

CONSULTANT MASTERPLAN

Supporting Document to - Our Future City
Centre: Strategic Investment Plan 2050

JUNE 2022

CONTENTS

INTRODUCTION	3
UNDERSTANDING THE CITY TODAY	7
LANDSCAPE & PUBLIC REALM	17
TRANSPORT & CONNECTIVITY	30
SUB AREA 1: WESTERN QUARTER	49
SUB AREA 2: LEARNING QUARTER	60
SUB AREA 3: EASTERN QUARTER	70
SUB AREA 4: COMMERCIAL CORE	81
SUB AREA 5: CENTRAL WATERFRONT	99
CONCLUSION	109

INTRODUCTION

THE PURPOSE OF THIS STUDY

This report has been produced by Stallan-Brand Architecture & Design on behalf of Dundee City Council to support ***'Our Future City Centre: Strategic Investment Plan 2050'***

The principal role of the plan is to set out an ambitious vision for the future of the city centre and to inform development and investment around major sites, housing, employment opportunities, leisure and tourism, transportation, active travel, pedestrianisation, environmental improvements, and public realm enhancements.

The council's plan is structured around five key themes:

- Living
- Working
- Visiting
- Connectivity
- Public Realm

This document identifies key investment opportunities within the city centre including:

- Transport and Connectivity
- Public Realm and Landscape
- Development Opportunities
- Climate Change/ Carbon Reduction
- Placemaking

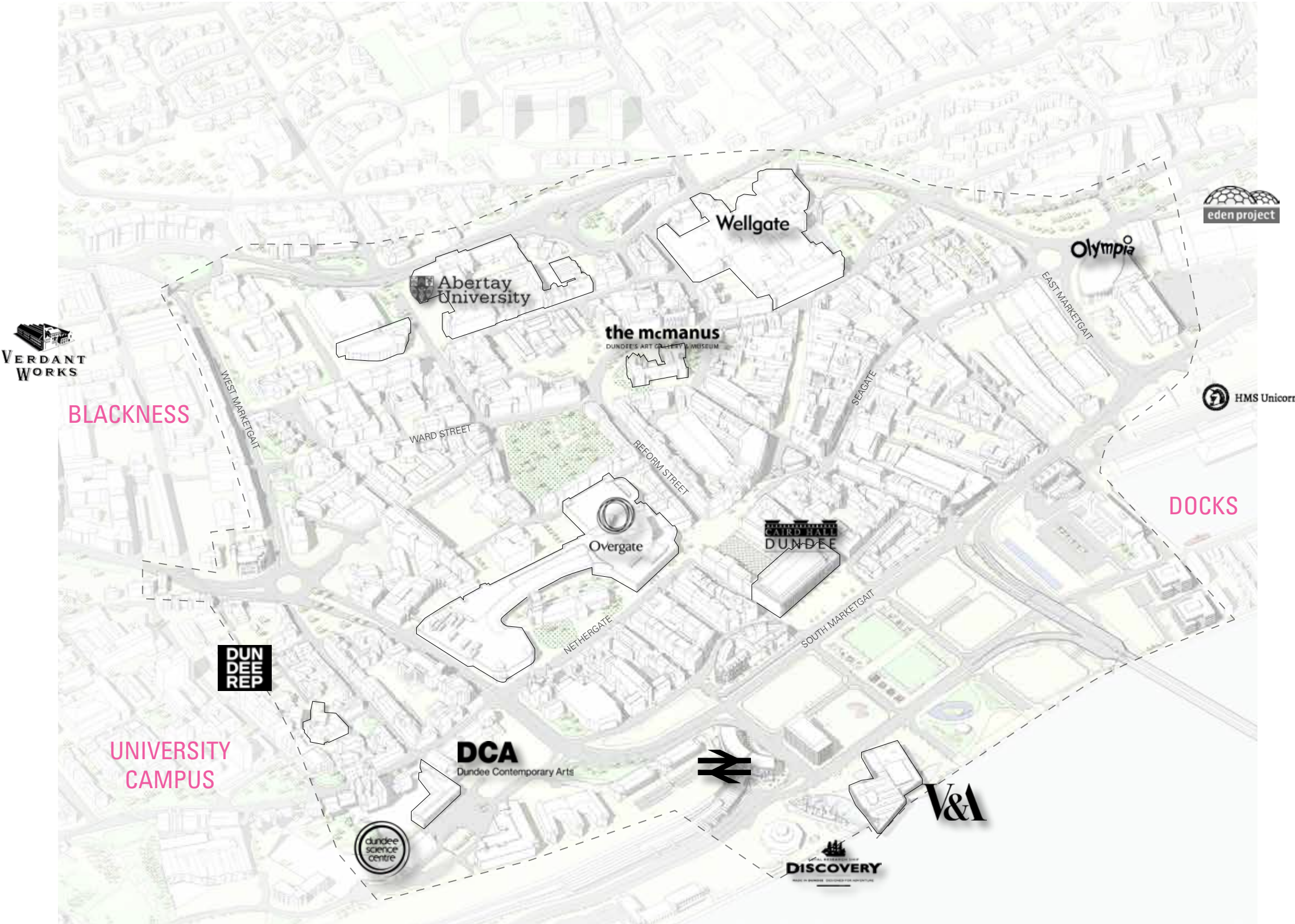
As well as identifying strategic site wide opportunities, the report breaks the City Centre into five distinct study areas. This allows for a better understanding of how different initiatives could contribute to broader placemaking themes in each part of the City Centre.



INTRODUCTION

THE STUDY AREA

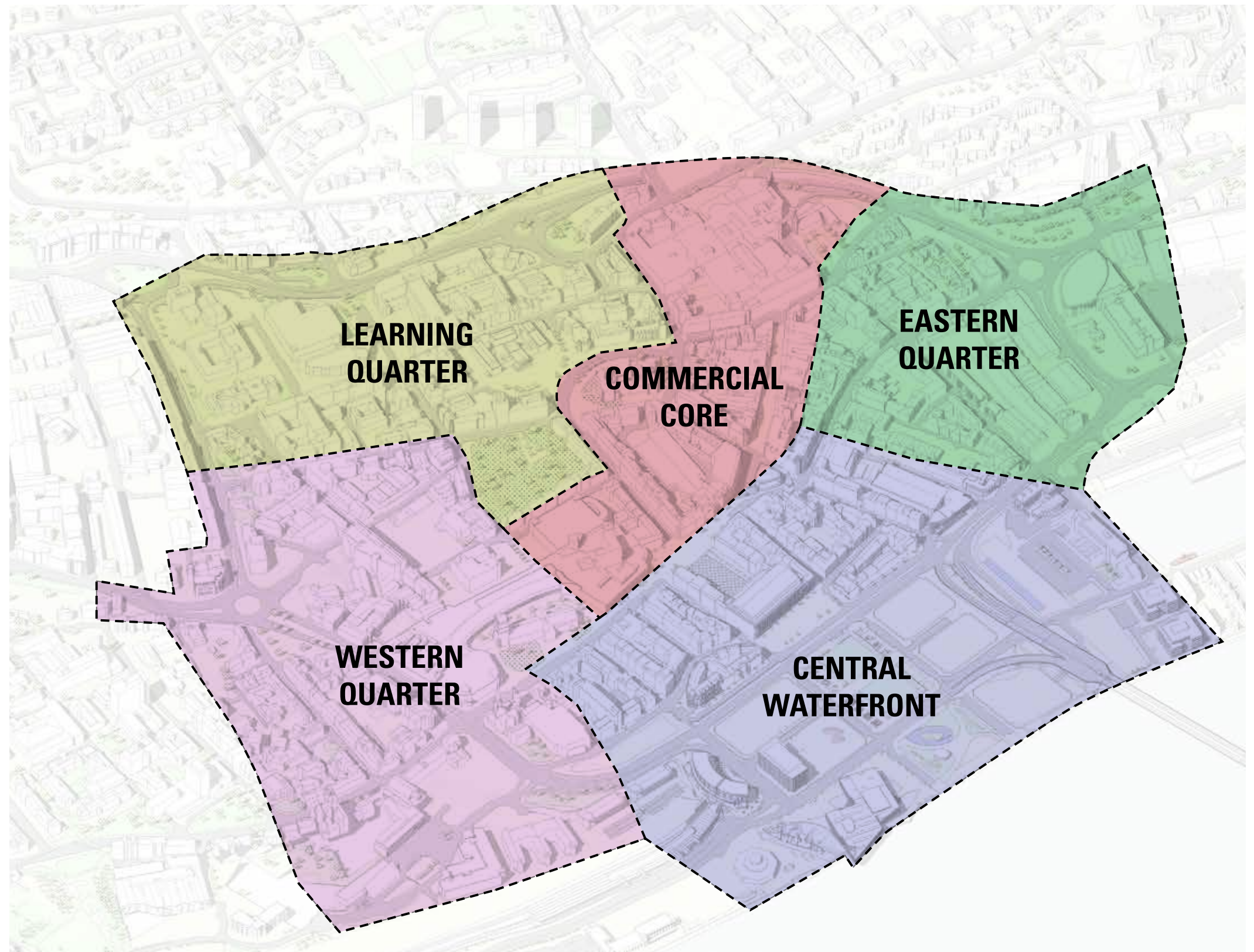
The study area includes the existing City Centre of Dundee which is generally bound by the Inner City Ring Road. In addition to the core study area there is a wider area of influence that includes a number of neighbourhoods on the periphery of the city centre.



INTRODUCTION

5 SUB-AREAS

In addition to considering the city centre as a whole, the study area has been divided into five sub areas, each with a distinct set of opportunities and assets. This allows a better understanding of how different interventions can contribute to more joined up placemaking opportunities.



INTRODUCTION

THE VISION

The proposed strategy identifies a number of areas for potential investment across the city centre. These opportunities combine new public realm improvements, transport and connectivity improvements and development opportunities to create a sustainable city centre that can be a great place to live, work and visit.



UNDERSTANDING THE CITY CENTRE TODAY



UNDERSTANDING THE CITY TODAY

UNDERSTANDING THE EVOLUTION OF THE CITY

The following pages explain how the city has evolved over time. This helps to understand the key events that have shaped the city’s morphology from the infilling of the city’s docks to the creation of the inner city ring road.

Early 19th Century

Like many old towns, Dundee was initially shaped by its location, economic drive and topography. Dundee’s expansion as a city is greatly attributed to the Industrial Revolution and growth of the British Empire.

The arterial routes from East to West followed the natural topography of the land. Constitution road was established as the main route to the North of the city, leading to its highest point Dundee Law, the remains of a volcanic sill.



Mid 19th Century

Dundee saw huge growth during the 19th century largely down to its jute manufacturing. Its expansion, population and wealth grew vastly, allowing construction of public parks, housing, factories, and an extension to its dock.

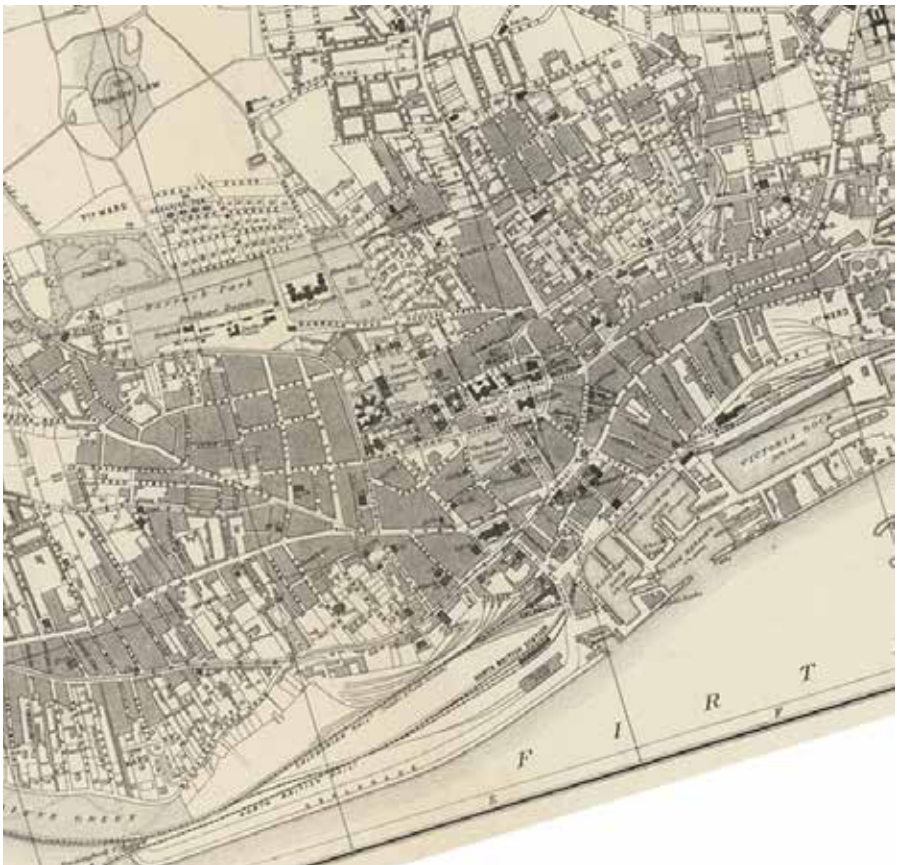
From 1850-1900 the population doubled in size to 160,000 fuelled by its industrial boom.



UNDERSTANDING THE CITY TODAY

Late 19th Century

By 1870, Dundee was a city that had developed with no overarching plan. In 1871 the City Improvement Act swept away most of what had gone before and replaced it with an imposing Victorian city centre, much of which remains on view today. 1878 saw the building of the Tay Rail Bridge, which collapsed the following year and was replaced in 1887. By the Late 19th Century Dundee was the main British whaling port.



Early 20th Century

Jute went into a long decline from 1914, mostly because it could be processed more cheaply in the far east. Only one jute spinning mill survived in the city until the end of the 1900s. Meanwhile the shipbuilding industry would survive for a further few decades. This period saw the construction of the Caird Hall and City Square in 1914, replacing a large area of the city's historic core.



Mid 20th Century

The 1960s saw the completion of the Tay Road bridge which opened in 1966. Dundee's central dock was filled to make way for the new bridge. In 1968 HMS Unicorn was opened to the public, the oldest British built warship still afloat. Parts of Dundee's character was lost in the demolition of its Victorian tenements in the 1950's as attempts were made to modernise the city.



UNDERSTANDING THE CITY TODAY

Late 20th Century

Abertay University was established and since has grown into an important asset to the city. Dundee's began to evolve into car dominated city with the introduction of the Inner ring road. The Overgate and Wellgate centre were constructed with a push towards retail in the city centre. The iconic RRS Discovery returned to Dundee and acted as a catalyst for the city's following transformation.



Early 21st Century/Today

Today's Dundee has a great deal to offer the visitor. Large investment has transformed the city's waterfront including a new train station, Tay road bridge and internationally renowned V&A museum.

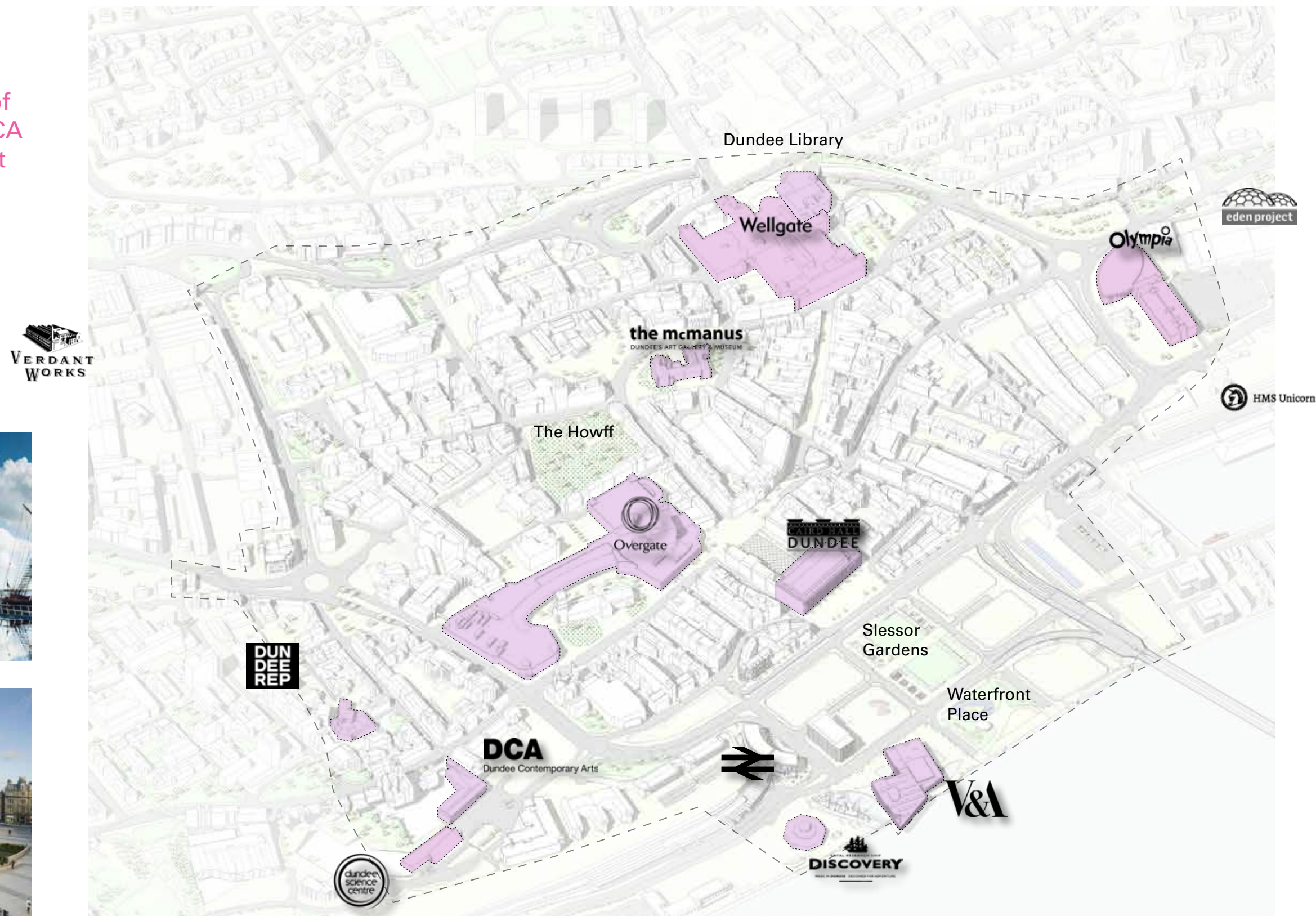
The city is now at a point of moving into another phase of change with The Eden project arriving in the coming years.



UNDERSTANDING THE CITY TODAY

KEY VISITOR ATTRACTIONS

Today, the city centre offers a mix of high quality visitor attractions including cultural and retail uses. Some of these are located outside of the city centre core including the DCA Dundee Rep and future Eden Project development.

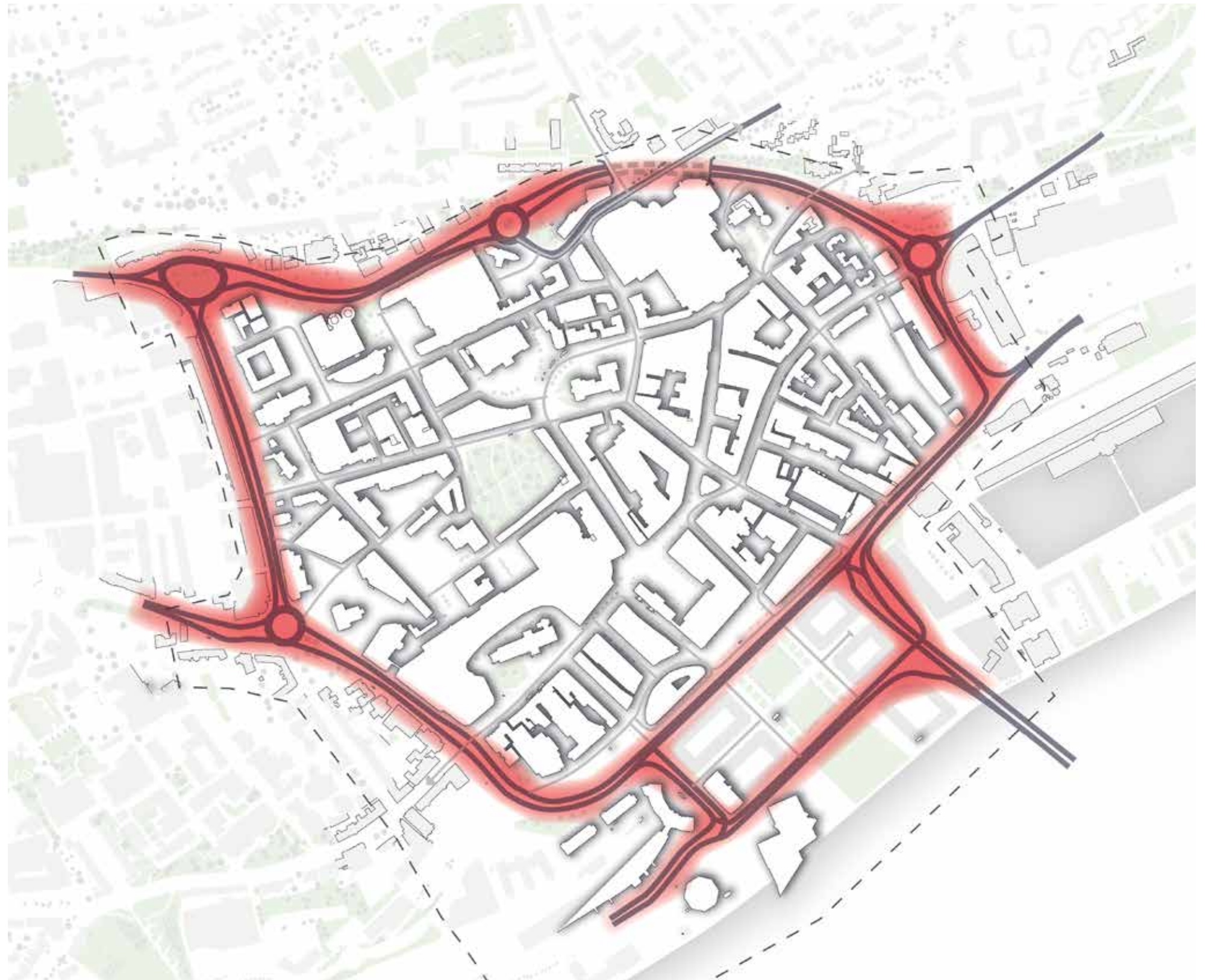


UNDERSTANDING THE CITY TODAY

THE INNER CITY RING ROAD

The inner city Ring Road performs a key role in moving people around the city and connecting to the Tay Road Bridge. However, the nature of the road layout, including its large scale roundabouts, often prioritises vehicle movement over pedestrian connectivity.

The result is a sense of severance, limiting the ability of areas on the periphery of the City Centre to contribute to its character and identity.

