommended for road safety intervention this year. Ongoing accident investigations may identify additional sites to be implemented this financial year.

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.

a Sustainability

Road safety initiatives promote a safer environment for all road users and encourage walking and cycling which are key principles of Transport and Travel.

b Strategic Environmental Assessment

There are no implications in relation to this report.

c Anti-Poverty

Road safety initiatives promote safety, especially for vulnerable groups such as the elderly and children, thus ensuring that the local road network meets the transport needs of all road users, allowing equal access to all services.

d Equality Impact Assessment

There are no implications in relation to this report.

e Risk Management

The promotion of road safety initiatives helps the Council to manage the accident risk to all users of the local road network and to minimise the consequences that arise from road accidents both in terms of human suffering and financial costs.

6 CONSULTATIONS

- 6.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance, Assistant Chief Executive and Chief Constable have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 Report No 488-2002, Road Safety Measures Implementation 2002-2003, Planning and Transportation Committee - 24 June 2002.
- 7.2 Report No 384-2009 - Road Safety Schemes - Implementation 2009-2010

Mike Galloway
Director of City Development

Neil Gellatly
Head of Transportation

NHG/FR/EB

12 September 2010

Dundee City Council
Tayside House
Dundee

APPENDIX A**2009/2010 SCHEMES**

Brook Street near Polepark – Surface retexturing, street lighting upgrade and road markings
Coupar Angus Road at Harefield Road – Anti-skid surfacing and road markings
*Dens Road near Provost Road – Carried over to 2010/2011
Happyhillock Road / Bridgend Street – Anti-skid surfacing and pedestrian barrier works
Ladywell Roundabout / Victoria Way / Victoria Road - Surface retexturing, anti-skid surfacing and road markings
Queen Street Broughty Ferry at Fort Street – Traffic signal works
Riverside Drive / Tesco Main Access Roundabout – Maintenance re-surfacing works
Seagate, Gellatly Street to Peter Street – Controlled pedestrian crossing works
Tullideph Road at Ancrum Road – Kerb build-out, road markings and traffic signs
Victoria Street at Brown Constable Street – Road markings and traffic signs
Ward Road – Street lighting upgrade works
West Marketgait near Ward Road – Survey of pedestrian facilities
West Port Roundabout – Surface retexturing, anti-skid surfacing and road markings

*Note Dens Road near Provost Road was listed twice

APPENDIX B**2010/2011 LOCATIONS IDENTIFIED FOR ROAD SAFETY INTERVENTION MEASURES**

Cleington Road near Kingsway Retail Park
Coupar Angus Road near Camperdown Park North Gate
Coupar Angus Road at Kingsway
Dens Road near Provost Road
Fintry Road near Fintry Drive
Logie Street at Loons Road
Loons Road at Balfield Road/Gardner Street
Strathern Road at Fairfield Road
Strips of Craigie Road at Craigie Avenue/Craigie Drive

Please note that the above locations are not listed in priority order. Progress is subject to detailed design and it is likely that all sites will not be progressed in the current year.

REPORT TO: CITY DEVELOPMENT COMMITTEE - 25 OCTOBER 2010

REPORT ON: ALEXANDER STREET, DUNDEE - STOPPING UP

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 618-2010

1 PURPOSE OF REPORT

- 1.1 This report considers the necessity to stop-up various lengths of footpaths and roads and also to delete them from the list of roads within the Alexander Street area utilising the powers of the Roads (Scotland) Act 1984.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee approve the preparation of a Stopping-Up Order under the powers of The Roads (Scotland) Act 1984 to stop-up lengths of footpaths and roads in the Alexander Street area of Dundee as they will no longer be necessary following the planned demolition of multi-storey residential blocks. Access for statutory undertakers will be maintained for their plant.

3 FINANCIAL IMPLICATIONS

- 3.1 The costs of preparing the Order will be met by the Housing Capital Fund 2010/2011.

4 BACKGROUND

- 4.1 Following the future demolition of the multi-storey residential housing in the Alexander Street area the remaining lengths of roads, footways and footpaths no longer serve any properties. In order for any future development to take place, it would be necessary to remove these lengths.
- 4.2 The lengths of footpaths, footways and roads will require to be stopped-up and removed from the list of roads. The plan can be accessed online at <http://www.dundee.gov.uk/citydevelopment/trafficorders/>. A paper copy will also be available on request from the Head of Transportation.