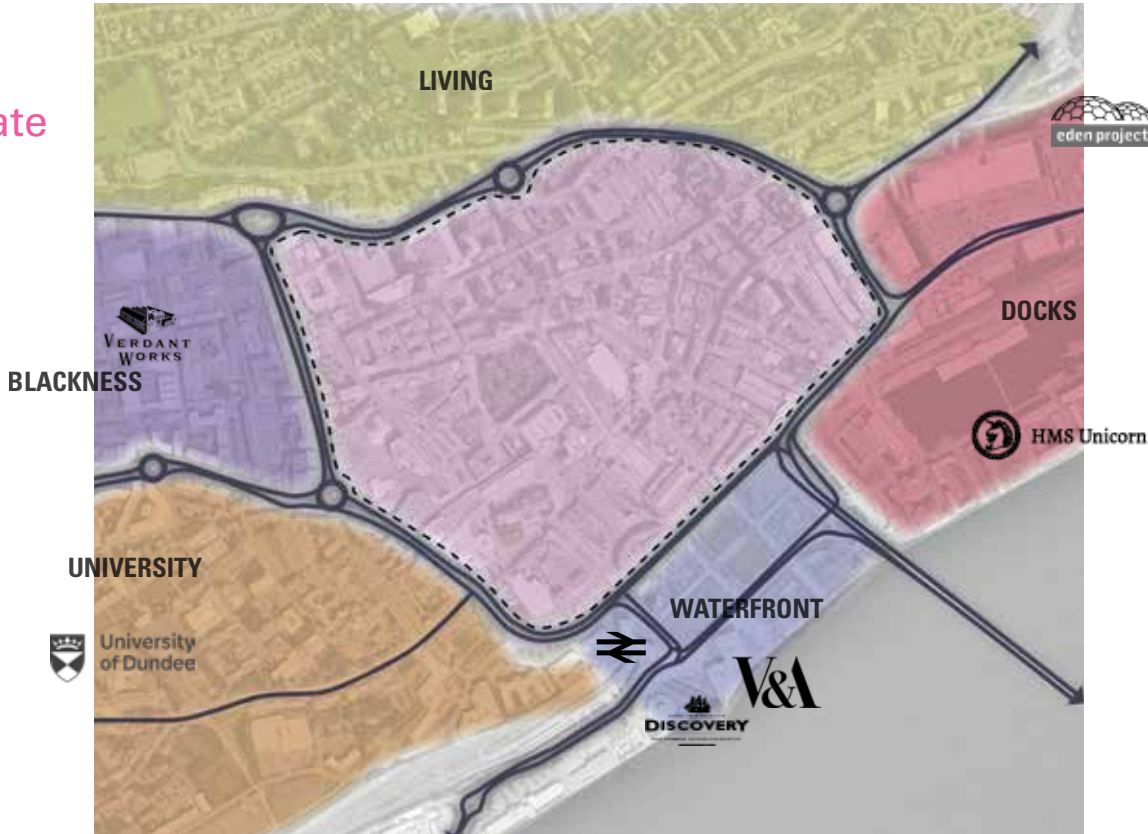


UNDERSTANDING THE CITY TODAY

STRATEGIC AMBITION

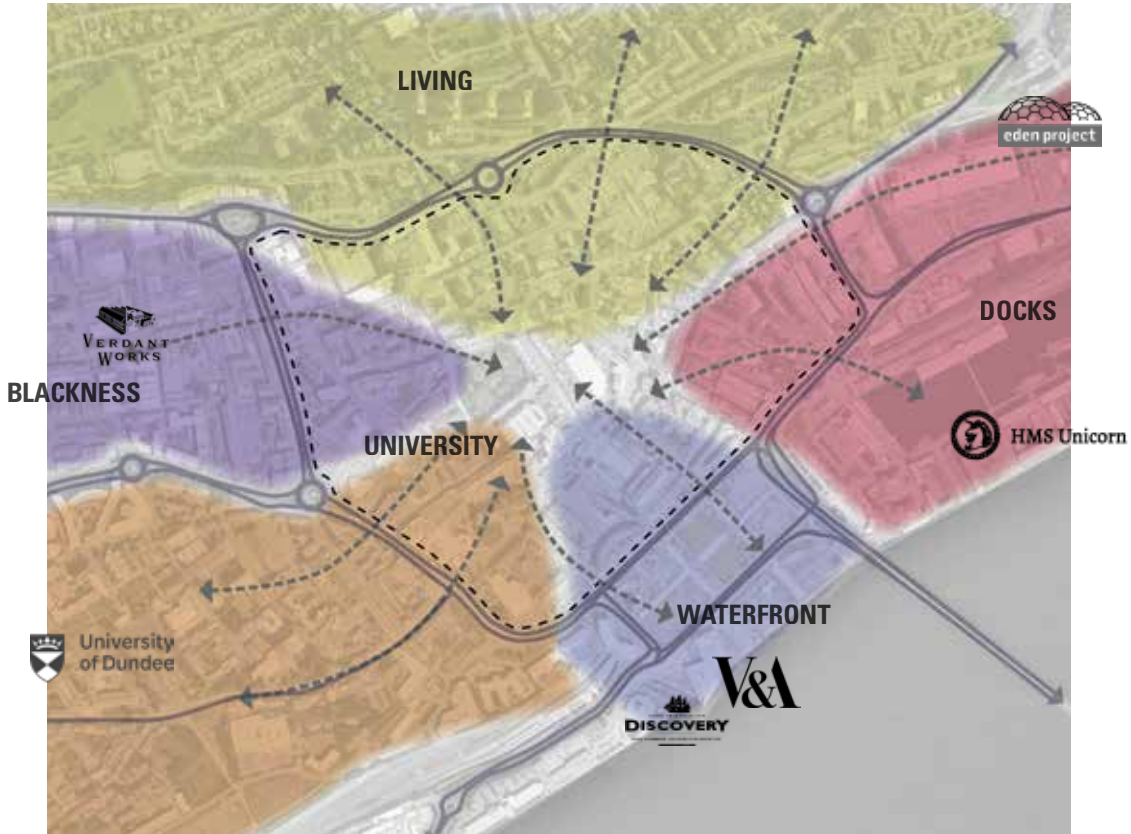
A large number of issues and aspirations highlighted in the ‘Our Future City Centre’ consultation relate to the inner city ring road.

These include a desire to make the city more attractive for walking and cycling as well as improving air quality around the city centre.



From This...

City Centre core separated from surrounding city by large scale road infrastructure



To This...

Improved connectivity across the ring road for pedestrians and cyclists, enabling surrounding areas to better contribute to the identity and character of the city centre core

UNDERSTANDING THE CITY TODAY

STRATEGIC DEVELOPMENT SITES

The diagram opposite identifies the key development opportunities within the city centre. This includes land in public and private sector ownership. As illustrated later in this document, these sites have the potential to support an increase in jobs and homes within the city centre through a considered approach to redevelopment.

- 1

LIDL Site
- 2

Former Debenhams Car Park Site
- 3

North Lindsay Street Sites
- 4

South Ward Road Site
- 5

Telephone House (BT Building)
- 6

The Keiller Centre
- 7

The Wellgate Centre
- 8

Langlands and McAinsh
- 9

Mary Ann Lane
- 10

Bus Station Site
- 11

Various Waterfront Development Sites
- 12

Central Library
- 13

Bell Street Car Park Sites



UNDERSTANDING THE CITY TODAY

LAND USE

The City Centre of Dundee has the potential to support a range of land uses as part of a successful mixed use urban quarter. The synergies between living, working, visiting and leisure will enable the creation of a dynamic 20 minute neighbourhood with the appropriate provision of amenities and social infrastructure. A summary of potential land uses is highlighted below:



Residential

New homes will increase the city centre population whilst supporting the city centre economy with increased footfall and spending power. Building on a ‘compact city’ model, locating new homes within walking distance of amenities and places of work will reduce pressure on road and transport infrastructure. A range of models and tenures are possible including private for sale, housing association led and Built to Rent.



Workspace

Nurturing growing employment sectors including digital and tech in addition to providing enhanced space for existing businesses will secure Dundee as a key employment hub. Retaining and increasing jobs within the city centre would stimulate the day-time and evening economies and contribute to a dynamic and vibrant urban environment.



Student and Hybrid Models

A range of housing models could provide for the needs of Dundee’s university population. These could range from traditional PSBSA models to co-living and hybrid hotel type accommodation. These developments can provide active and sociable ground floor environments that combine amenities with F&B and potential co-working spaces, activating the public realm and contributing to the wider streetscene.



Hotel and Leisure

Dundee’s increasing popularity amongst visitors will be further strengthened with the delivery of the Eden project and completion of the waterfront area. A broader choice of hotel and short stay accommodation across the city centre would provide for a range of visitors exploring the city and the surrounding region.

UNDERSTANDING THE CITY TODAY

INDICATIVE HOUSING CAPACITY


The various development sites across the city centre could significantly increase the city centre’s population to drive footfall and better support the local economy.

In addition to brownfield development sites there is also potential for increased housing through the adaptive re-use of existing building stock within the city centre core.

The diagram opposite illustrates the potential number of homes delivered if these sites were brought forward as residential led development.

Total Indicative Housing Capacity
(New Build Sites)

 Higher Density (350 dw/ha)
c.3,202 Homes

 Lower Density (250 dw/ha)
c.2,288 Homes

These numbers are indicative based on a range of dwelling/ha densities and do not account for potential re-purposing of upper floor spaces for residential uses.



LANDSCAPE AND PUBLIC REALM

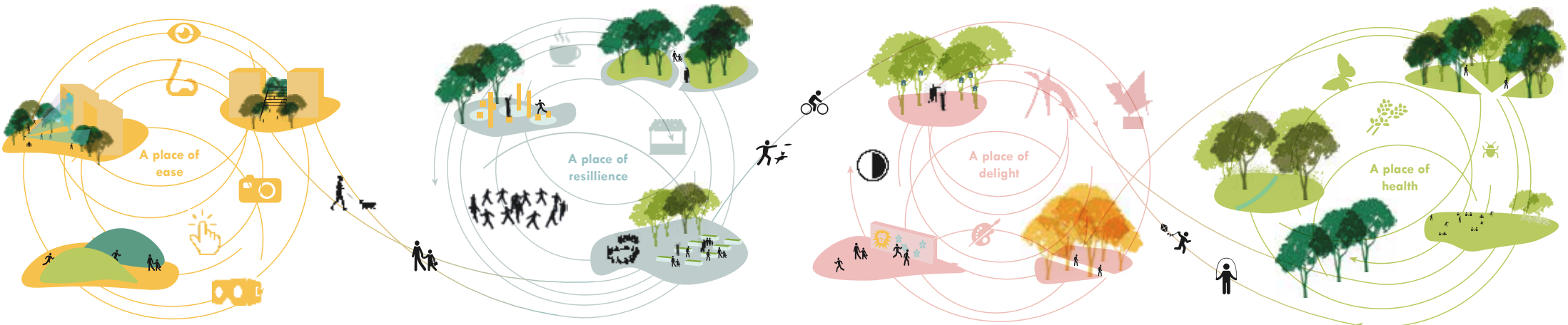


LANDSCAPE & PUBLIC REALM

PLACE PRINCIPLES

Placemaking is first and foremost about people. People are attracted to great places because they enable their social, economic and cultural life choices. By putting people and nature first, Dundee can create better connected, healthier and happier places to live, work in or visit – it is about creating a place where people belong. Creating spaces which celebrate their past, creating environments which bring joy and inspiration to their visitors.

Dundee’s 5 themes, living, working, visiting connectivity and public realm are all inherently linked by 4 key principles. The adjacent info-graphic outlines these and their dependencies which have been considered as part of this study.



A place of ease

- accessible
- safe/ comfortable
- inclusive/ welcoming
- legible/ intuitive
- permeable/ well connected

A place of resilience

- environmentally sustainable
- vibrant for the economy
- evolutionary, adaptable to change
- a magnet for investment
- promotes diverse users

A place of delight

- playful/ immersive
- surprising/ everchanging
- sociable/ activated places of exchange
- honours history and culture
- nurtures public life/ supports cultural programming

A healthy place

- connected with nature
- encourages & enables healthy choices/ active mobility
- promotes multi-generational interactions
- a diverse place to live, work & play

LANDSCAPE & PUBLIC REALM

AMBITION

There are a number of existing green spaces within Dundee city centre including the Howff, Slessor Gardens and its pocket parks, the new waterfront and Steeple Church green spaces. These have the opportunity to be better connected through enhanced urban greening, integrated with improved active travel routes.

Dundee's Planning Guidance 'The Green Network' acknowledges that connecting green infrastructure components such as street trees, parks, open space with walking and cycling routes as part of a multi-functional green network will enhance quality of life and sustainability.

Through strategic investment, the city centre has the opportunity to be at the forefront of green space and active travel integration at a city scale in Scotland - whilst unlocking numerous social, economic and environmental benefits for the city.

Embracing a 'grey to green' concept the proposal is built upon the creation of a green oasis as the city's heart.



From This...

City Centre core severed from the surrounding city by large scale road infrastructure. Green space lacks connectivity and maximised use.



To This...

Active travel prioritised across the ring road, key East - West and North - South movements easily accessible to the extended city centre community.

Streetscape, green space and playfulness embraced, bringing identity and a civic heart to the city's core.

LANDSCAPE & PUBLIC REALM

AMBITION

There are a number of existing city exemplars where existing grey infrastructure has been transformed to more people friendly, green space. Aligned with the 'grey to green' concept for Dundee, Moscow's 'Garden Ring' transformed the main Sadovoye ring road into a more people friendly, accessible and greener route; including the planting of 2,880 trees, giving high priority to greenery and reintegrating two parts of the city.

Redevelopment of streets in the city centre increased pedestrian traffic by 23% and decreased the vacancy rate for commercial property from 14% to 6%. The number of accidents with victims decreased by 56% after the redevelopment compared to the same period in 2015.

In the first few months following the improvement of these streets, the number of families walking with children has increased, profits of adjacent business have risen, and the number of vacant premises has decreased.



From This...

Moscow's Sadovoye Ring, a highly trafficked ring road before it is transformed into the 'Garden Ring'



To This...

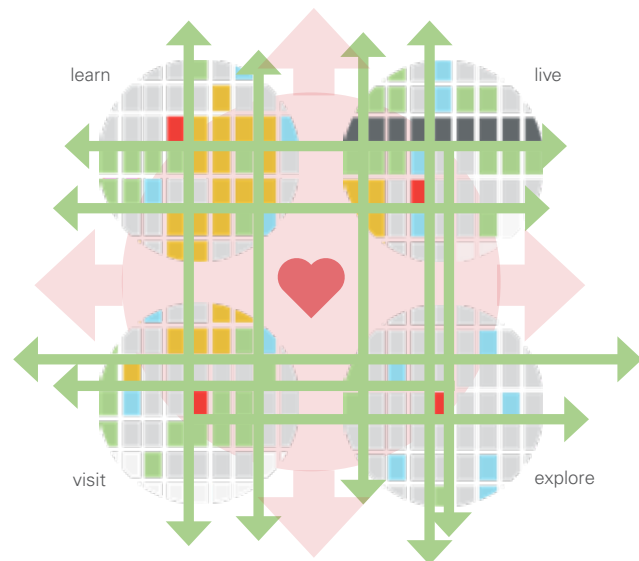
Moscow's Garden Ring after significant improvements including reduction in traffic, extension of the pedestrian realm and urban greening

LANDSCAPE & PUBLIC REALM

THE URBAN GLUE

Improved public realm is key to the city's future sustainability. The provision of green infrastructure in cities is widely recognised as contributing to the creation of places that function well economically and help people to live happy and healthy lives. Landscape therefore plays a pivotal role in making the city centre successful, vibrant, integrated, equitable and a healthy place for living, socialising, working, visiting, playing and learning. It's the urban glue which connects people with the place.

The vision brings together the existing qualities of the place to activate, enhance and connect new and old within the urban fabric.

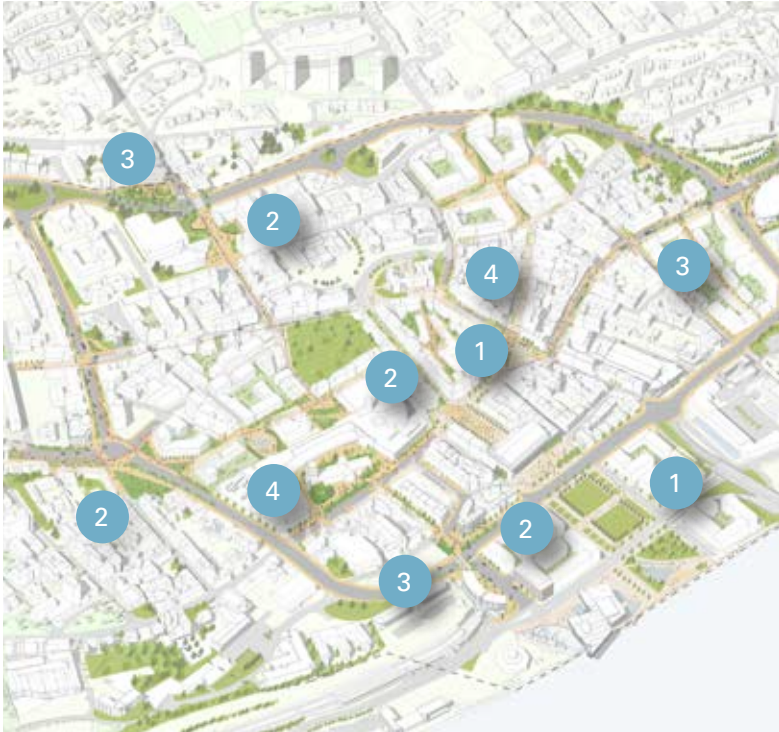
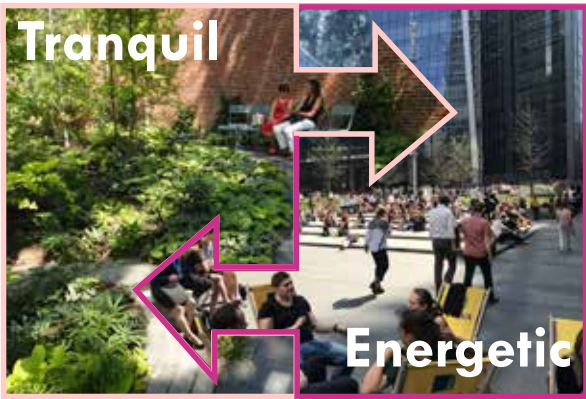


LANDSCAPE & PUBLIC REALM

A LIVEABLE CITY

By putting people and nature first, Dundee can create better connected, healthier and happier places to live, work in or visit.

The public realm vision is about creating a place where people belong. Creating spaces that celebrate their past, curating environments which bring joy and inspiration to residents and visitors.



1 Green space on everyone's doorstep

Broad Street, Oxford, LDA Design



2 Places to meet, rest and dwell

Whitfield Garden Built Scheme, London, LDA Design



3 Commute on pleasant, safe, pedestrian and cycle focused streets

Sadovoye Ring, Moscow, Russia



4 Opportunity to eat, drink, socialise inside & out

King Edward Omni Hotel, Toronto, Canada

LANDSCAPE & PUBLIC REALM

A PLAYFUL CITY

Play is rooted throughout the vision in order to ensure the city provides fun, excitement and activity for all ages. From formal play areas to incidental moments, there is always something new to discover for residents and visitors.

Play is scattered throughout from grassy mounds, to stepping stone paths tucked into the planting. These interventions create an element of surprise and excitement and build upon the vision of wonder. Allowing all to create their own play using initiative, intuition and imagination.



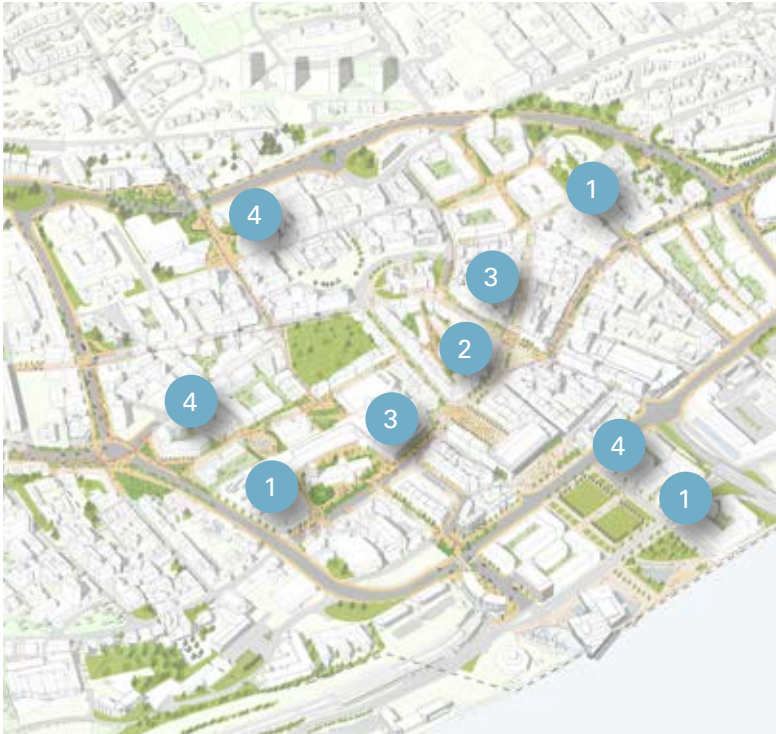
1 Purpose built play as part of the city's streetscape

Square Jacques de
Bollardière, Nantes



2 Inter-generational opportunities for all the family

Vestre Seats,
Washington
DC



3 Incidental opportunities, delight when walking to and from school

Circling the Avenue,
Hadera, Israel



4 Educational, connecting all with nature & bio-diversity

The Meadow at Elephant
Park, South London

LANDSCAPE & PUBLIC REALM

A BUSTLING CITY

The vision seeks to create a series of flexible spaces throughout the city capable of hosting a wide range of events, in both type and scale.

Destination city-wide events that can hold exhibitions, festivals, markets, concerts or celebrations. Dundee’s cultural offering should encourage interest from International organisers in collaboration with V&A / Eden.

Neighbourhood events aimed at the local community for meeting, gathering, celebration and art.



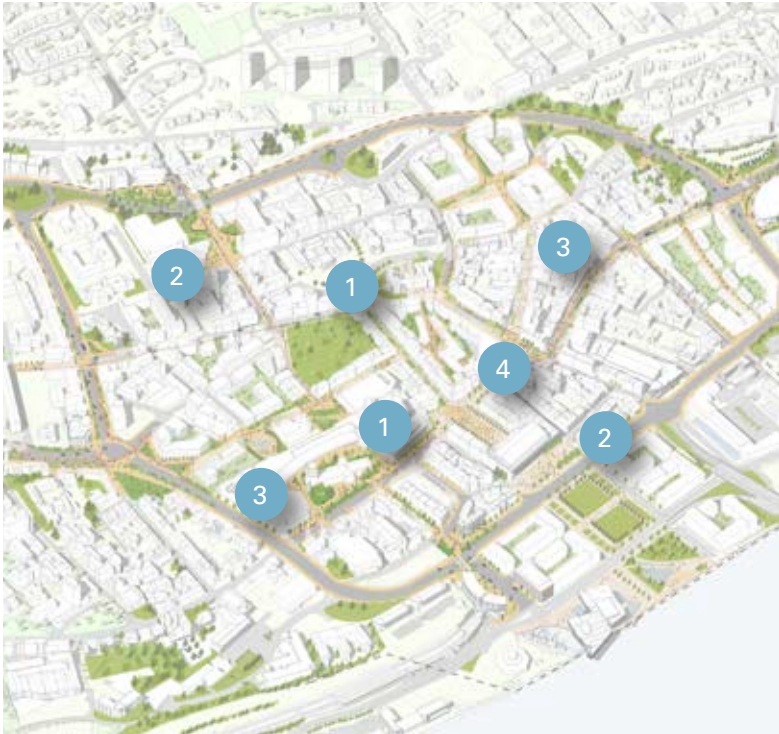
1 Appreciate and engage with the city’s existing heritage.

Brompton Cemetery, London, LDA Design



2 Spaces capable of hosting city-wide events

Hertig Johans Torg Och Gata, Skövde, Sweden



3 Spaces capable of hosting a series of small community events

PAssionArts Festival, Singapore



4 An International appeal to engage in competition

Bergamo Square, Italy

LANDSCAPE & PUBLIC REALM

A RESILIENT CITY

The vision promotes the city’s drive for improved climate resilience and the inclusion of integrated Blue-Green Sustainable Urban Drainage (SUDs) infrastructure to manage long term flood risk and surface water drainage.

The vision identifies opportunities to integrate blue-green infrastructure within all key routes and spaces, bringing opportunities for access to nature, improved air quality and surface water management.

Building on several existing schemes underway in conjunction with Scottish Water, the vision identifies key opportunities for SUDs infrastructrue, particularly surface treatment such as rain gardens and bio-swales.



1 Promote the integration of blue-green infrastructure

Jaktgatan and Lövängsgatan, Norra Djurgårdsstaden, Sweden



2 Opportunities for surface level treatment e.g bio-swales/ rain gardens

Portland Rain Gardens, US



3 Integrating SUDs infrastructure with Active travel routes

Kings Cross, London



4 Street tree planting supports air quality improvements

Tåsinge plads, Copenhagen

LANDSCAPE & PUBLIC REALM

A CONNECTED CITY

The vision promotes connectivity - both in terms of physical connections, which improve permeability and accessibility. Also blue and green infrastructure connections, which support ecology and climate resilience, as well as making the city more attractive for walking , wheeling and cycling.

The vision identifies improved active travel routes which address the safety, ease and legibility of streetscape, junctions and crossings. It promotes the reduction of vehicle dominance to prioritise enhanced public and pedestrian space to create a safer environment for all.



1 Creation of ‘pedestrian priority’ spaces
Mariahilferstrasse, Vienna



2 Improved connectivity and pedestrian experience at junctions
Maria-Theresien-Platz, Vienna



3 Modal shift to prioritise walking, wheeling and cycling
Na Prikope, Prague



4 Active travel and integrated blue-green infrastructure
Amsterdam, Netherlands

LANDSCAPE & PUBLIC REALM

SHORT TERM IMPROVEMENTS

Fundamental to the vision are better designed and more purposeful public spaces and streets that will bring life, activity and commerce into the city centre.

In the short term, through the correct funding avenues street greening and sustainable travel integration can be delivered. Alongside this is a parkette initiative involving the residents and businesses of the city can begin to deliver much needed multi-functional people focused streetscape solutions.



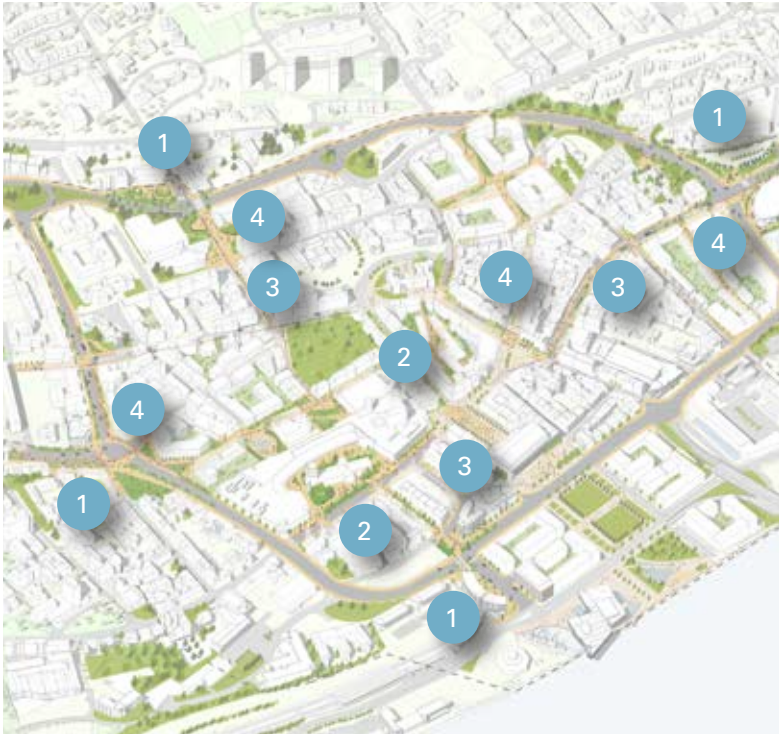
1 Street greening and active travel integration

Redevelopment of the “Trapèze”, Paris



2 Street parkette’s

Parklets 2.0 Car-free city, Oslo



3 Street trees & furniture

SouthGate, Bath



4 Art & sculpture

Yunhe Park, Wuqing District

LANDSCAPE & PUBLIC REALM

DUNDEE'S PARKETTE'S BUILD YOUR OWN

The solution is an integrated approach of activity and design. Engaging activity with memorable and instagramable installation that quickly becomes established in the consciousness of the Dundee community through media and word of mouth.

Creating an associated safe, attractive, comfortable setting for people to sit and gather, in controlled numbers, the hospitality businesses will have a great opportunity which will support and reinforce the vibrancy of the city centre.

The flexible nature of the furniture, ease of movement and range of possible configurations allows the furniture to positively address any social restrictions, maintain the functionality of different spaces and be accommodating to local demand.



A catalogue of possibilities



Dundee's parkette's. Scalable, customisable, movable

LANDSCAPE & PUBLIC REALM

LONGER TERM OPPORTUNITIES

Over time and as development opportunities open up within the city centre large scale green & blue infrastructure moves can be made. Vehicle infrastructure replaced with linear parks, SuDS integrated at scale within the streetscape and larger scale green space delivery including pocket parks and plazas.



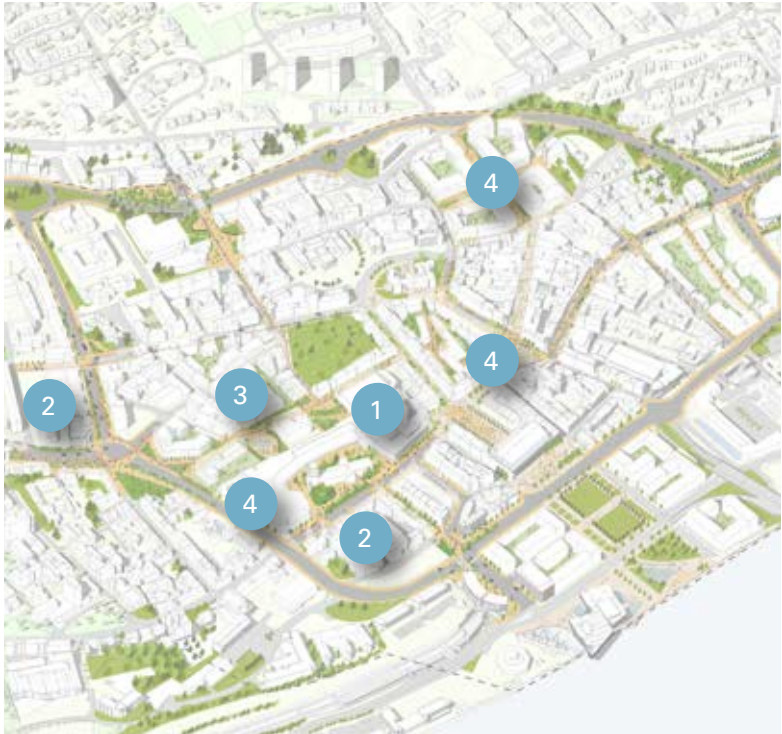
1 Landscape focused linear parks replacing vehicle infrastructure

The Meadow at Elephant Park, South London



2 SuDS integration into the streetscape

Jaktgatan and Lövängsgatan, Norra Djurgårdsstaden, Sweden



3 Green plazas and pocket parks as part of the urban form

Barcelona, Spain



4 Secondary landscapes delivered by development plots

BBC Television Centre, West London

TRANSPORT & CONNECTIVITY



TRANSPORT & CONNECTIVITY

TRANSPORT AND CONNECTIVITY ASPIRATIONS

The outcomes of the 'Our Future City Centre' stakeholder engagement identified an aspiration to improve the accessibility of the city centre for alternative modes of transport, whilst acknowledging that vehicles will continue to play a role in the city centre's economic growth.

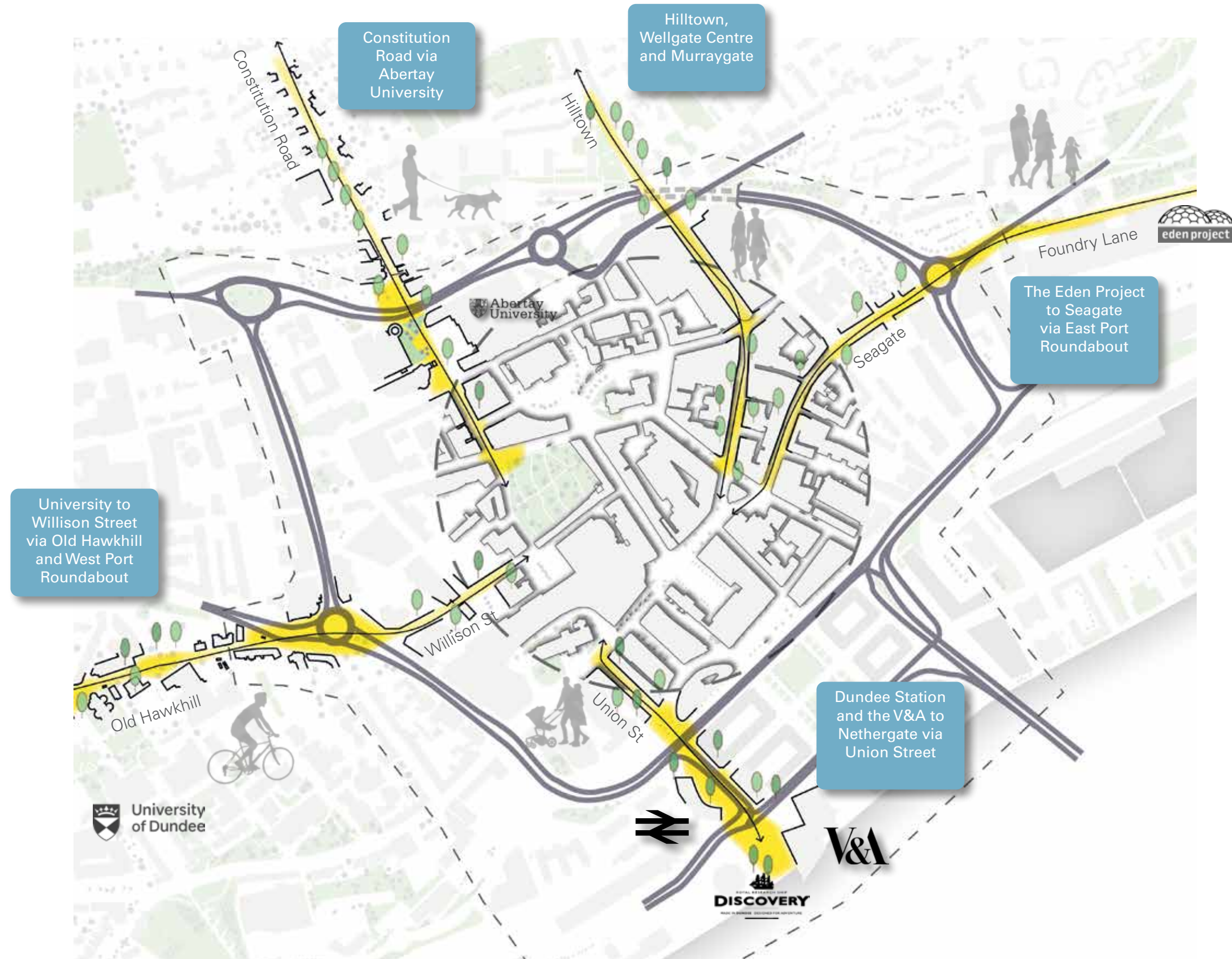
This section provides an overview of key transport opportunities. An additional transport addendum has also been provided by Momentum Transport Consultants.



TRANSPORT & CONNECTIVITY

ENHANCING KEY GATEWAYS INTO THE CITY

A number of strategic routes have been identified that could enhance connections to the city centre and surrounding areas. Establishing these broader connectivity opportunities allow a greater understanding of where targeted interventions can have biggest impact.



TRANSPORT & CONNECTIVITY

THE INNER CITY RING ROAD

The images opposite illustrate the character of the ring road around the city centre. Today, the ring road tends to prioritise vehicular movement at the expense of pedestrian connectivity in and out of the city centre. Pedestrian footways are often narrow with crossing points that do not align with key desire lines.



South Marketgait



Ring Road north of Abertay University



West Marketgait



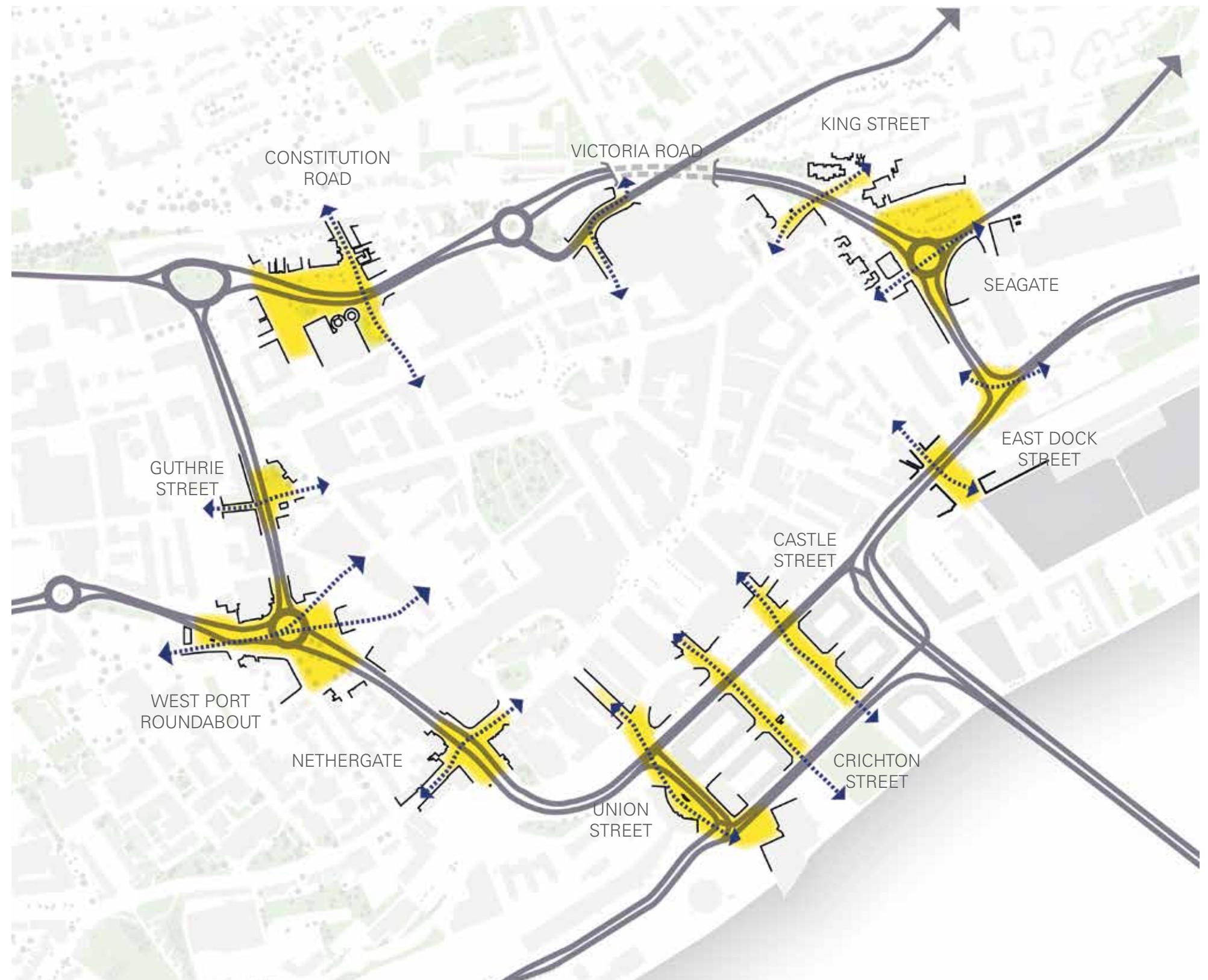
East Marketgait

TRANSPORT & CONNECTIVITY

EXISTING CROSSING POINTS

There are twelve existing crossing points across the inner city ring road. These include a combination of surface level crossings and underpasses.

The most legible and coherent crossings align with pedestrian desire lines like the ones at Nethergate and near the train station. Crossings are harder to navigate around underpasses and larger pieces of infrastructure such as the West Port and East Port Roundabouts where the pedestrian routes are more convoluted and indirect.



TRANSPORT & CONNECTIVITY

SHORT TERM IMPROVEMENTS

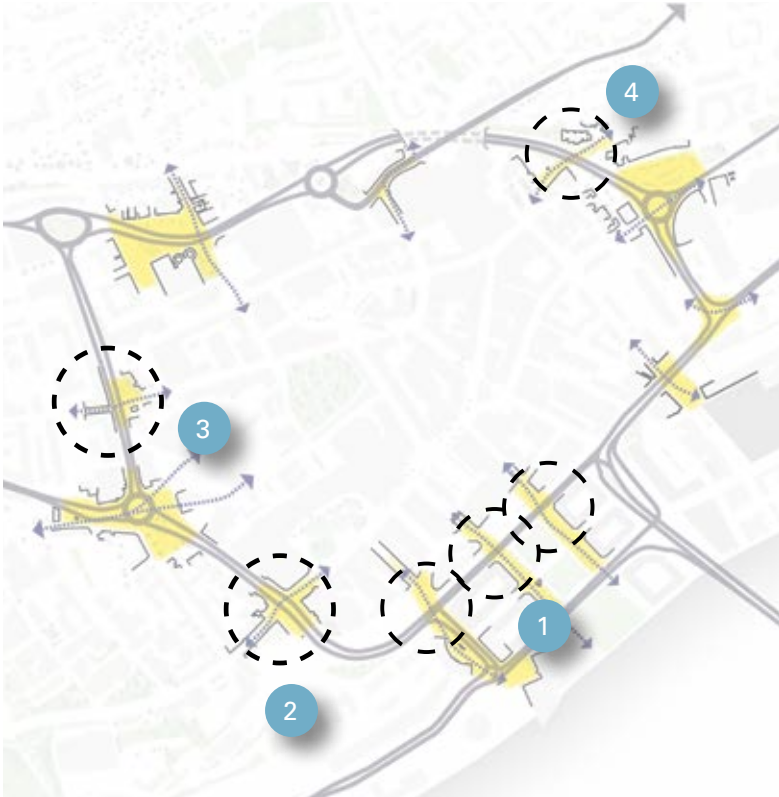
Modest improvements are possible to a number of junctions that could deliver connectivity improvements in the short term. These tend to be around surface crossings where impacts on the wider road network would be relatively minor.



1 Station Crossing



2 Nethergate Crossing



3 Ward Street Crossing



4 King Street Crossing

TRANSPORT & CONNECTIVITY

LONGER TERM OPPORTUNITIES

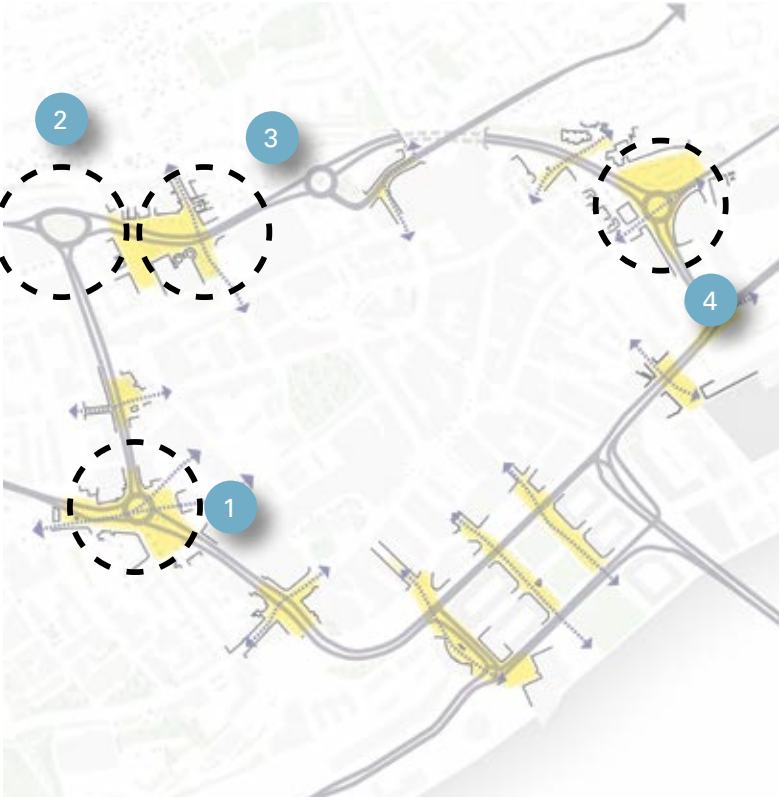
There is potential for more transformative alterations to a number of junctions including roundabouts and underpasses. These changes could unlock significantly improved connectivity but will require more detailed analysis to assess their impact on the wider road network.



1 West Port Roundabout



2 Dudhope Roundabout



3 Constitution Road



4 East Port Roundabout (Seagate)

TRANSPORT & CONNECTIVITY

POTENTIAL JUNCTION TYPOLOGIES

A range of junction typologies are possible around the ring road with solutions that balance the prioritisation of pedestrians, cyclists and vehicles.



‘Dutch Style’ Roundabout

- Prioritises vehicle flow
- More circuitous Pedestrian and Cycle movements
- Creates ‘island’ condition with inaccessible and unusable public realm



‘Dutch Style’ Intersection

- Prioritises pedestrian and cycle flow
- Variations possible depending on complexity of junction condition
- Ability to create increased usable public realm



‘Oxford Circus’ Model

- Enables full range of pedestrian movements including diagonal crossings

TRANSPORT & CONNECTIVITY

WEST PORT ROUNDABOUT

- 1 Roundabout transformed into signalised junction
- 2 Improved pedestrian connections along key desire lines with continuation of surface material
- 3 Integration of cycle route and crossing
- 4 Pedestrian priority environment along West Port to improve street greening and allow spill out from businesses
- 5 Greening and enhance public realm on south side of road



WEST MARKETGAIT

- 1 Improved pedestrian connection between Ward Road and Guthrie Street
- 2 Removal of central reservation to enable increased footways and street greening
- 3 Integration of bus infrastructure
- 4 Integration of cycle route and crossing
- 5 Improved connection to the Verdant Works & Blackness Business place plan



TRANSPORT & CONNECTIVITY

CONSTITUTION ROAD

- 1 New surface level crossing following Constitution Road desire line
- 2 Introduction of signalised junction to normalise road environment
- 3 Integration with wider strategic cycle infrastructure
- 4 Access to Bell Street Car Park maintained
- 5 Potential to deliver new high quality green space with removal of underpass



EAST PORT ROUNDABOUT

- 1 Roundabout transformed into signalised junction
- 2 Improved pedestrian connections along key desire lines with continuation of surface material
- 3 Integration of cycle route and crossing
- 4 Increase in footway width in front of Olympia leisure centre



TRANSPORT & CONNECTIVITY

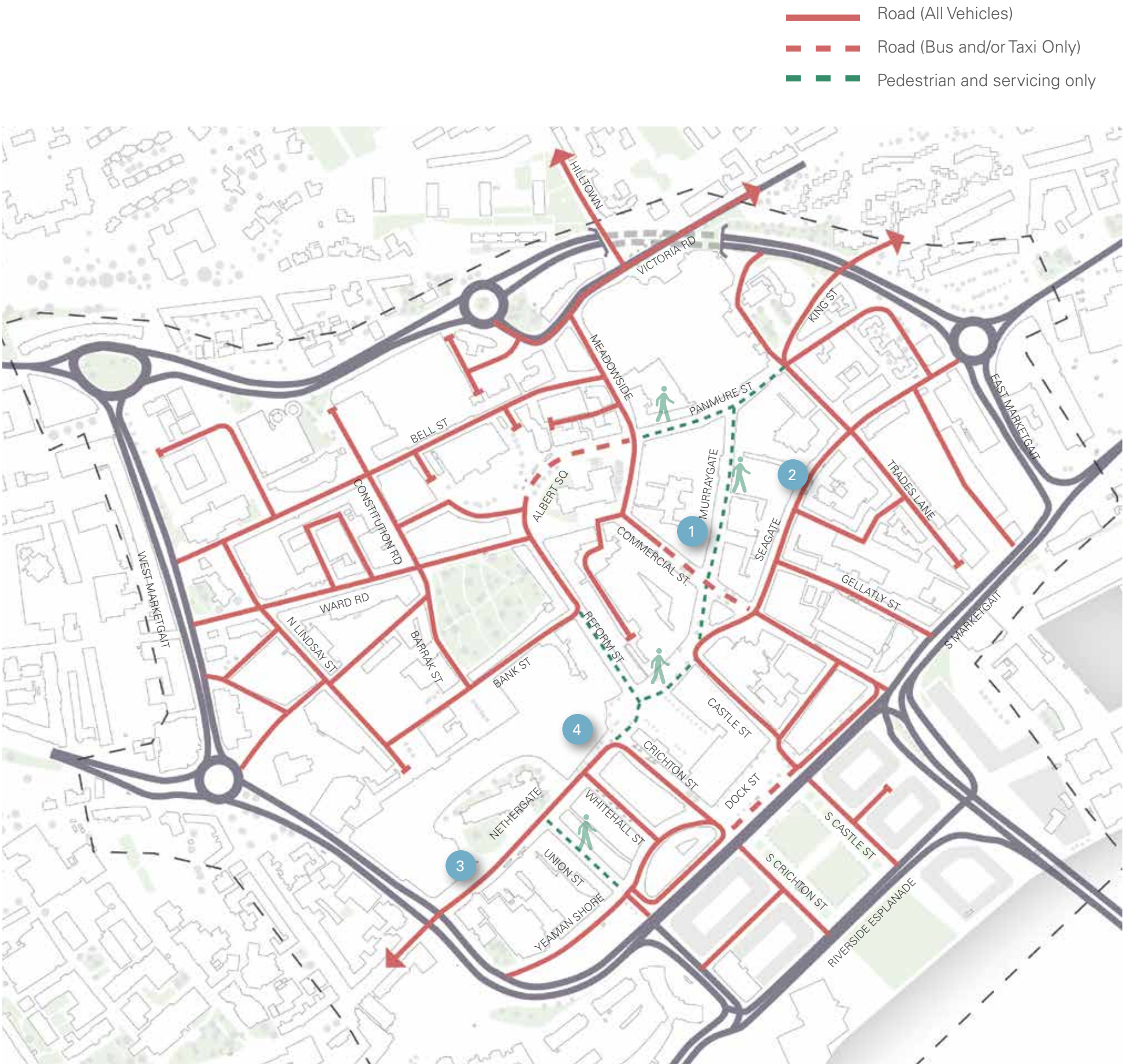
EXISTING CITY CENTRE ROAD NETWORK

The existing road network seeks to minimise through traffic within the city centre by limiting certain streets to bus, taxi and service access only.

The existing configuration results in a number of issues at specific areas of the city centre.