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, Depute Chief Executive (Support Services), Director of Finance, Assistant Chief Executive and Chief Constable have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

7.1 None

Mike Galloway
Director of City Development

Neil Gellatly
Head of Transportation

NHG/SS/MM

7 October 2010

Dundee City Council
Tayside House
Dundee

REPORT TO: CITY DEVELOPMENT COMMITTEE - 25 OCTOBER 2010
REPORT ON: DUNDONALD STREET, DUNDEE - WAITING RESTRICTIONS VARIATION
REPORT BY: DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 619-2010

1 PURPOSE OF REPORT

- 1.1 This report considers a request for alterations to waiting restrictions in Dundonald Street due to environmental improvements.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee approve the preparation of a Traffic Regulation Variation Order to affect the changes to the waiting restrictions in the relevant Traffic Regulation Order for Dundee.

3 FINANCIAL IMPLICATIONS

- 3.1 All costs will be met from within both Dundee Travel Active and Dundee Partnership.

4 BACKGROUND

- 4.1 It is proposed to vary the undernoted Traffic Regulation Orders for the reason listed. A plan is available on-line at: <http://www.dundee.gov.uk/citydevelopment/trafficorders/>. A paper copy will also be available on request from the Head of Transportation

The Tayside Region (North-Central Area, Dundee) (Waiting and Loading Restrictions) Order 1984

Dundonald Street - Maryfield Ward

As a result of the environmental improvements to take place on the south side of Dundonald Street it is necessary to vary waiting restrictions to protect end-on parking on the south side. .

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, Depute Chief Executive (Support Services), Director of Finance, Assistant Chief Executive and Chief Constable 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

Neil Gellatly
Head of Transportation

NHG/SS/MM

7 October 2010

Dundee City Council
Tayside House
Dundee

REPORT TO: CITY DEVELOPMENT COMMITTEE - 25 OCTOBER 2010

REPORT ON: BELLFIELD STREET, DUNDEE - STOPPING-UP

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 617-2010

1 PURPOSE OF REPORT

- 1.1 This report considers the necessity to stop-up various lengths of footpaths and roads and also to delete them from the list of roads within the Bellfield Street area utilising the powers of The Town and Country Planning (Scotland) Act 1997.

2 RECOMMENDATION

- 2.1 Planning permission was granted on 19 July 2006 to develop the site of Bellfield House in Bellfield Street in order to construct a housing development.
- 2.2 It is recommended that the Committee approve the preparation of a Stopping-Up Order under the powers of The Town and Country Planning (Scotland) Act 1997 to stop-up and remove from the list of public roads an area of Bellfield Street in order to facilitate the new development.

3 FINANCIAL IMPLICATIONS

- 3.1 The costs of preparing the Order will be met by the developer.

4 BACKGROUND

- 4.1 In order to accommodate a new housing development on the site of Bellfield House it is necessary to stop-up the area of road and footway. The plan can be accessed online at <http://www.dundee.gov.uk/citydevelopment/trafficorders/>. A paper copy will also be available on request from the Head of Transportation.
- 4.2 A planning application has been approved to construct this new development.
- 4.3 The area to be stopped-up will, in the main, form part of soft landscaping associated with the development.

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, Depute Chief Executive (Support Services), Director of Finance, Assistant Chief Executive and the Chief Constable have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

7.1 None

Mike Galloway
Director of City Development

Neil Gellatly
Head of Transportation

NHG/SS/MM

7 October 2010

Dundee City Council
Tayside House
Dundee

REPORT TO: CITY DEVELOPMENT – 25 OCTOBER 2010
REPORT ON: TENDERS RECEIVED BY CITY ENGINEER
REPORT BY: CITY ENGINEER
REPORT NO: 563-2010

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 tender submitted by the undernoted consultant and (2) the undernoted total amount, including allowances, for the project.

Project Reference	Project Description	Consultant	Tender Amount	Total Amount	Finance Available
P09033 -	Tay Station Bridge Replacement and New Station Concourse – Professional Services	Jacobs Engineering Ltd	£624,699.77	£1,255,700.00	£1,255,700.00
Total			£624,699.77	£1,255,700.00	£1,255,700.00

3 FINANCIAL IMPLICATIONS

3.1 The Director of Finance 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, Depute Chief Executive (Support Services), Director of Finance and Assistant Chief Executive 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.