Existing Issues:

- 1 Illegal manoeuvres by private vehicles at the intersection of Murraygate and Commercial Street
- 2 Narrow width along Seagate requiring two way movements of buses and vehicles including multiple bus stops on both sides of the street
- 3 Conflicts from taxis turning in the road along Nethergate
- 4 Dominance of bus stops around key areas of the city centre reducing quality of public realm and footways



TRANSPORT & CONNECTIVITY

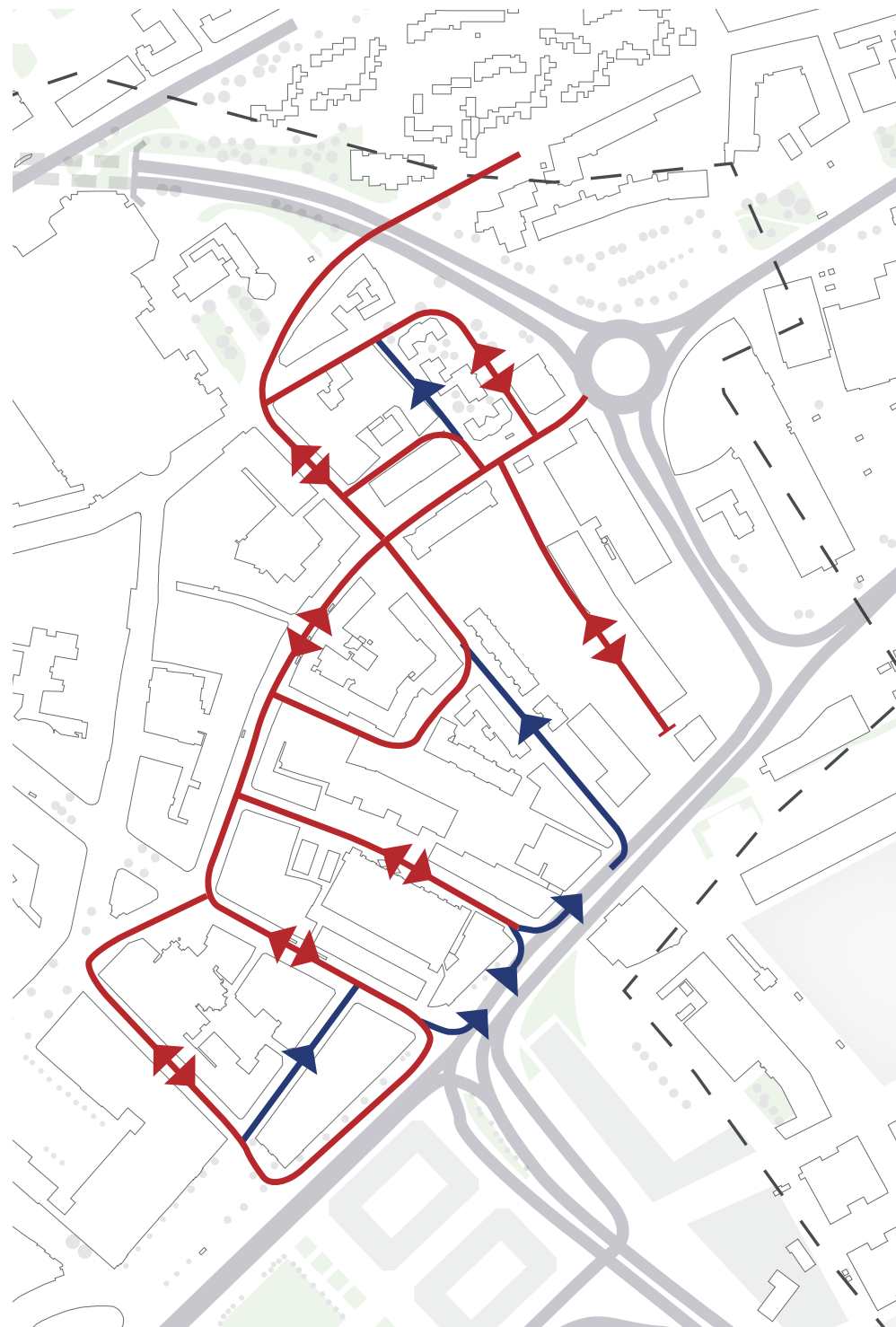
POTENTIAL SEAGATE ONE WAY SYSTEM

Introducing a one way system around the eastern side of the city centre could enable significant improvements to the pedestrian environment along Seagate. Along with modifications to the East Port Roundabout, this could unlock a new and enhanced link from the city centre to the Eden Project.

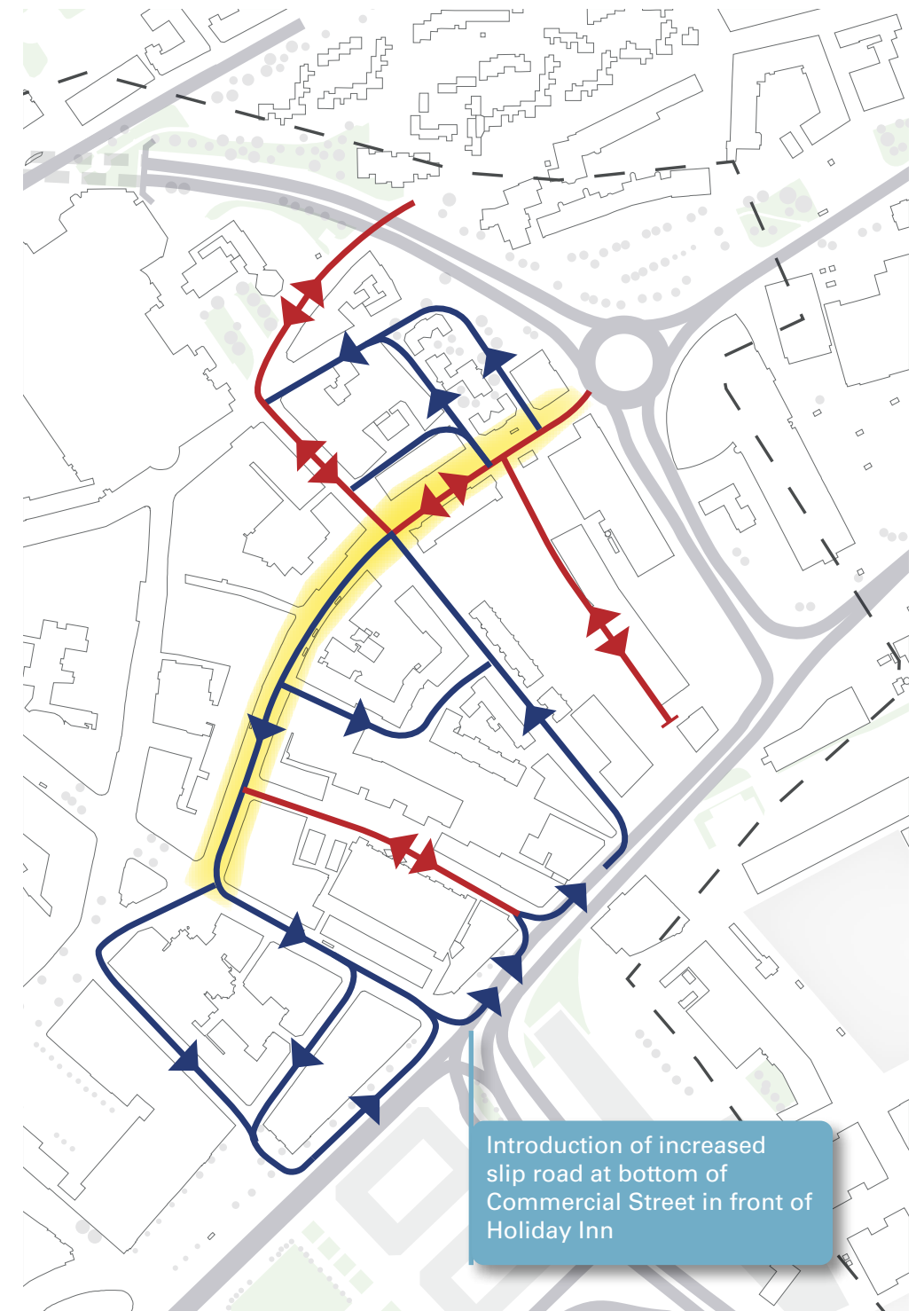
A potential one way configuration is shown opposite however alternative scenarios could also be possible. Further traffic modelling and analysis would be required to establish the feasibility of the one way system.



Seagate Today



Existing Road Layout



Proposed Road Layout

Introduction of increased slip road at bottom of Commercial Street in front of Holiday Inn



TRANSPORT & CONNECTIVITY

NETHERGATE BUS & TAXI RATIONALISATION

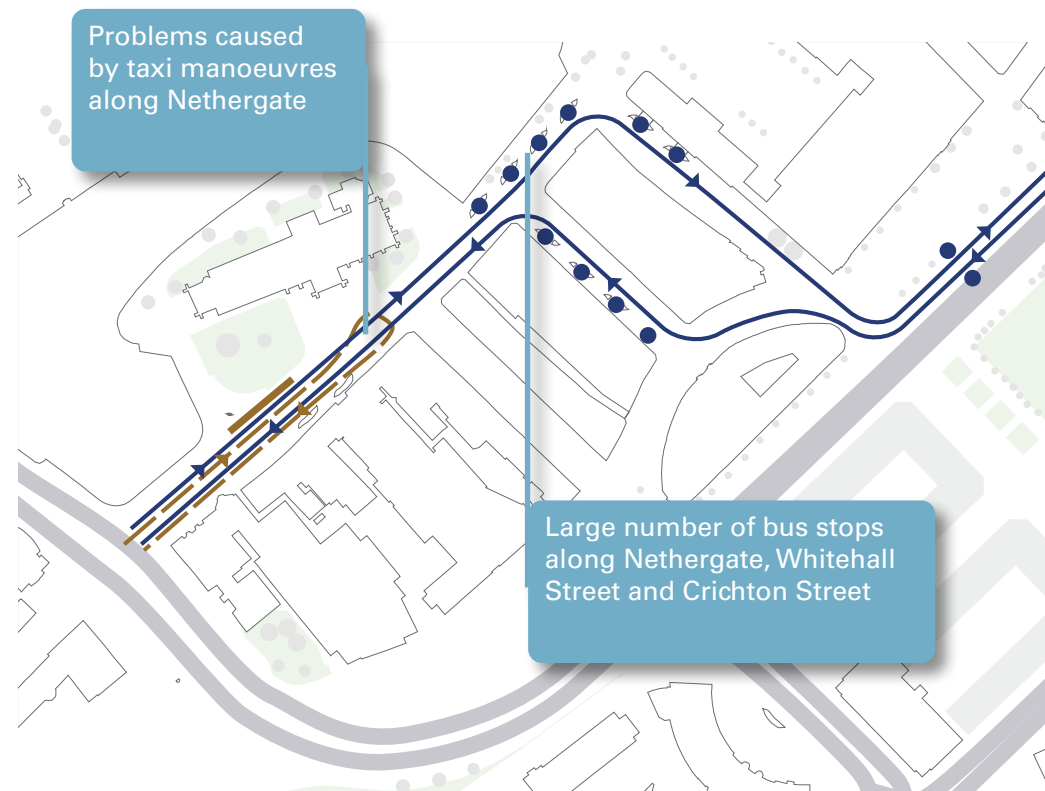
There is an opportunity to rationalise taxi and bus provision around Nethergate. This could address the existing issue of taxi's turning in the road as well as reducing the dominance of bus infrastructure in this part of the city.

The proposed solution would relocate taxi's to Whitehall Street with Bus stands consolidated along Crichton Street in both directions. This arrangement could also allow enhancements to pedestrian and cycle links east-west along Nethergate.

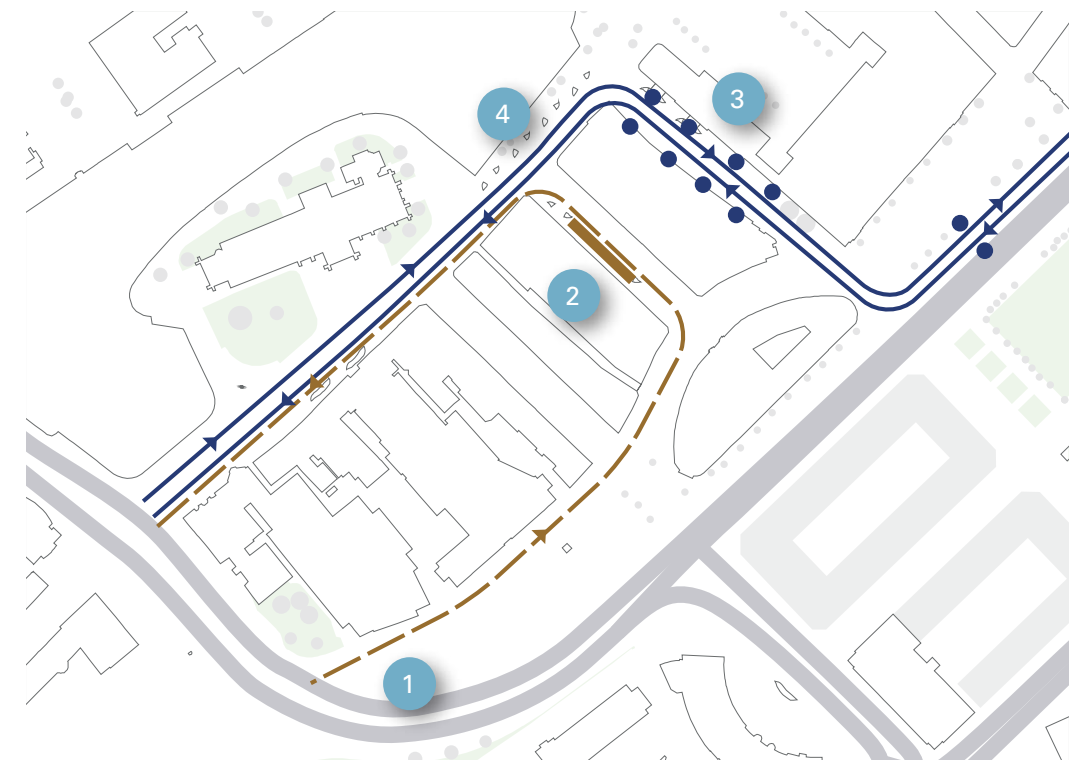


Public realm vision for Nethergate

- 1 One way taxi route from Yeaman Shore
- 2 Taxi rank relocated to Whitehall Street
- 3 Bus stops rationalised and consolidated along Crichton street
- 4 Improved public realm along Nethergate due to removal of taxi rank and bus stops (potential to incorporate dedicated cycle route)



Existing Road Layout



Proposed Road Layout

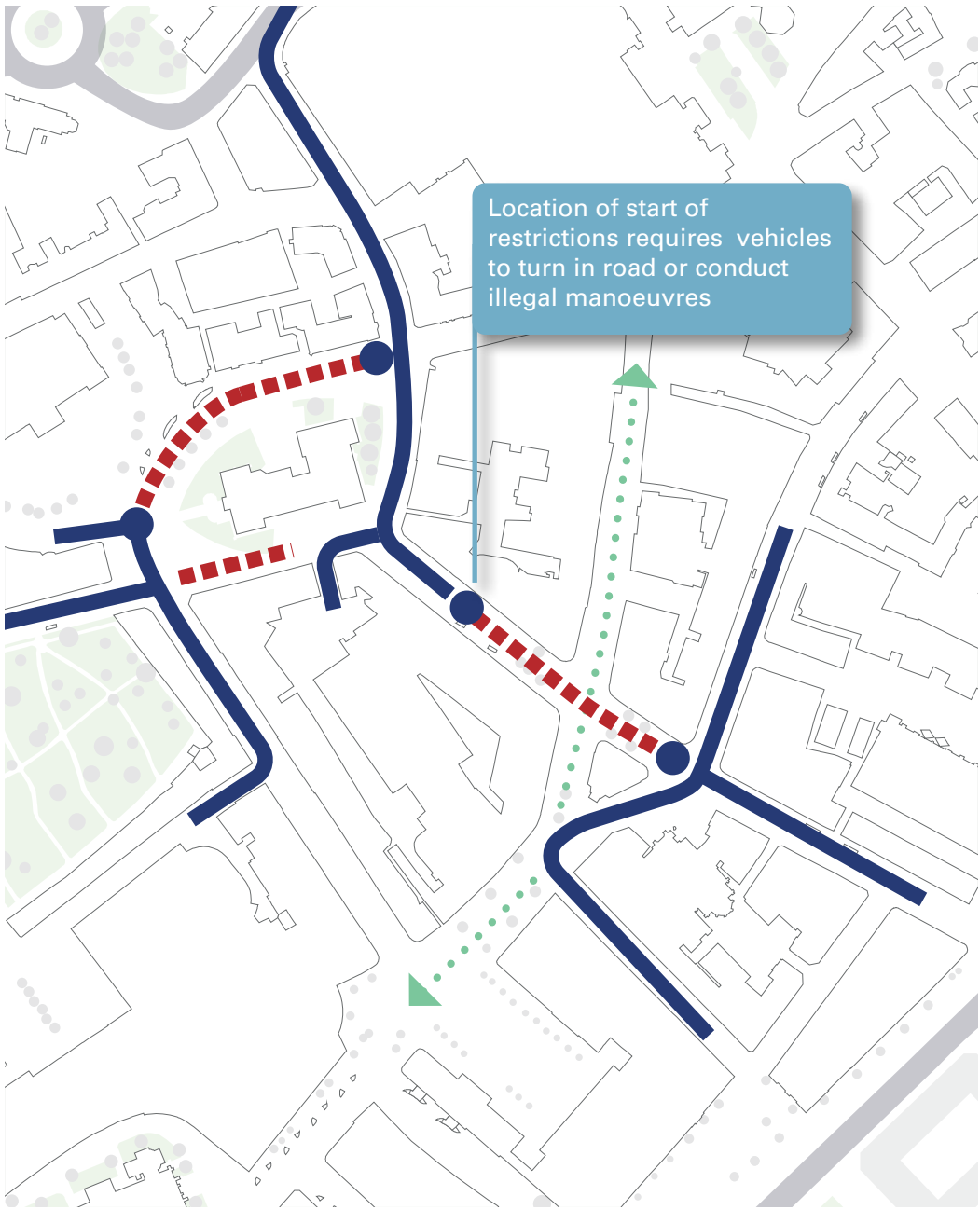
TRANSPORT & CONNECTIVITY

COMMERCIAL STREET/
MURRAYGATE INTERFACE

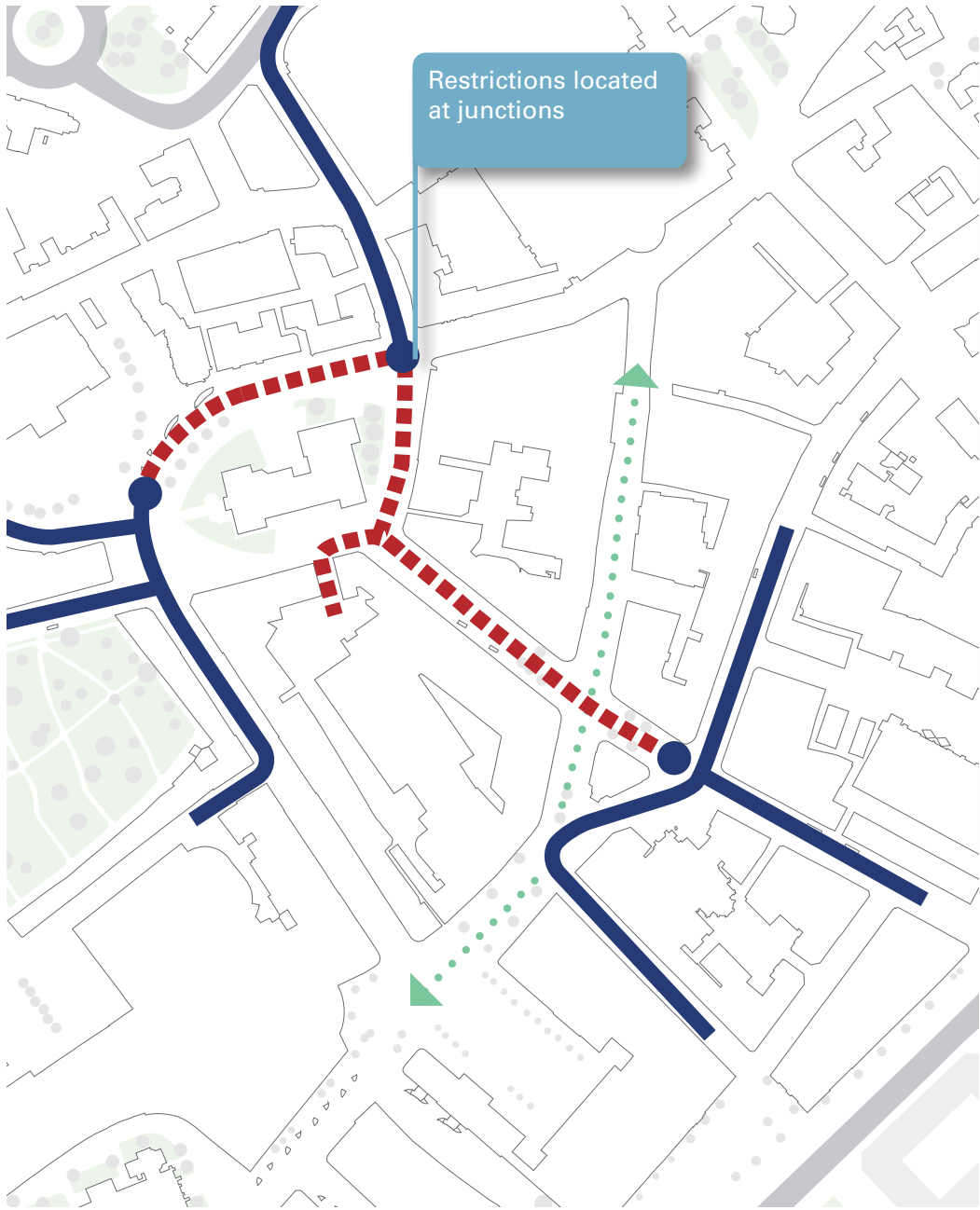
The layout and extent of traffic restrictions around Commercial Street could be extended to reduce the number of illegal manoeuvres by private vehicles. Relocating the start of restrictions to junction points would give vehicle users alternative options without the need to turn in the road.

In addition to passive measures to encourage compliance with restrictions, there is potential to adopt a technological solution using 'ANPR' (Automatic Number Plate Recognition) which may tie into other initiatives such as the introduction of a new low emission zone within the city centre.

- All Vehicles
- - - Traffic Restrictions
- ← ... → Pedestrian and Cycle Only
- Start of Restrictions



Existing Road Layout

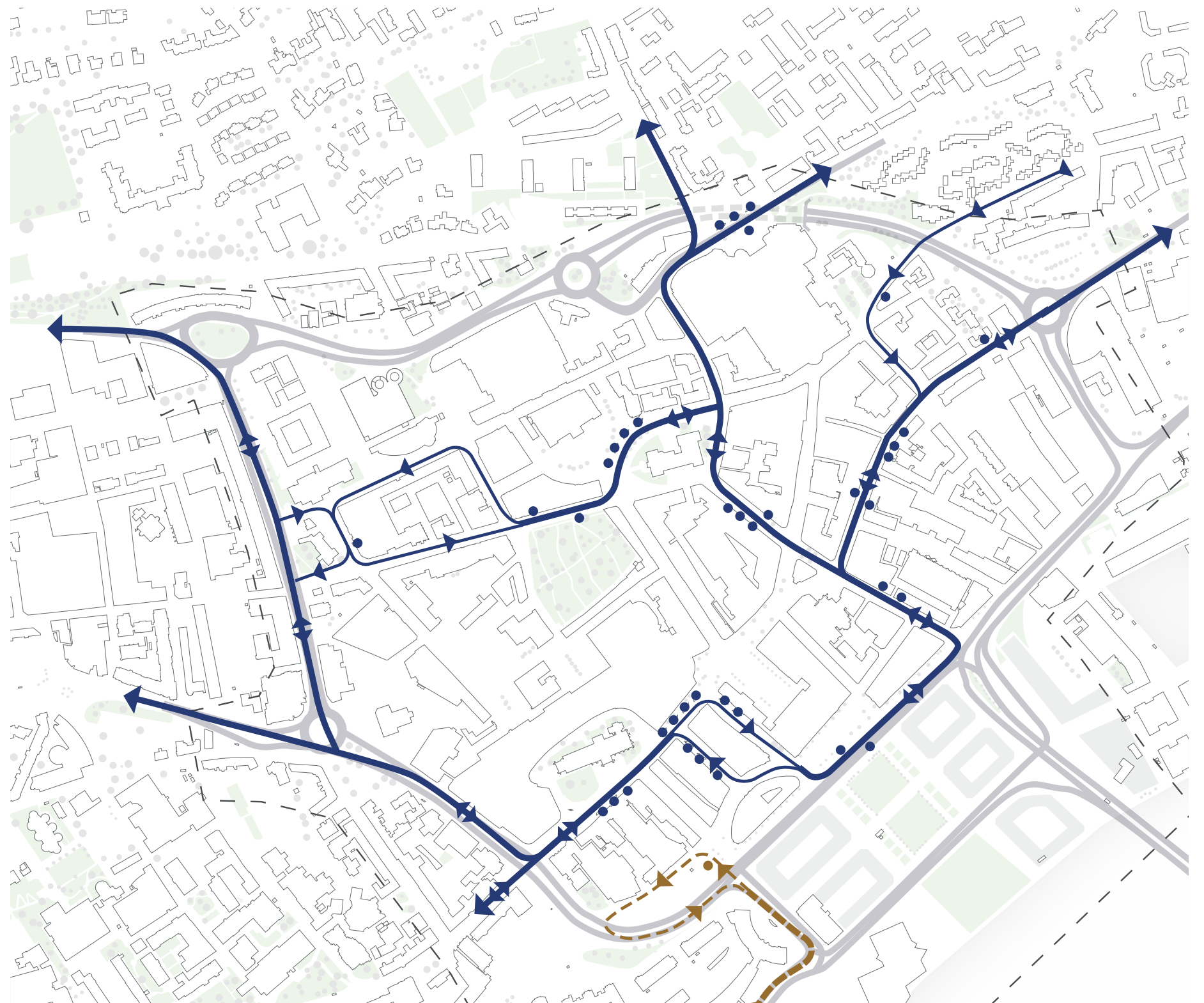


Proposed Road Layout

TRANSPORT & CONNECTIVITY

BUS ROUTES

Bus routes within the city centre are shown opposite. The proposals set out on the previous pages would require some alterations to bus services as shown on the following page.



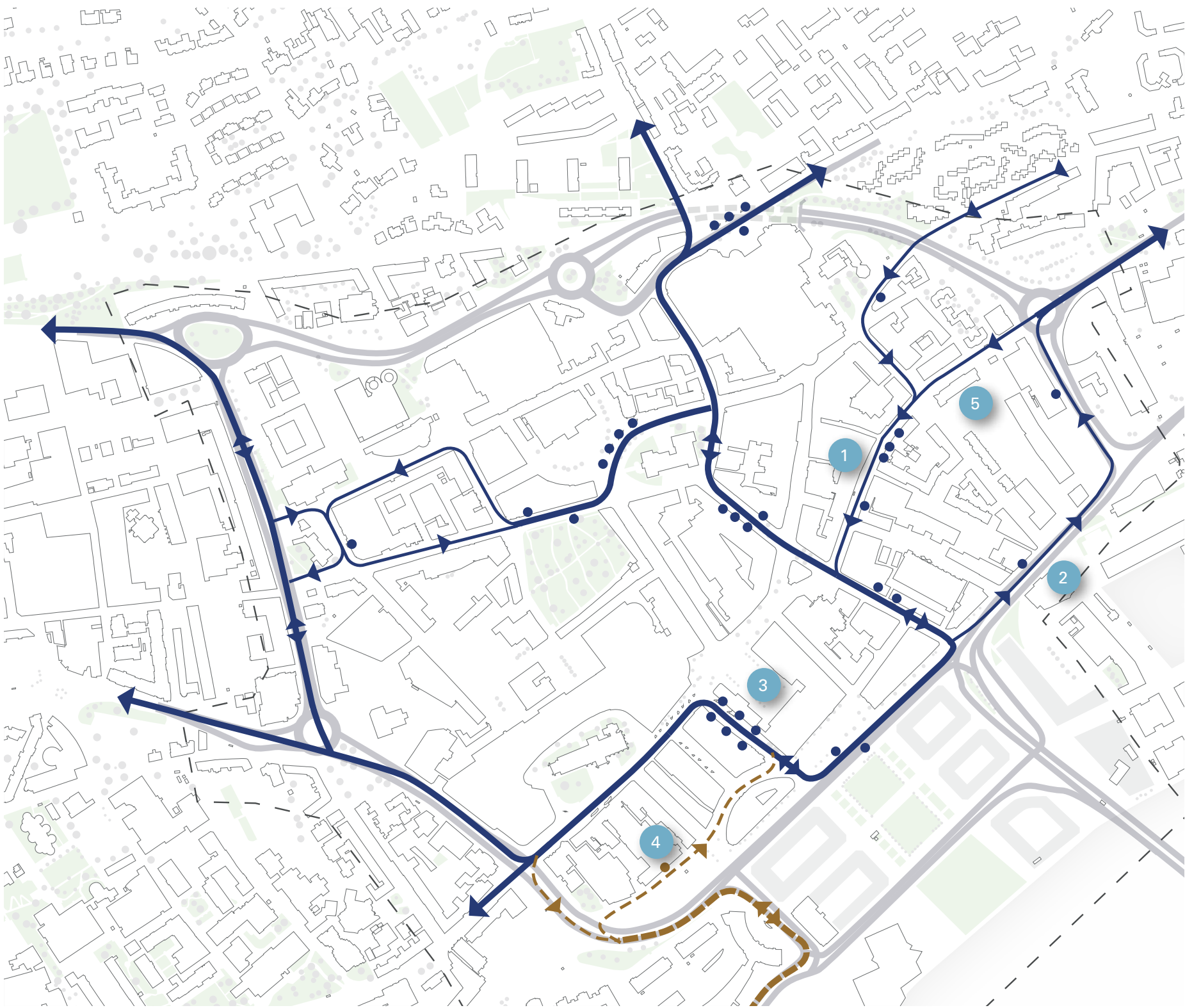
TRANSPORT & CONNECTIVITY

PROPOSED BUS CONFIGURATION

The introduction of a one way system along Seagate as well as modifications to the Nethergate area would require some minor adjustments to bus services in the city centre.

The drawing opposite shows local services only, additional consideration would be required around regional services servicing the bus station on Seagate. This could include an eastbound bus-only lane on Seagate from the Bus station to East Marketgait where the street is wider.

- 1 Buses westbound one-way along Seagate allowing Seagate public realm and active travel improvements
- 2 no. 9 and 5 services eastbound along South Marketgait
- 3 Consolidation of bus stops along Crichton Street (Alongside rationalisation of bus and taxi configuration around Nethergate)
- 4 X90 Edinburgh Airport stop relocated to Yeaman Shore
- 5 Potential for eastbound bus only lane at east end of Seagate allowing regional services to rejoin inner city ring road



TRANSPORT & CONNECTIVITY

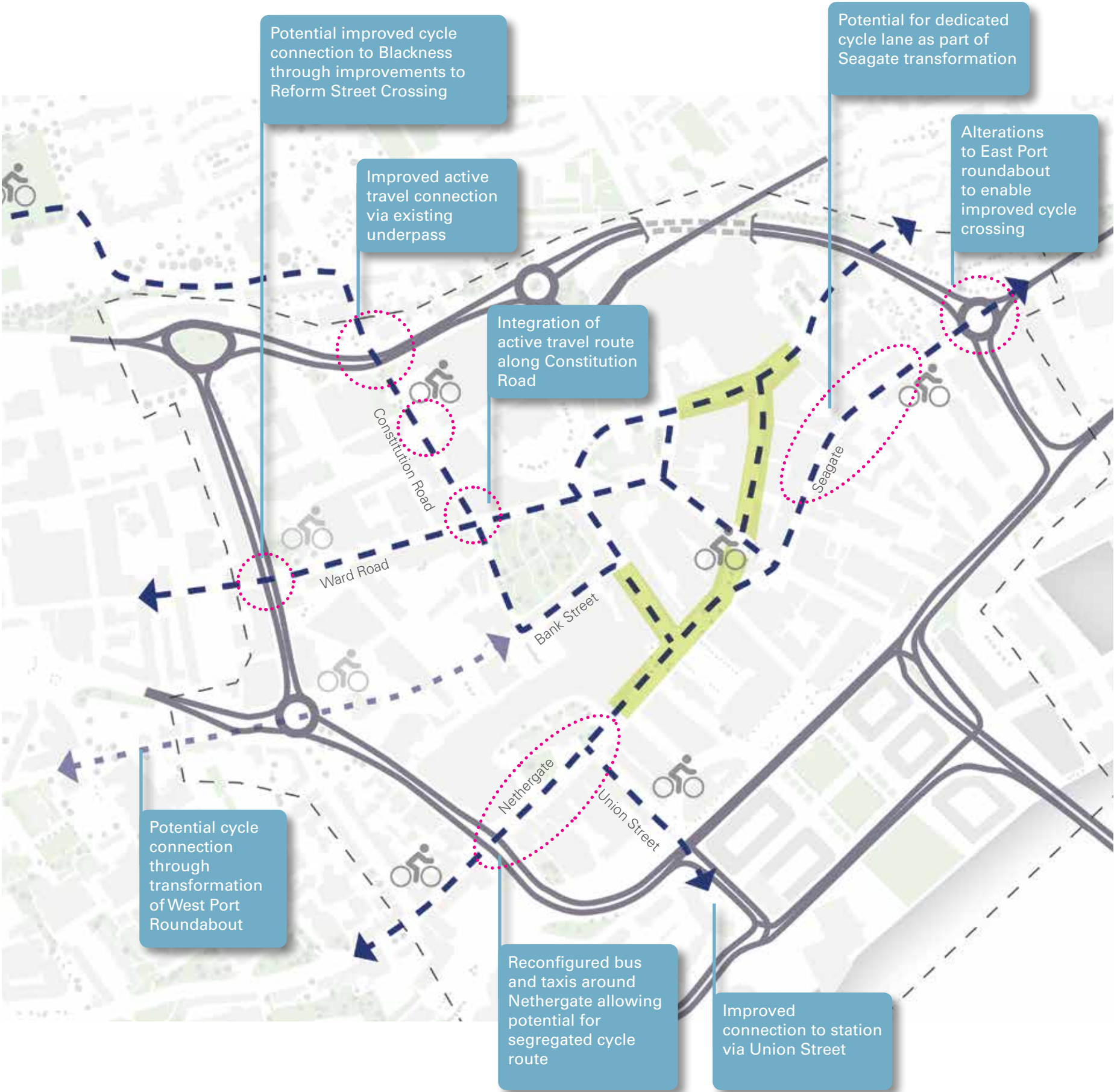
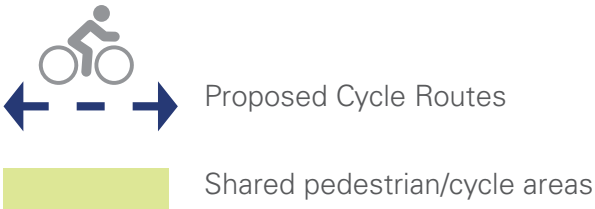
CYCLE ROUTES

Focused interventions around the city centre can enable a more coherent cycle network into and through the city centre. This would be a combination of dedicated cycle routes as well as car free areas shared by cyclists and pedestrians.

Shared areas, such as Reform Street, would require slower speeds and greater care from cyclists.



Existing cycle infrastructure along Bank Street



TRANSPORT & CONNECTIVITY

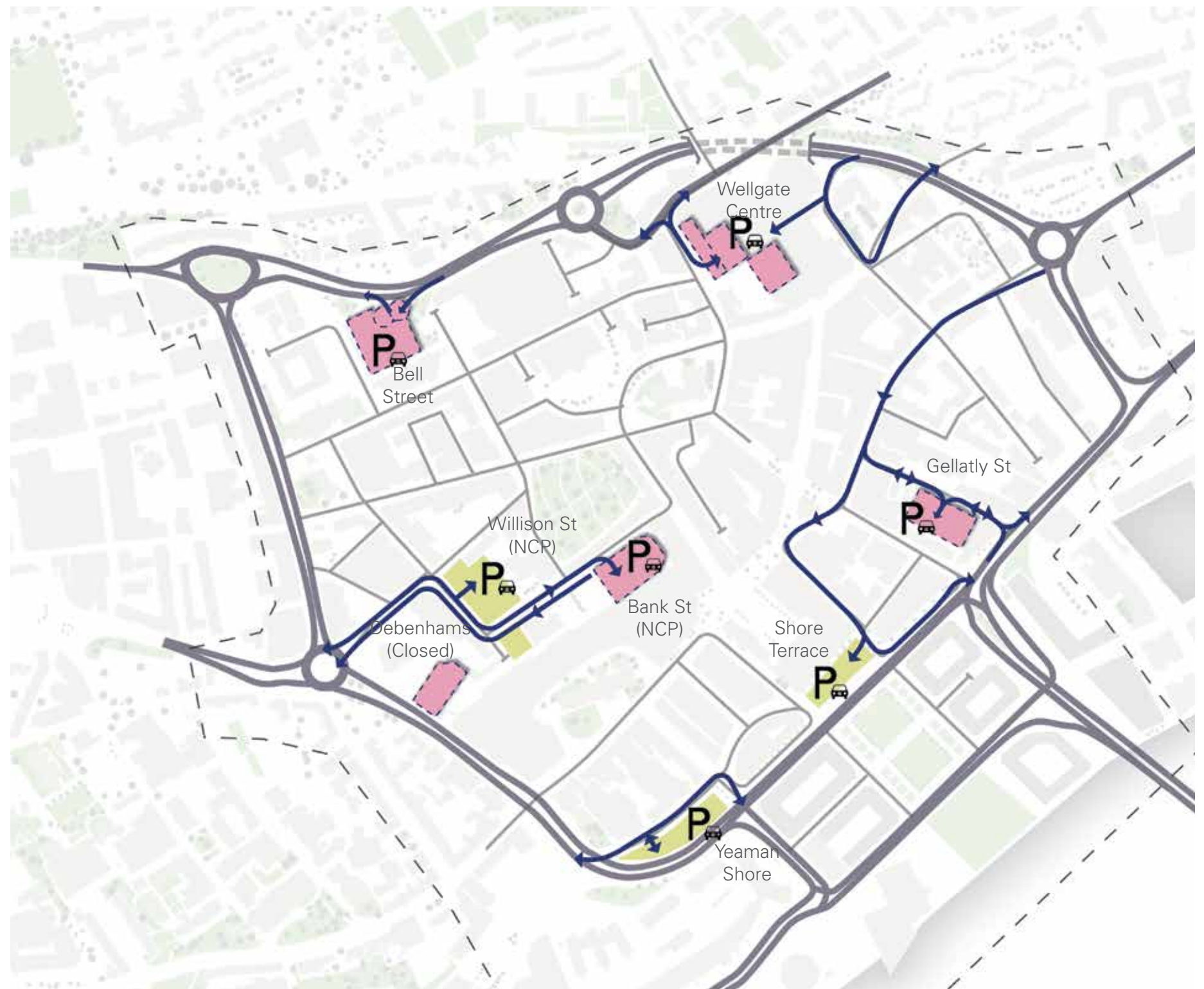
CAR PARKS

Existing multi-storey car parks MSCPs can be utilised to maintain good access to the city centre by car and reduce the impact of on street parking on city centre public realm.

The diagram opposite shows the aspiration to provide effective and direct access to MSCPs from the inner city ring road and minimise the potential for through traffic within the city centre.



Bank Street MSCP



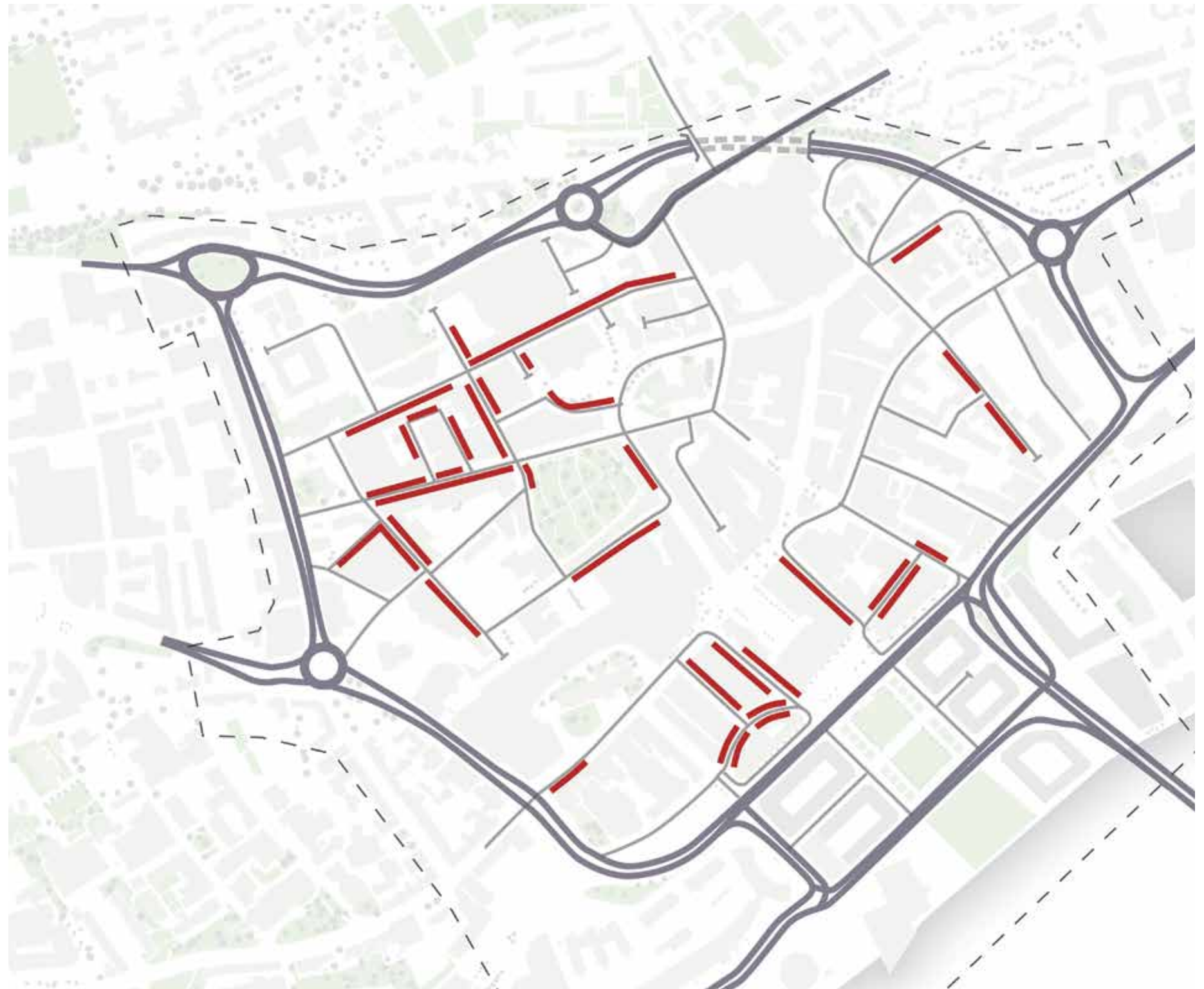
TRANSPORT & CONNECTIVITY

ON STREET PAY AND DISPLAY PARKING

The diagram opposite shows the current location of on street pay & display parking within the city centre. It is suggested that this provision could be reduced in selected areas where there is benefit in reducing private vehicle traffic and improving public realm.



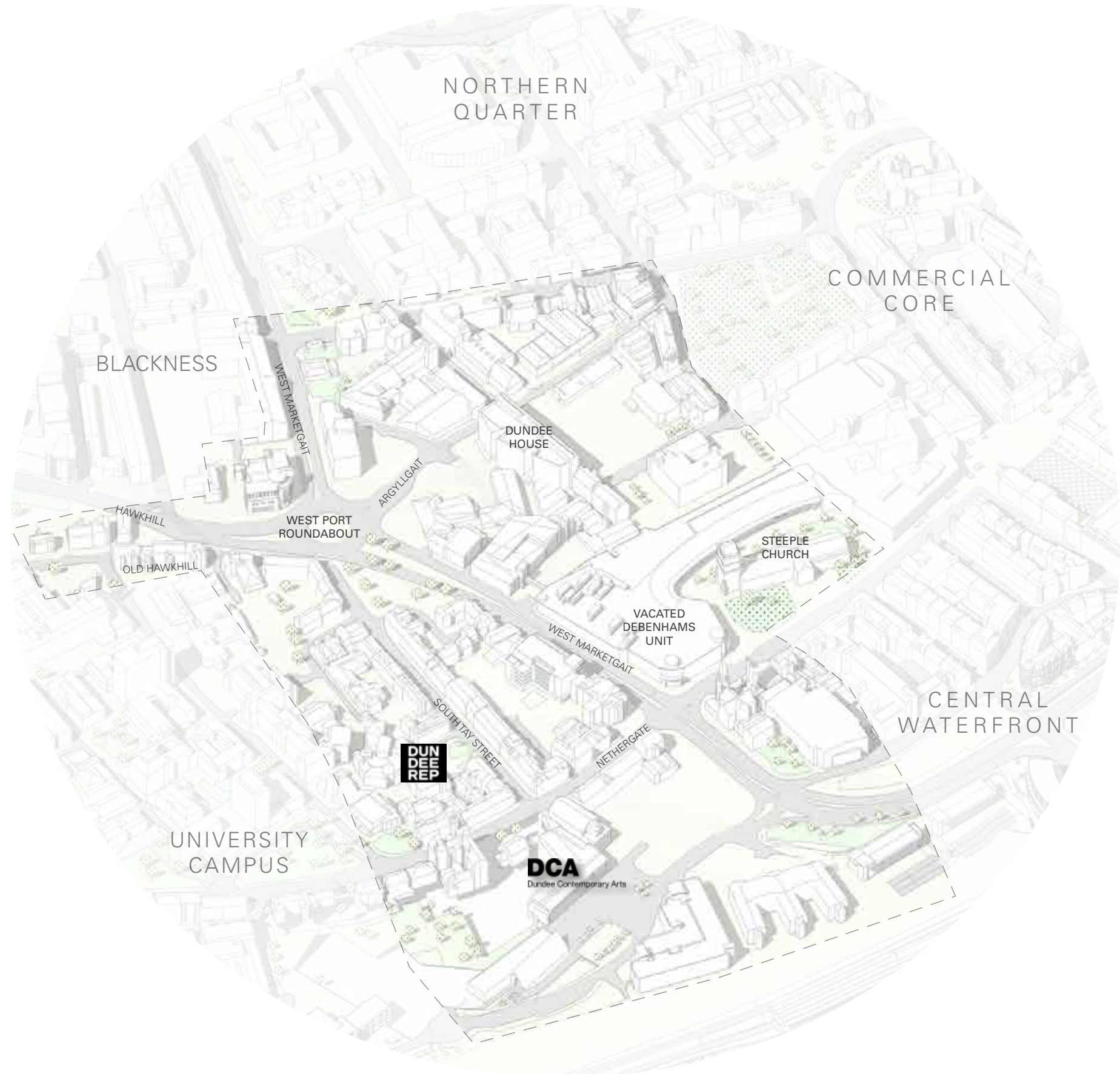
Pay and Display Parking along Reform Street



SUB AREA 1:

THE WESTERN QUARTER

Enhancing connectivity to the University whilst enabling new development on key city centre sites



SUB AREA 1: WESTERN QUARTER

KEY CONSIDERATIONS

The Inner City Ring-road makes pedestrian and active travel connections between the University and City Centre challenging. Key cultural assets are located along the city centre’s western fringe but feel disconnected from the city’s core.



Road Infrastructure

Large scale infrastructure like the West Port roundabout prioritise vehicles over pedestrian connectivity, resulting circuitous and convoluted routes between the city centre and the University campus.



Vacated Retail

The closure of Debenhams creates a vacant, large format space in the heart of the city centre



Underutilised Land

A number of sites could support mixed use development, increasing the population within the heart of the city centre



Severance

Key sites such as the Lidl food store prevent the creation of legible pedestrian and cycle routes between the University campus and the city centre



Poor Quality Green Space

There is a lack of green space within the western fringe of the city centre with much of it located in inaccessible locations such as roundabouts and central reservations.



Disconnected Assets

An established cluster of successful independent businesses along West Port are disconnected from the wider local economy of the city centre.

SUB AREA 1: WESTERN QUARTER

SHORT TERM OPPORTUNITIES

Early interventions could enhance the public realm along West Port to strengthen the local economy as well as exploring the potential for new leisure and cultural uses within the vacated Debenhams building.

- 1 Public realm improvements along old Hawkhill to support local businesses
- 2 Re-use of Vacated Debenhams unit. Potential for leisure/cinema use
- 3 Improvements to the Nethergate Crossing
- 4 Delivery of new BT office development

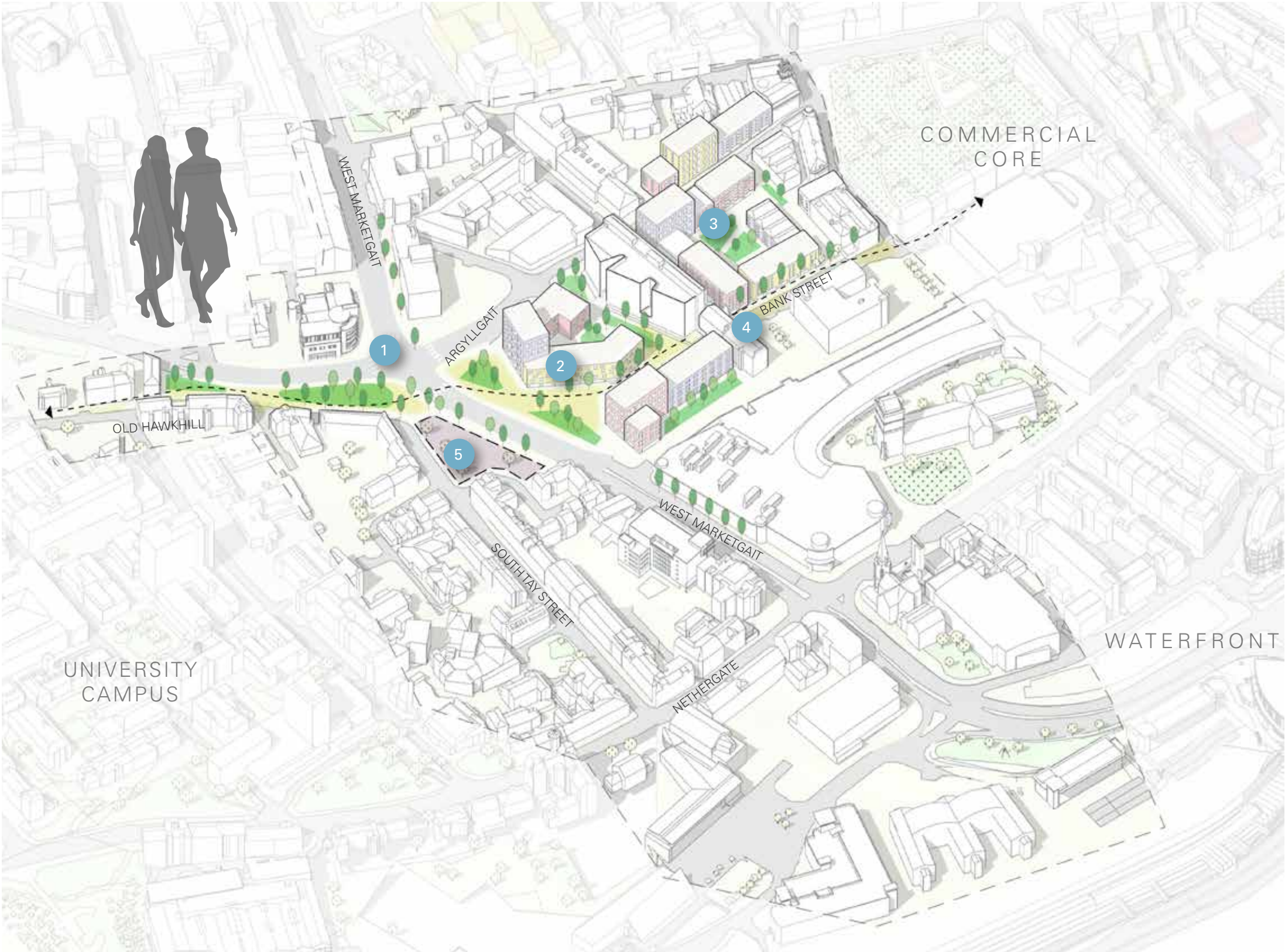


SUB AREA 1: WESTERN QUARTER

LONGER TERM TRANSFORMATION

The transformation of the West Port roundabout could unlock a new east-west pedestrian and cycle connection, making the city centre more accessible from the west and allowing a series of wider public realm and development opportunities.