Mike Galloway
Director of City Development

Fergus Wilson
City Engineer

FW/RJG/EH

12 October 2010

Dundee City Council
Tayside House
Dundee

CLIENT	City Development Department																																							
PROJECT NUMBER PROJECT PROJECT INFORMATION	P09033 Tay Station Bridge Replacement and New Station Concourse – Professional Services As part of the Dundee Central Waterfront Development, provision of professional services for the design and site supervision of the Tay Station Bridge replacement and new station concourse at Dundee Rail Station.																																							
TOTAL COST	<table> <tr> <td>Contract</td> <td colspan="4">£624,699.77</td> </tr> <tr> <td>Non Contract Allowances</td> <td colspan="4">£561,000.23</td> </tr> <tr> <td>Fees</td> <td colspan="4">£70,000.00</td> </tr> <tr> <td>Total</td> <td colspan="4">£1,255,700.00</td> </tr> </table>					Contract	£624,699.77				Non Contract Allowances	£561,000.23				Fees	£70,000.00				Total	£1,255,700.00																		
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FUNDING SOURCE	2009–2012 Cities Growth Fund																																							
BUDGET PROVISION & PHASING	<u>2010/11</u>	<u>2011/12</u>	<u>2012/13</u>	<u>2013/14</u>	<u>2014/2015</u>																																			
	£230,000.00	£425,700.00	£325,000.00	£200,000.00	£75,000/00																																			
ADDITIONAL FUNDING	None																																							
REVENUE IMPLICATIONS	None																																							
POLICY IMPLICATIONS	<ul style="list-style-type: none"> The project design will include waste minimisation and sustainable construction best practices. The project will improve the image and perception of the City. 																																							
TENDERS	<p>Tenders were invited from 6 consultants and the following tenders received:-</p> <table> <thead> <tr> <th><u>Tenderers</u></th> <th><u>Tender</u></th> <th><u>Quality Ranking</u></th> <th><u>Cost/Quality Ranking</u></th> </tr> </thead> <tbody> <tr> <td>Jacobs Engineering Ltd</td> <td>£624,699.77</td> <td>2</td> <td>1</td> </tr> <tr> <td>AECOM Ltd</td> <td>£744,515.00</td> <td>1</td> <td>1</td> </tr> <tr> <td>John McAslan & Partners</td> <td>£844,196.00</td> <td>6</td> <td>4</td> </tr> <tr> <td>Atkins Ltd</td> <td>£849,870.34</td> <td>4</td> <td>3</td> </tr> <tr> <td>Mott McDonald Ltd</td> <td>£1,107,752.22</td> <td>5</td> <td>6</td> </tr> <tr> <td>W A Fairhurst & Partners</td> <td>£1,111,466.37</td> <td>3</td> <td>5</td> </tr> </tbody> </table>					<u>Tenderers</u>	<u>Tender</u>	<u>Quality Ranking</u>	<u>Cost/Quality Ranking</u>	Jacobs Engineering Ltd	£624,699.77	2	1	AECOM Ltd	£744,515.00	1	1	John McAslan & Partners	£844,196.00	6	4	Atkins Ltd	£849,870.34	4	3	Mott McDonald Ltd	£1,107,752.22	5	6	W A Fairhurst & Partners	£1,111,466.37	3	5							
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RECOMMENDATION	To accept the Overall Best Value tender from Jacobs Engineering Ltd.																																							
ALLOWANCES	<table> <tr> <td>Contingencies</td> <td colspan="4">£75,000.23</td> </tr> <tr> <td>Site Investigation</td> <td colspan="4">£50,000.00</td> </tr> <tr> <td>Land Surveys</td> <td colspan="4">£10,000.00</td> </tr> <tr> <td>Network Rail Services</td> <td colspan="4">£426,000.00</td> </tr> <tr> <td>Professional Fees</td> <td colspan="4">£70,000.00</td> </tr> <tr> <td>CDM Co-ordinator</td> <td colspan="4"><u>Included</u></td> </tr> <tr> <td>Total</td> <td colspan="4">£631,000.23</td> </tr> </table>					Contingencies	£75,000.23				Site Investigation	£50,000.00				Land Surveys	£10,000.00				Network Rail Services	£426,000.00				Professional Fees	£70,000.00				CDM Co-ordinator	<u>Included</u>				Total	£631,000.23			
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SUB-CONTRACTORS	Nicoll Russell Studios, Dundee.																																							
BACKGROUND PAPERS	None.																																							