- 1 Transformation of West Port Roundabout to create improved pedestrian crossings and new public realm
- 2 Redevelopment of Car Park and Food Store site
- 3 Redevelopment of Willison Street car park site
- 4 New pedestrian connection improving access to the city for pedestrians and cyclists
- 5 Potential transformation of council car park site



SUB AREA 1: WESTERN QUARTER

PRECEDENTS



Cycle lane integrated with landscaping
(New York City)



Residential Courtyard Amenity
(Royal Wharf, London)



Active ground floors defining key routes and spaces
(Fish Island, London)



Introducing green infrastructure and SUDS
(Grey to Green, Sheffield)



High quality public realm
(Bromley by Bow, London)



Landmark building responding to longer distance approaches
(Southwark, London)

SUB AREA 1: WESTERN QUARTER

WEST PORT ROUNDABOUT & VICINITY



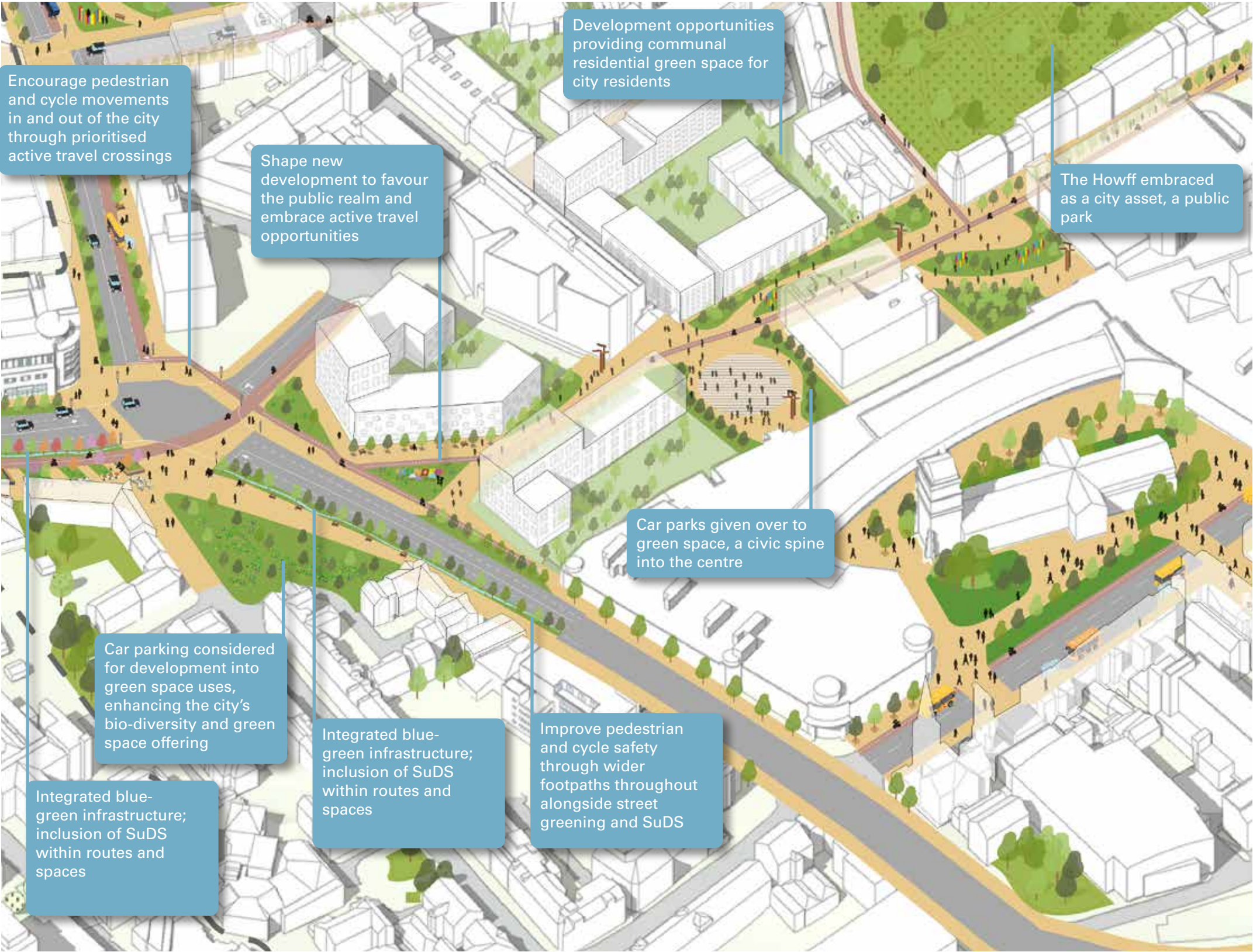
Broad Street, Oxford



Broad Street, Oxford



Central Park, Chippendale, Sydney



SUB AREA 1: WESTERN QUARTER

WEST PORT ROUNDABOUT



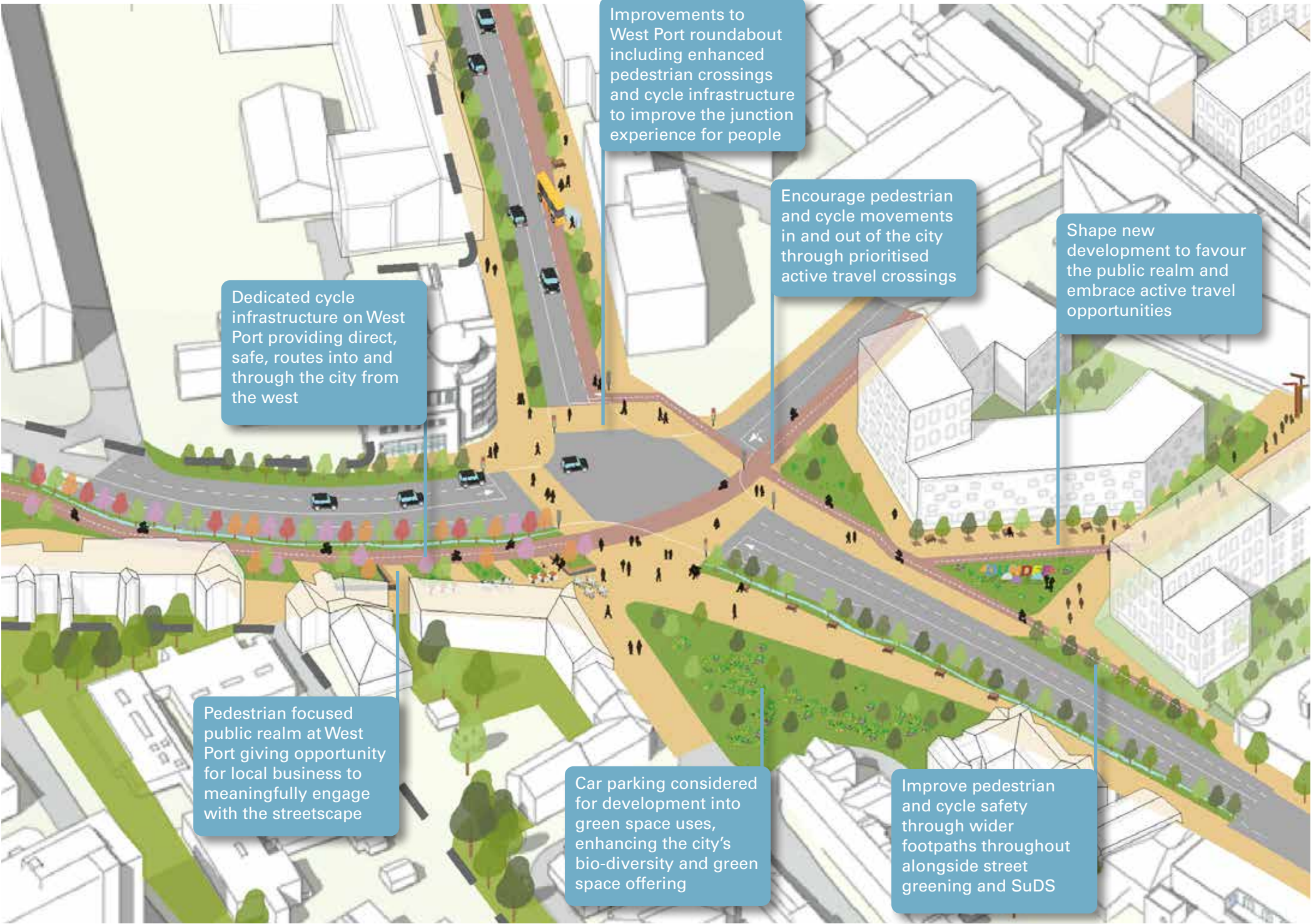
Deptford Market Yard, London



Marylebone, London



Broad Street, Oxford



SUB AREA 1: WESTERN QUARTER

VIEW LOOKING EAST
ALONG WEST PORT



View as existing

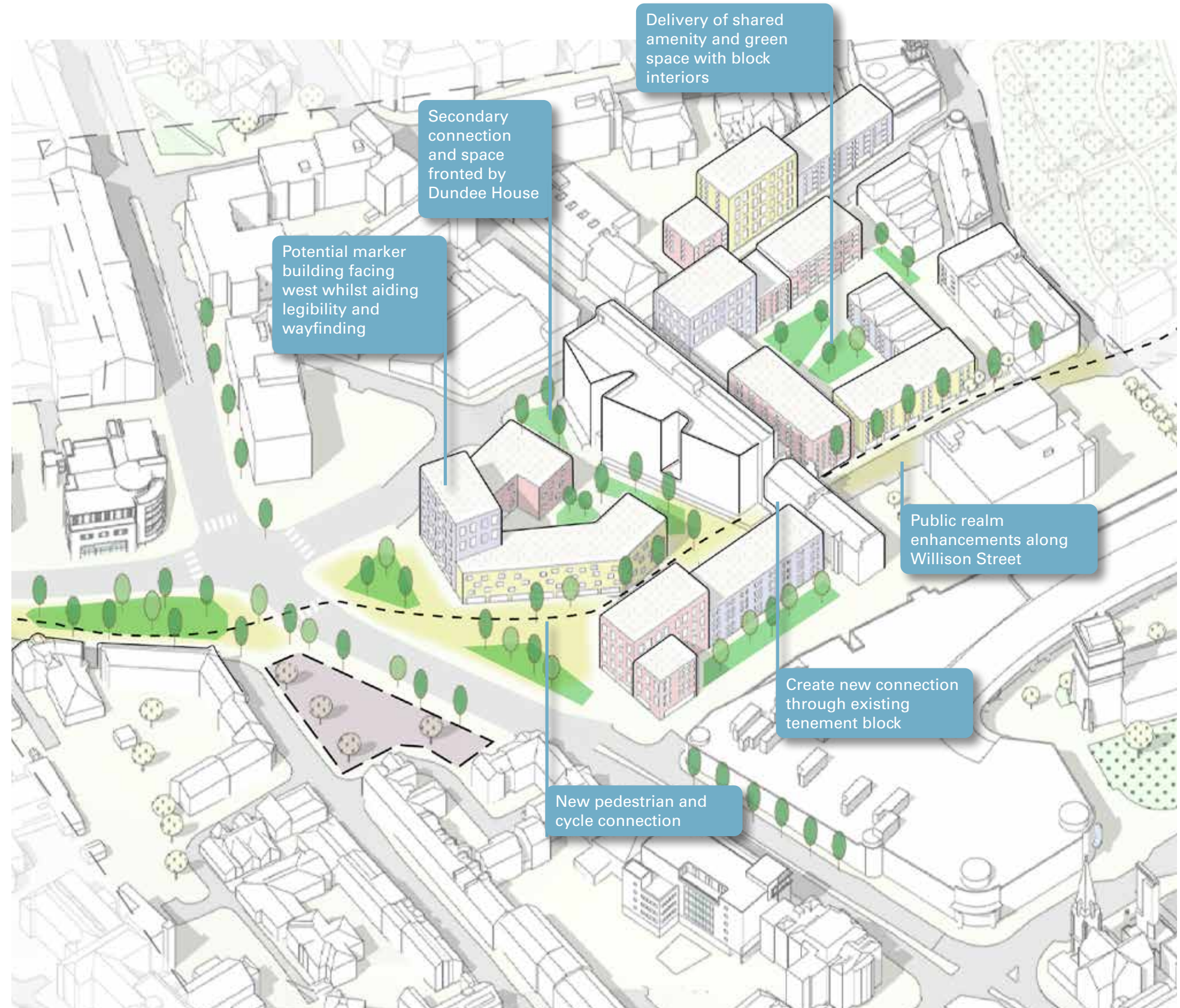


View as proposed

SUB AREA 1: WESTERN QUARTER

DEVELOPMENT SITES

Developing the collection of sites around Dundee house could create and define a coherent connection into the city centre from the West. This would involve a new connection through the existing tenement adjacent to Dundee House connecting Willison Street to a new public space opening onto West Marketgait.



SUB AREA 1: WESTERN QUARTER

WARD ROAD
DEVELOPMENT SITES

NORTHERN SITE

	GIFA	Residential NIFA	Commercial/ Office	Ancillary
L0	1,174sqm		545sqm	333sqm
L1	1,174sqm	915sqm		
L2	1,174sqm	915sqm		
L3	1,174sqm	915sqm		
L4	1,174sqm	915sqm		
L5	401sqm	313sqm		
L6	401sqm	313sqm		
Total	6,670sqm	4,287sqm	582sqm	333sqm

‘GIFA’ (Gross Internal Floor Area)

‘NIFA’ (Net Internal Floor Area)

Mix of 1 bedroom, 2 bedroom, 3 Bedroom and total units

1 Bed	2 Bed	3 Bed	Total
27	27	13	67

SOUTHERN SITE

	GIFA	Residential NIFA	Commercial/ Office	Ancillary
L0	3,320sqm		1,706sqm	884sqm
L1	3,320sqm	2,642sqm		
L2	3,320sqm	2,642sqm		
L3	3,320sqm	2,642sqm		
L4	2,116sqm	2,642sqm		
L5	1,005sqm	784sqm		
L6	417sqm	325sqm		
L7	417sqm	325sqm		
L8	417sqm	325sqm		
Total	17,651sqm	11,374sqm	1,706sqm	884sqm

‘GIFA’ (Gross Internal Floor Area)

‘NIFA’ (Net Internal Floor Area)

Mix of 1 bedroom, 2 bedroom, 3 Bedroom and total units

1 Bed	2 Bed	3 Bed	Total
71	71	35	177



Proposed Plan showing storey heights

SUB AREA 1: WESTERN QUARTER

LIDL SITE

Floorspace Per Level

	GIFA	Residential NIFA	Commercial/ Office	Ancillary
L0	1,945sqm		933sqm	584sqm
L1	1,945sqm	1,517sqm		
L2	1,945sqm	1,517sqm		
L3	1,945sqm	1,517sqm		
L4	1,945sqm	1,517sqm		
L5	391sqm	305sqm		
L6	391sqm	305sqm		
L7	391sqm	305sqm		
L8	391sqm	305sqm		
L9	391sqm	305sqm		
Total	11,676sqm	7,591sqm	933sqm	584sqm

‘GIFA’ (Gross Internal Floor Area)

‘NIFA’ (Net Internal Floor Area)

Mix of 1 bedroom, 2 bedroom, 3 Bedroom and total units

1 Bed	2 Bed	3 Bed	Total
48	48	24	110

CAR PARK SITE

Floorspace Per Level

	GIFA	Residential NIFA	Commercial/ Office	Ancillary
L0	1,392sqm		620sqm	466sqm
L1	1,392sqm	1,086sqm		
L2	1,392sqm	1,086sqm		
L3	1,392sqm	1,086sqm		
L4	1,392sqm	1,086sqm		
L5	1,392sqm	1,086sqm		
L6	480sqm	374sqm		
L7	480sqm	374sqm		
Total	9,313sqm	6,178sqm	620sqm	466sqm

‘GIFA’ (Gross Internal Floor Area)

‘NIFA’ (Net Internal Floor Area)

Mix of 1 bedroom, 2 bedroom, 3 Bedroom and total units

1 Bed	2 Bed	3 Bed	Total
41	41	20	102

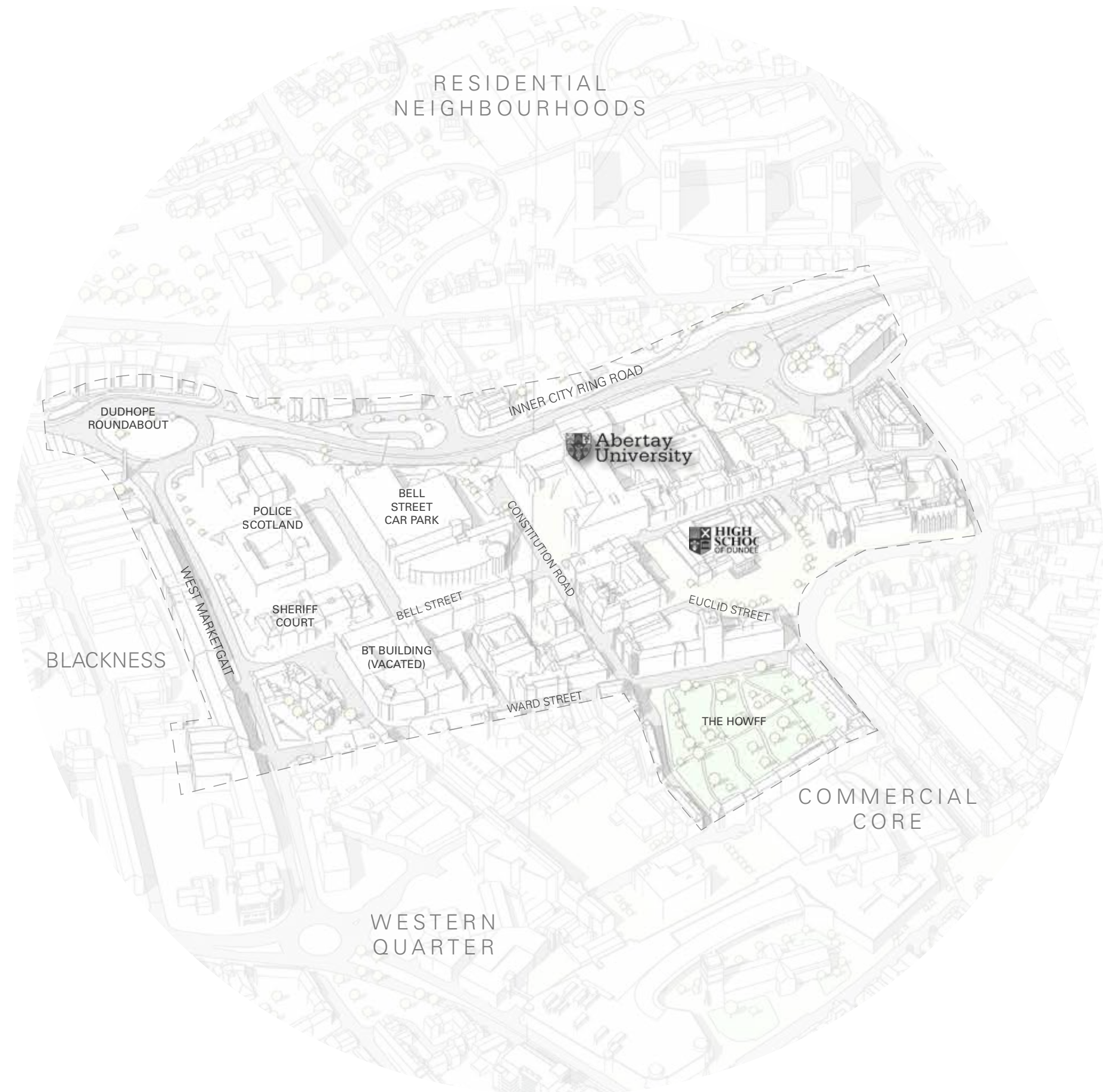


Proposed Plan showing storey heights

SUB AREA 2:

THE LEARNING QUARTER

Develop a distinct identity for the north of the city centre, integrating Abertay University with wider connectivity and public realm enhancements



SUB AREA 2: LEARNING QUARTER

KEY CONSIDERATIONS

The northern area of the city has distinct character due to its location away from the commercial heart of the city centre. It is characterised by a clustering of educational and employment uses around a coherent townscape.



Road Infrastructure

The City Centre ring road creates barriers to movement along the western and northern edges of the area, making pedestrian and cycle connections into the city challenging.



Connection to Blackness

There are limited connections across West Marketgait to the Blackness area with potential to improve existing crossings.



University Estate

Abertay University is a key asset in the north of the city with a mix of buildings and facilities spread across the area



Severance

A key potential connection to the north along Constitution Road is interrupted by the Ring Road requiring pedestrians and cyclists to use an underpass to access the city centre



Public Realm

Existing streets have large carriageways despite relatively low numbers of vehicles suggesting potential to enhance the public realm and integrate increased greening.



The Howff

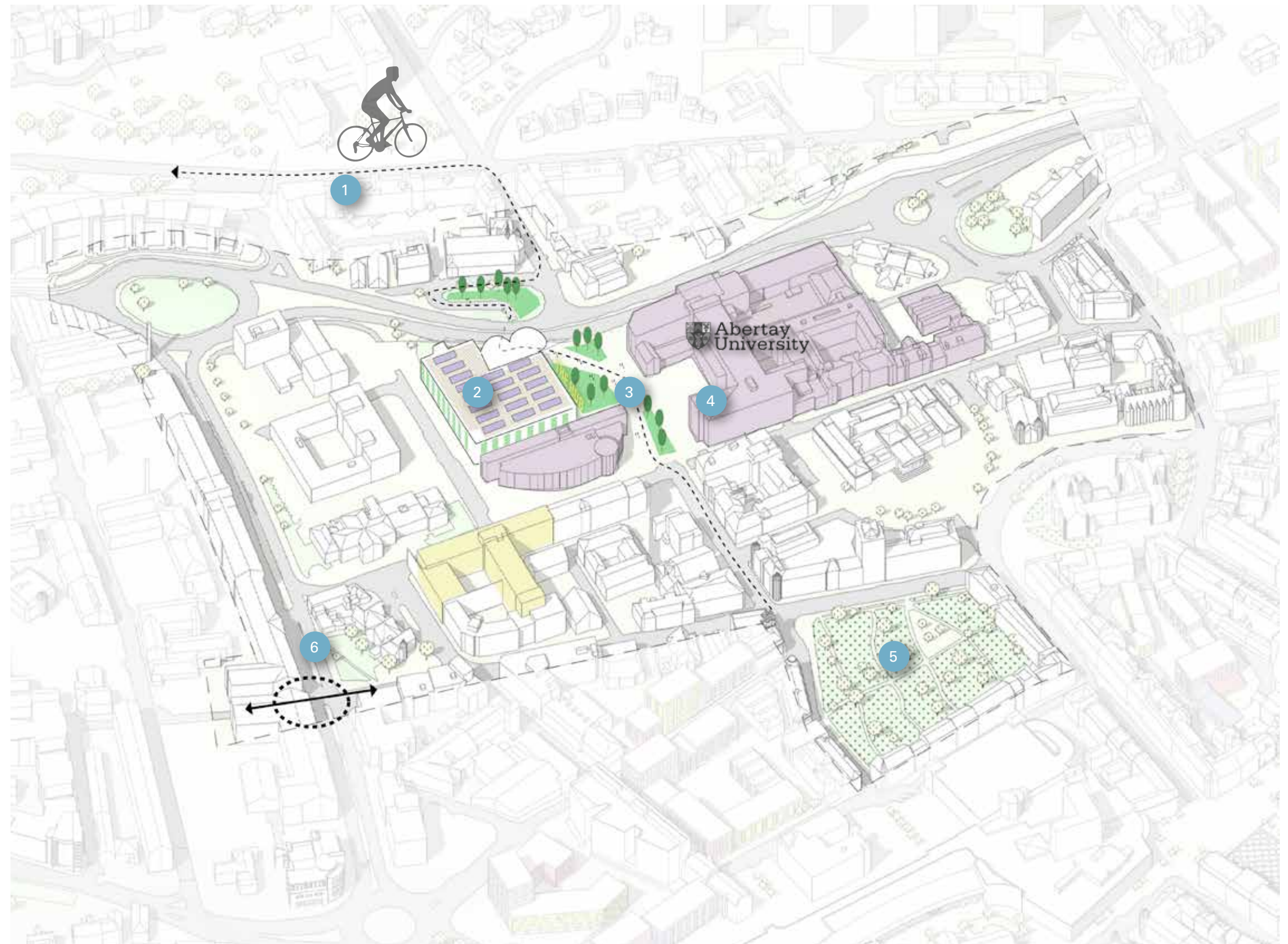
The Howff provides a generous green space in the heart of the city with potential for enhancement and improved public access

SUB AREA 2: LEARNING QUARTER

SHORT TERM OPPORTUNITIES

Early opportunities build on the council's levelling up bid for the Bell Street Car park to deliver improved active travel connections to the north of the city alongside a new sustainable transport hub.

- 1 Create new active travel route via existing underpass
- 2 Transformation of Bell Street Car Park into sustainable transport hub
- 3 Creation of new public space within Constitution Road
- 4 Investment in Abertay University Estate
- 5 Enhance The Howff as an inclusive public green space
- 6 Improve Ward Road/Guthrie Street Crossing



SUB AREA 2: LEARNING QUARTER

SUSTAINABLE TRANSPORT HUB



The car park today



The Bell Street Car Park is proposed to be transformed into a new sustainable transport hub, enabling improved active travel connections to the north of the city.



The car park after its potential transformation

SUB AREA 2: LEARNING QUARTER

CONSTITUTION ROAD

Short Term Improvements



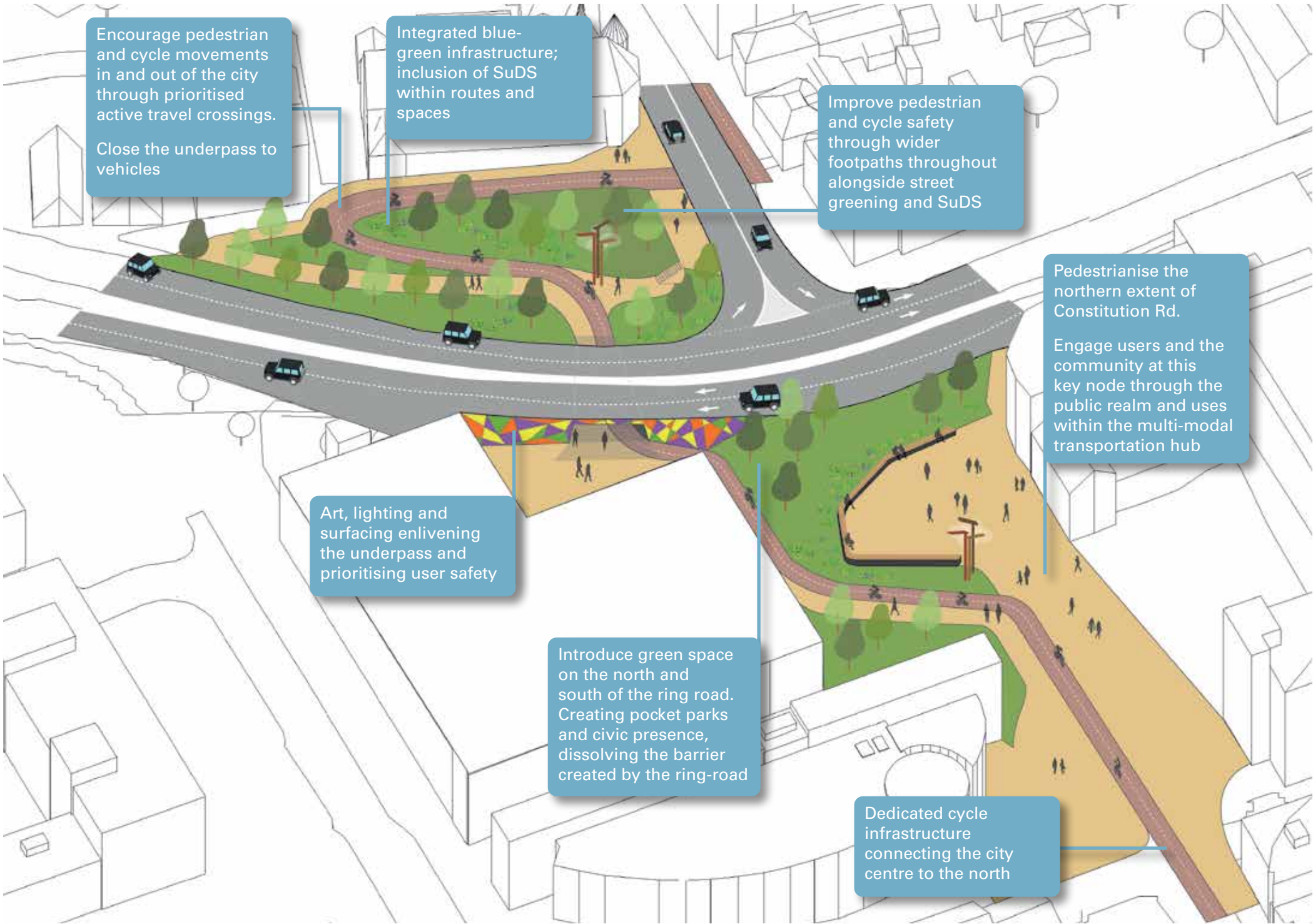
Wailuku New Urban
Downtown, Hawaii



Piazza Nember, Venice



Whitfield Garden Built
Scheme, London, LDA Design



SUB AREA 2: LEARNING QUARTER

WARD ROAD / GUTHRIE STREET



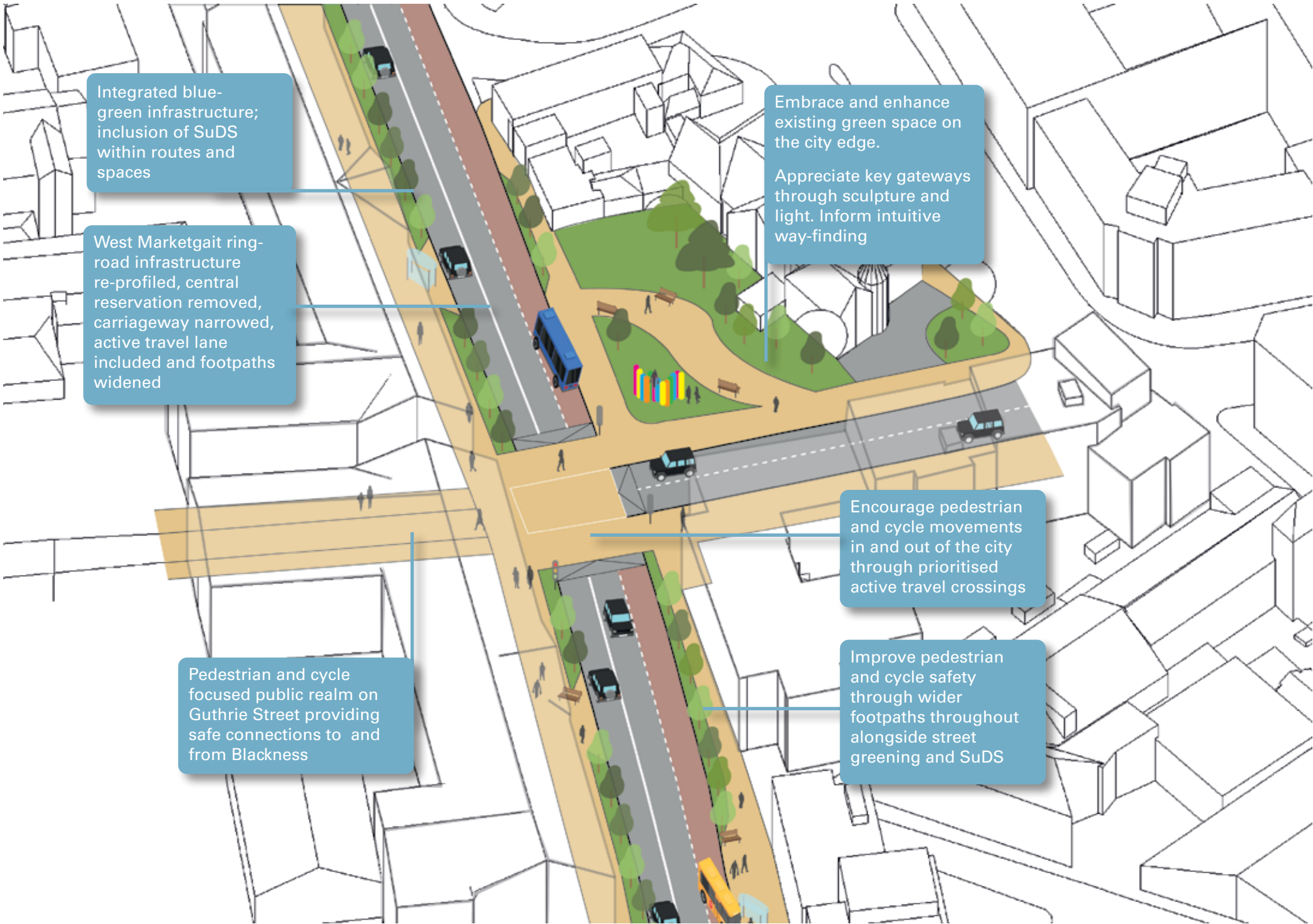
Jaktgatan and Lövängsgatan, Norra Djurgårdsstaden, Sweden



Totems by Craig and Karl, Seoul, South Korea



Charenton-le-Pont Town Centre, Paris, France



SUB AREA 2: LEARNING QUARTER

LONGER TERM TRANSFORMATION

The longer term vision could deliver an improved surface crossing across the ring road, reinstating the historic connection along Constitution Road and significantly improving accessibility from residential neighbourhoods to the north,

- 1 New surface level pedestrian and cycle crossing continuing Constitution Road northwards
- 2 Removal of underpass and downgrading of Dudhope Crescent Lane to create new park space in front of St Mary Magdalene's Church
- 3 Redevelopment of Abertay University car park
- 4 Adaptive re-use of former BT building
- 5 Potential transformation of Dudhope Roundabout
- 6 Potential Redevelopment of Police Scotland Site - It is preferred that Police Scotland remain in the city centre



SUB AREA 2: LEARNING QUARTER

PRECEDENTS



Green wall car park cladding
(Granta Park, Cambridge)



Adaptive re-use of post war buildings
(The Student Hotel, Amsterdam)



Integration of cycle infrastructure within existing streets
(Amsterdam)



Underpass transformation
(Cowcaddens, Glasgow)



High quality public space
(Bonn Square, Oxford)



Integrating colour with pedestrian crossing
(Jersey City, New Jersey)

SUB AREA 2: LEARNING QUARTER

CONSTITUTION ROAD

LONGER TERM IMPROVEMENTS

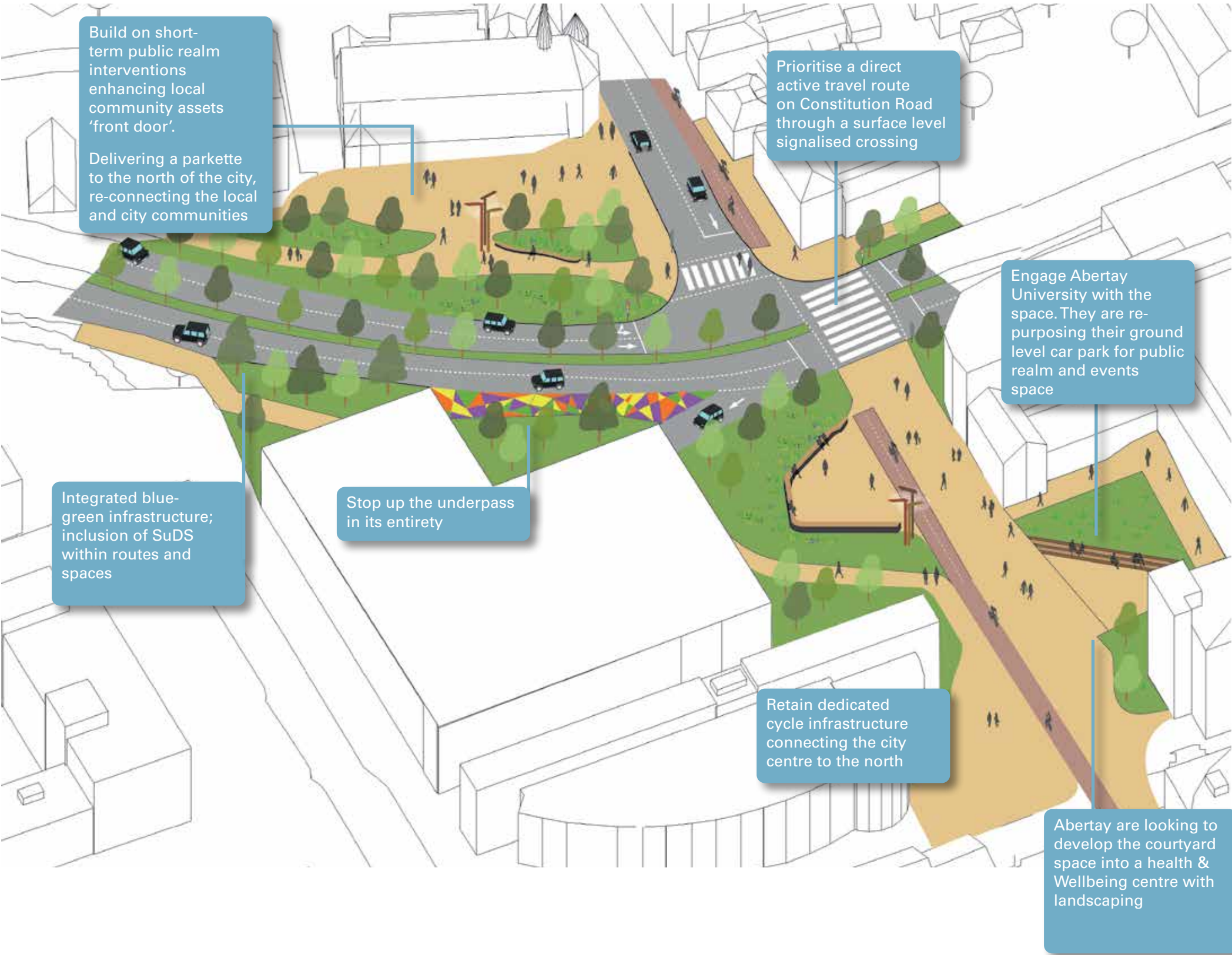


Whitfield Garden Built Scheme, London, LDA Design

Here East, London



BBC Television centre, West London



SUB AREA 2: LEARNING QUARTER

TELEPHONE HOUSE

Situated in the north east of the city centre, this 1960's office building has potential for a number of adaptive re-use options with BT relocating to new offices in the city centre. New uses could include office, hotel or student residential related to the adjacent Universities.

A refurbishment approach would enable a more sustainable solution with a reduced environmental impact. There is potential for an imaginative approach that works with the buildings existing character but with more transformative additions at roof and ground level.



Savoy Tower, Glasgow (Office Flexible Space)



The Standard, London (Hotel)

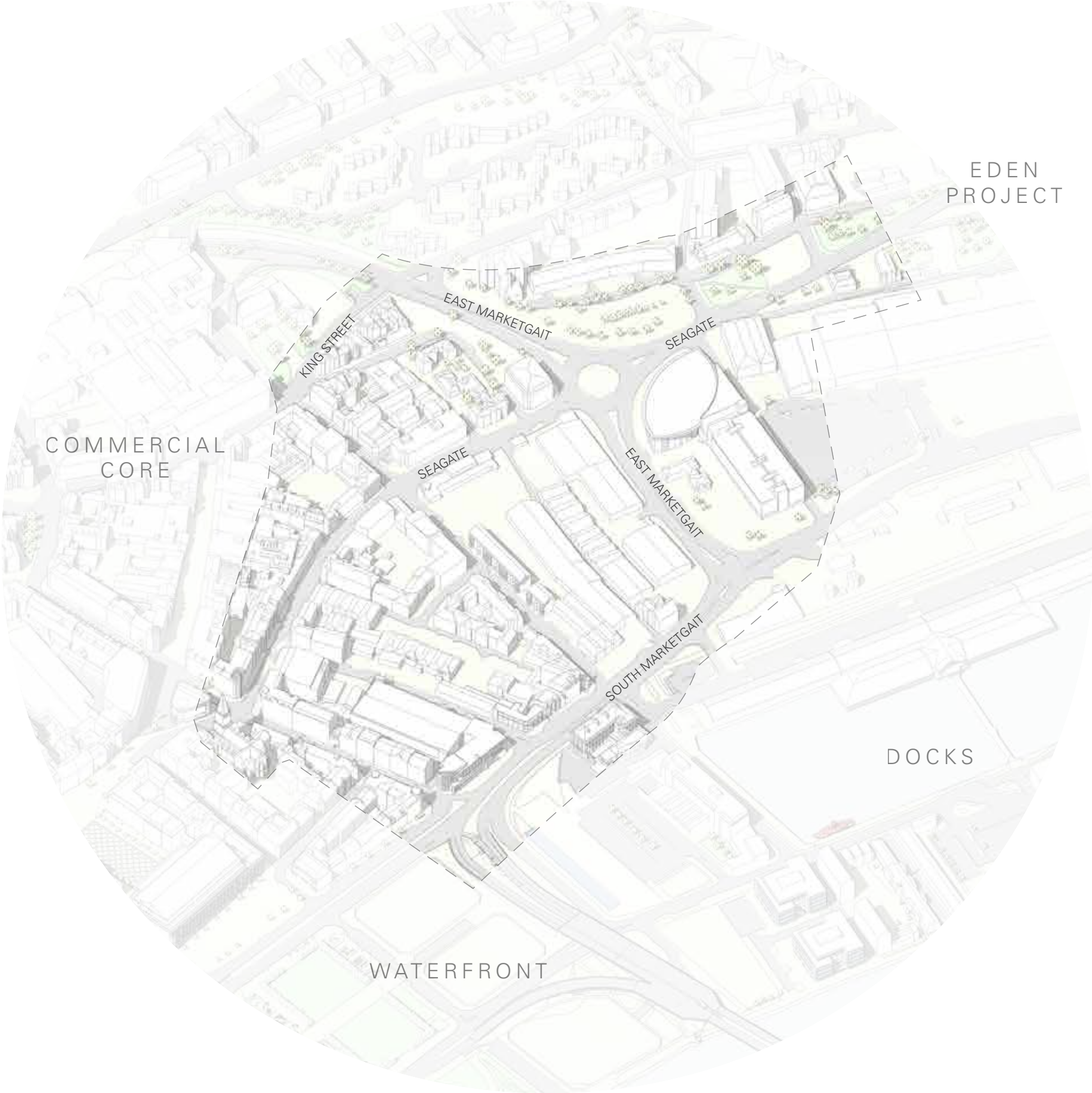
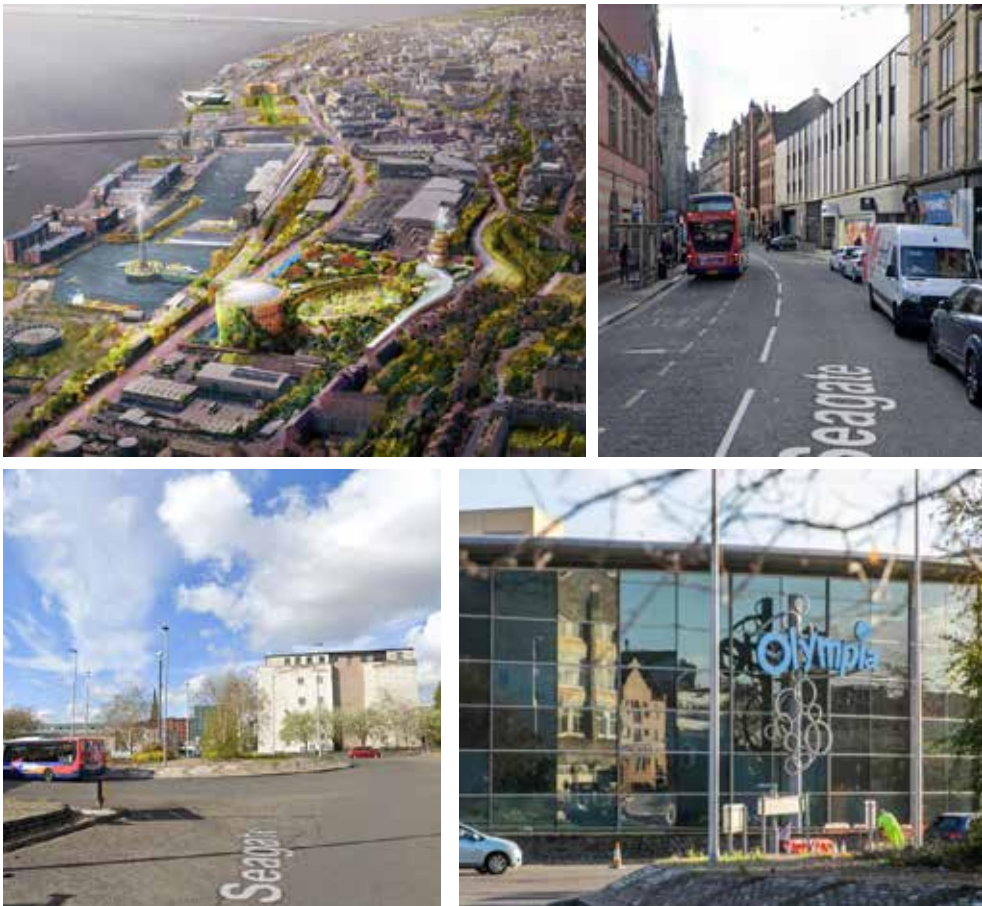


The Student Hotel, Amsterdam

SUB AREA 3:

EASTERN QUARTER

Enabling a legible connection between the city centre and the Eden Project with potential transformation of the Seagate and East Port Roundabout



SUB AREA 3: EASTERN QUARTER

KEY CONSIDERATIONS

The Eastern Edge of the city centre will become a key route to the new Eden Project.



Seagate

Seagate is a key thoroughfare but is dominated by buses and cars with narrow footways for pedestrians



Eden Project

The Eden project will create a major visitor attraction for Dundee but requires consideration in terms of its access from the city centre



Development Potential

Sites such as the Langlands and McAinsh site have potential to deliver new homes and other uses within the City Centre



Bus Station

The city's bus station is currently located along Seagate



East Port Roundabout

The East Port roundabout is a major barrier to pedestrian connectivity, in particular limiting access to the Eden Project site to the East



South Marketgait

South Marketgait provides access to the Tay Bridge Crossing as well as acting as a key vehicular link to the east of the city.

SUB AREA 3: EASTERN QUARTER

SHORT TERM OPPORTUNITIES

There is potential to create a one way system around the south-east quarter of the city centre enabling the transformation of Sea Gate with increased public realm, street greening and active travel provision.

- 1 Create one way system within south-east quarter to enable improved public realm a along Sea Gate
- 2 Street greening, improved public realm and SUDs along Seagate creating an improved environment for pedestrians and cyclists
- 3 Minor alterations at bottom of Commercial Street to enable one way system



SUB AREA 3: EASTERN QUARTER

SEAGATE
TRANSFORMATION

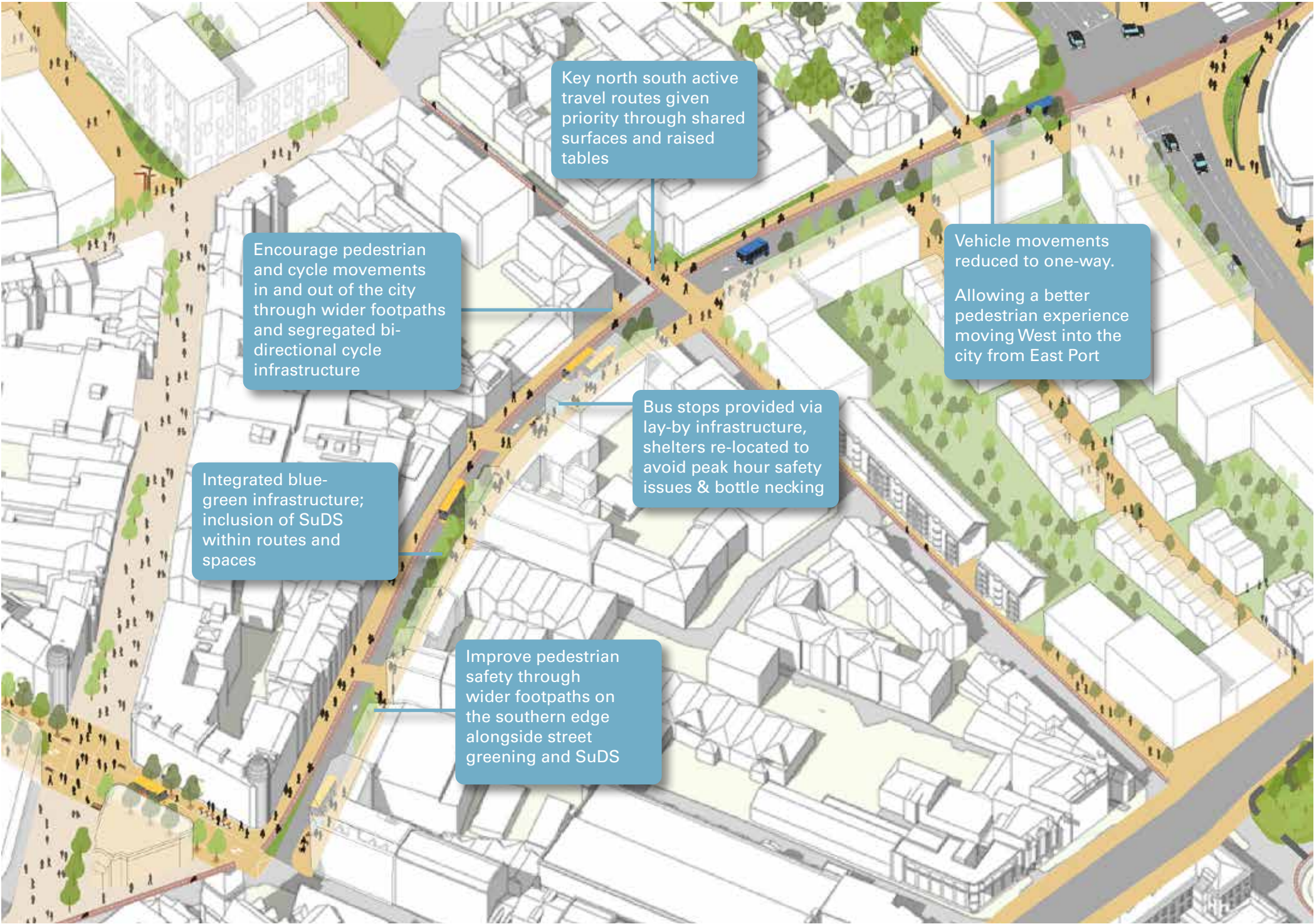


Henriksdalshamnen, Hammarby Sjöstad, Sweden

Parklets 2.0 Car-free city, Oslo



Redevelopment of the "Trapèze", Paris



SUB AREA 3: EASTERN QUARTER

LONGER TERM TRANSFORMATION

The transformation of the East Port Roundabout would improve pedestrian and cycle connections to the east including the Eden Project. Development of land around Mary Ann Lane could deliver new homes within the city centre along with a mix of other uses.



- 1 Replace East Port Roundabout with signalised junction delivering improved pedestrian and cycle connections across the Inner City Ring Road
- 2 Redevelopment of sites around Mary Ann Lane to deliver new homes within the City Centre
- 3 Potential redevelopment of council car park site
- 4 Potential redevelopment of petrol station site
- 5 Enhanced entry sequence to Eden Project

SUB AREA 3: EASTERN QUARTER

PRECEDENTS



Integration of street greening
(Grey to Green, Sheffield)



Combining apartments and terraced housing typologies
(Laurieston, Glasgow)



Urban family terraced housing
(Royal Wharf, London)



Residential uses activating the street
(Bromley by Bow, London)



Rationalisation of pedestrian, cycle and vehicle infrastructure
(Sauchiehall Street, Glasgow)

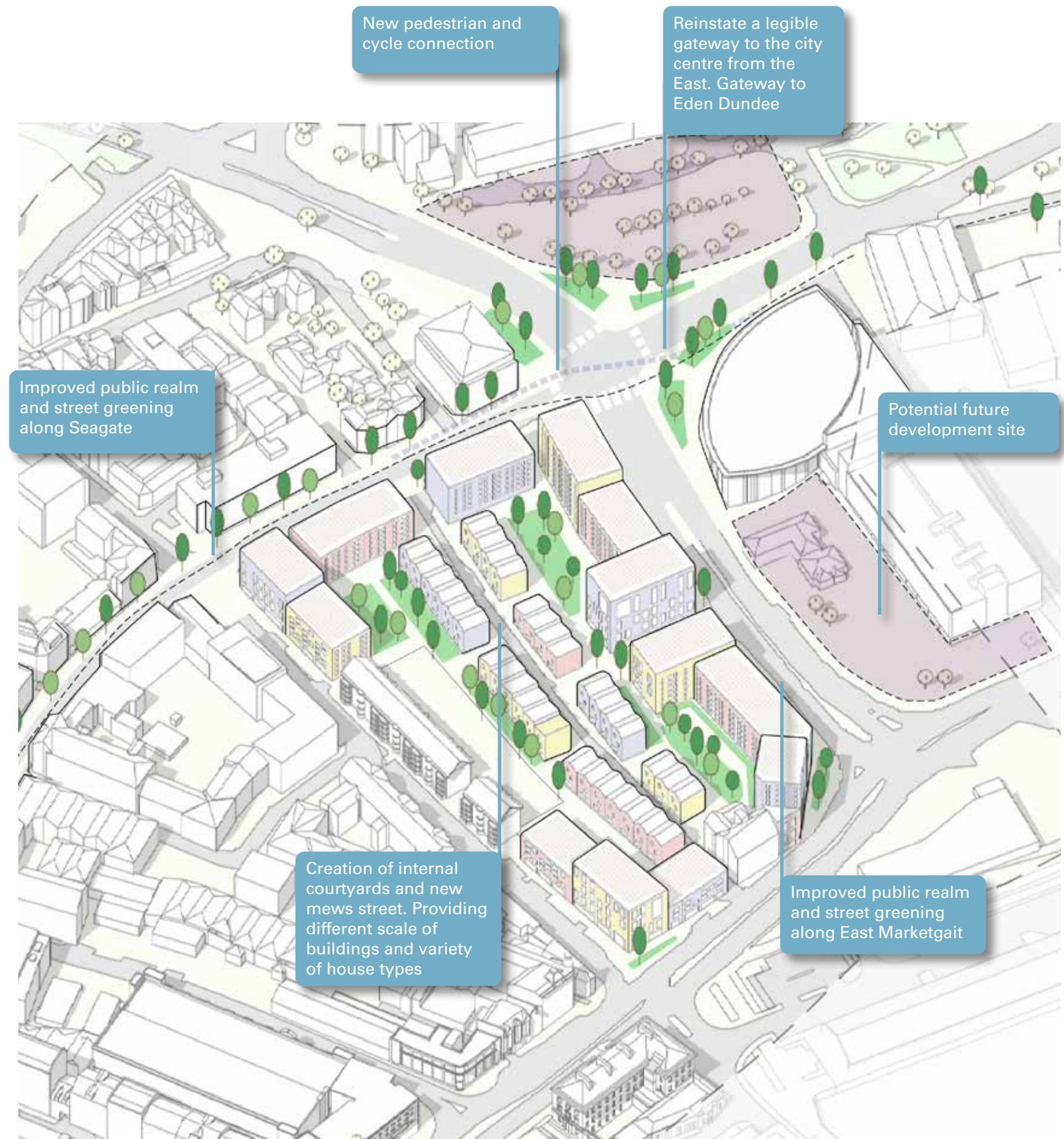


Shared residential amenity space
(Royal Wharf, London)

SUB AREA 3: EASTERN QUARTER

MARY ANN LANE DEVELOPMENT SITES

The sites around Mary Ann Lane could create a mix of new homes and other uses whilst improving the public realm around South Marketgait, East Marketgait and Seagate. The size of this plot allows for delivery of a range of house types and amenity spaces.



SUB AREA 3: EASTERN QUARTER

VIEW WEST ALONG SEAGATE



View as existing



View as proposed

SUB AREA 3: EASTERN QUARTER

LANGLANDS & MCAINSH
SITE

Floorspace Per Level

	GIFA	Residential NIFA	Commercial/ Office	Ancillary
L0	4,450sqm	979sqm	1,572sqm	1,282sqm
L1	4,450sqm	3,862sqm		
L2	4,450sqm	3,862sqm		
L3	3,471sqm	2,883sqm		
L4	3,471sqm	2,883sqm		
L5	2,635sqm	2,182sqm		
L6	1,219sqm	1,023sqm		
L7	1,219sqm	1,023sqm		
L8	267sqm	224sqm		
Total	25,632sqm	18,921sqm	1,572sqm	1,282sqm

‘GIFA’ (Gross Internal Floor Area)

‘NIFA’ (Net Internal Floor Area)

Mix of 1 bedroom, 2 bedroom, 3 Bedroom and total units

1 Bed	2 Bed	3 Bed	Total
118	118	59	294



Proposed Plan showing storey heights

SUB AREA 3: EASTERN QUARTER

OTHER MARY ANN LANE
DEVELOPMENT SITES

TRADES LANE SITE

	GIFA	Residential NIFA	Commercial/ Office	Ancillary
L0	2,291sqm		626sqm	468sqm
L1	2,291sqm	1,709sqm		
L2	2,291sqm	1,709sqm		
L3	1,191sqm	999sqm		
L4	434sqm	364sqm		
L5	434sqm	364sqm		
L6	434sqm	364sqm		
Total	9,366sqm	7,388sqm	626sqm	468sqm

'GIFA' (Gross Internal Floor Area)

'NIFA' (Net Internal Floor Area)

Mix of 1 bedroom, 2 bedroom, 3 Bedroom and total units

1 Bed	2 Bed	3 Bed	Total
46	46	23	115

BUS STATION SITE

	GIFA	Residential NIFA	Commercial/ Office	Ancillary
L0	1,562sqm	242sqm	671sqm	384sqm
L1	1,562sqm	1,219sqm		
L2	1,562sqm	1,219sqm		
L3	1,302sqm	1,016sqm		
L4	1,302sqm	1,016sqm		
L5	372sqm	290sqm		
Total	7,663sqm	5,079sqm	671sqm	384sqm

'GIFA' (Gross Internal Floor Area)

'NIFA' (Net Internal Floor Area)

Mix of 1 bedroom, 2 bedroom, 3 Bedroom and total units

1 Bed	2 Bed	3 Bed	Total
32	32	16	79



Proposed Plan showing storey heights

SUB AREA 3: EASTERN QUARTER

EAST PORT ROUNDABOUT



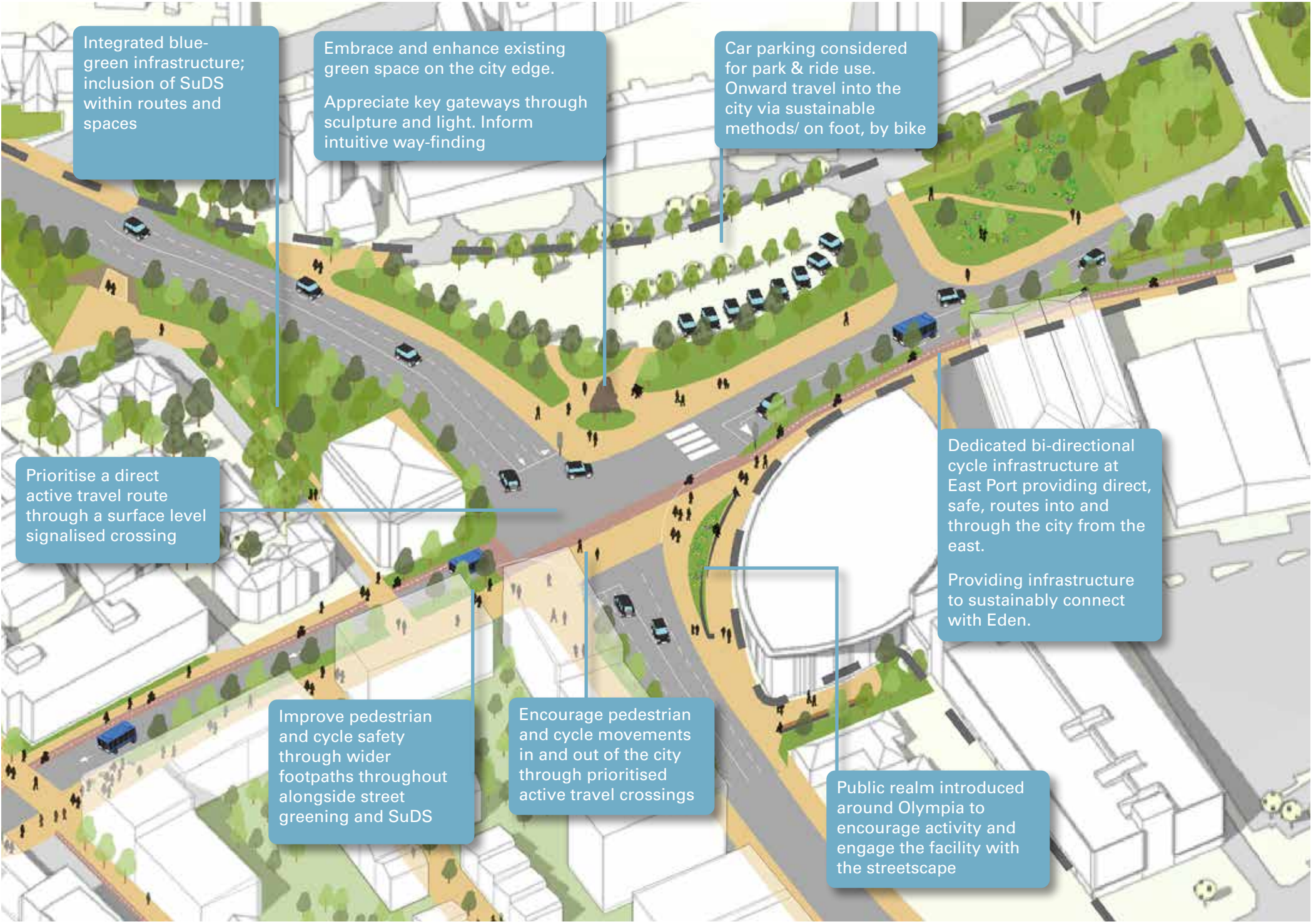
Whitfield Garden Built Scheme, London, LDA Design



Jardin de Montréal à Shanghai, Shanghai



Padua Railway Station Squares and Pavilions, Italy



SUB AREA 3:

COMMERCIAL CORE

Strengthening the commercial heart of the city whilst enabling transformative regeneration of key sites



SUB AREA 4: COMMERCIAL CORE

KEY CONSIDERATIONS

The commercial core benefits from areas of high quality pedestrian public realm supporting a vibrant retail quarter. However sites such as the Wellgate and Keiller centres do not deliver on their potential as key city centre sites.



Wellgate Centre

The Wellgate centre has been challenged by changing retail trends despite occupying a key strategic site in the city centre core



Commercial Street Pedestrian Zone

There are existing issues with private vehicles using streets defined as bus and taxi only



Keiller Centre

The Keiller Centre site offers a unique opportunity to create a new destination at the heart of the city centre combining public realm and a mix of uses



Murraygate

The pedestrianised Murraygate has potential for enhancement to improve the public realm and support the city centre economy



Sense of Arrival

The historic gateway to the city centre from the north is challenged by the presence and scale of the Wellgate centre



Night-time Economy

There is potential to strengthen and re-enforce the city centre's mix food & drink and cultural assets

SUB AREA 4: COMMERCIAL CORE

SHORT TERM OPPORTUNITIES

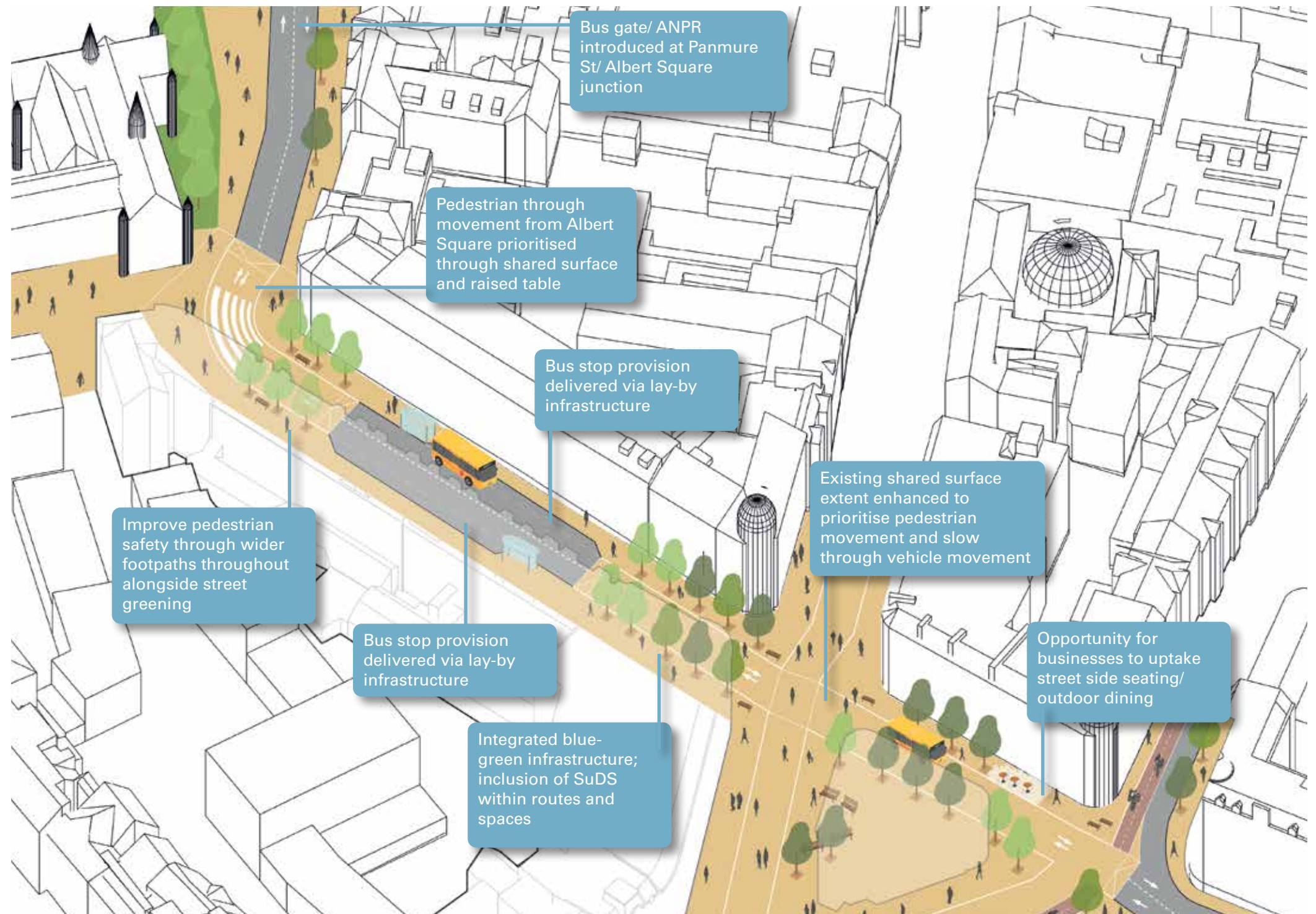
Reviewing existing traffic restrictions could improve the management of private vehicles whilst looking at opportunities to improve street greening.

- 1 Review implications of potential sale of Wellgate Centre for longer term regeneration objectives
- 2 Keiller Centre potential to bring new vibrancy to City Centre
- 3 Passive traffic management at the junction of Murraygate and Commercial Street
- 4 Enhanced street greening along existing pedestrian routes



SUB AREA 4: COMMERCIAL CORE

MURRAYGATE/ COMMERCIAL STREET (SHORT TERM)



SUB AREA 4: COMMERCIAL CORE

WELLGATE 'DEFURBISHMENT'

Through a creative process of 'adaptive reuse' there is an opportunity to transform the Wellgate Centre without the costs and environmental impact of demolition.

This could include the selective demotion of elements of the building, including the central atrium roof lights, to open up the central 'street' connecting Murraygate and Hilltown.

The new public route could be fronted by a mix of uses at ground and upper levels, working with the buildings deep spanning and flexible structural frame.



From this...

Today, the Wellgate Centre suffers from a declining town centre retail, despite its location along a key pedestrian route.



To this...

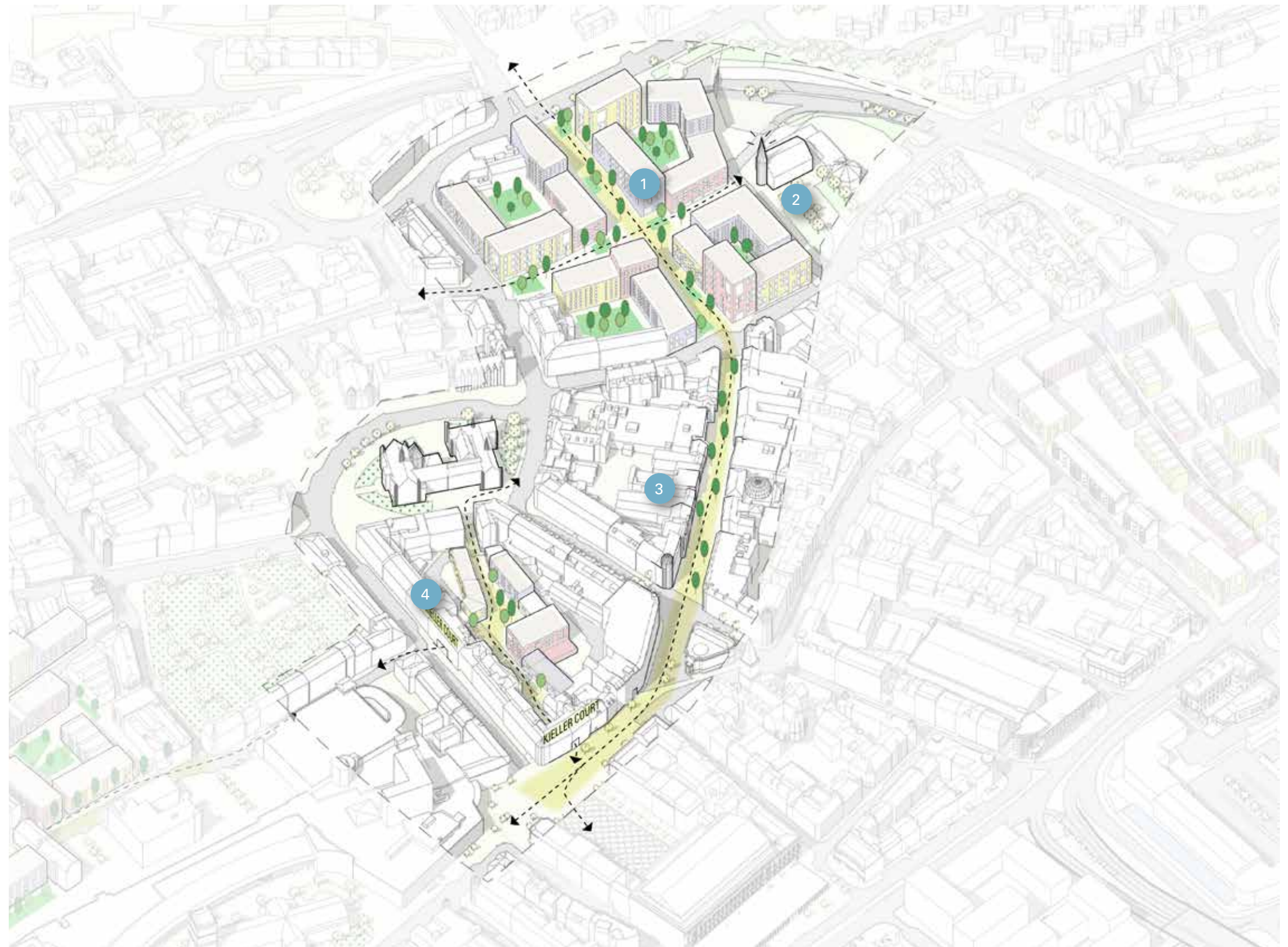
Opening up the atrium could create a coherent external route fronted by a mix of active uses and creating a key gateway into the city centre from the north-east.

SUB AREA 4: COMMERCIAL CORE

LONGER TERM TRANSFORMATION

The redevelopment of the Wellgate and Keiller Centre could have a transformative effect on the city centre, delivering a mix of new homes as well as employment and leisure opportunities.

- 1 Redevelopment of Wellgate site as a new urban quarter with potential to deliver improved connectivity, new public realm and a mix of uses
- 2 Enhance the setting of the existing church
- 3 Enhancements to Murraygate to create a legible north south connection into the city centre
- 4 Redevelopment of the Keiller Centre to create a new public space fronted by a mix of uses



SUB AREA 4: COMMERCIAL CORE

PRECEDENTS



Placemaking led re-use of existing shopping centre
(Broadmarsh Shopping Centre, Nottingham)



Versatile public spaces
(Temple Bar, Dublin)



Courtyard public spaces
(Neal's Yard, London)



Residential Development supporting high quality public realm
(Kings Crescent, London)



Integration of play and amenity within pedestrianised areas
(Boulder, Colorado)



Interim/ pop-up development
(Queen Elizabeth Olympic Park, London)

SUB AREA 4: COMMERCIAL CORE

MURRAYGATE / REFORM STREET / WELLGATE



SouthGate, Bath



Brompton Cemetery, London, LDA Design

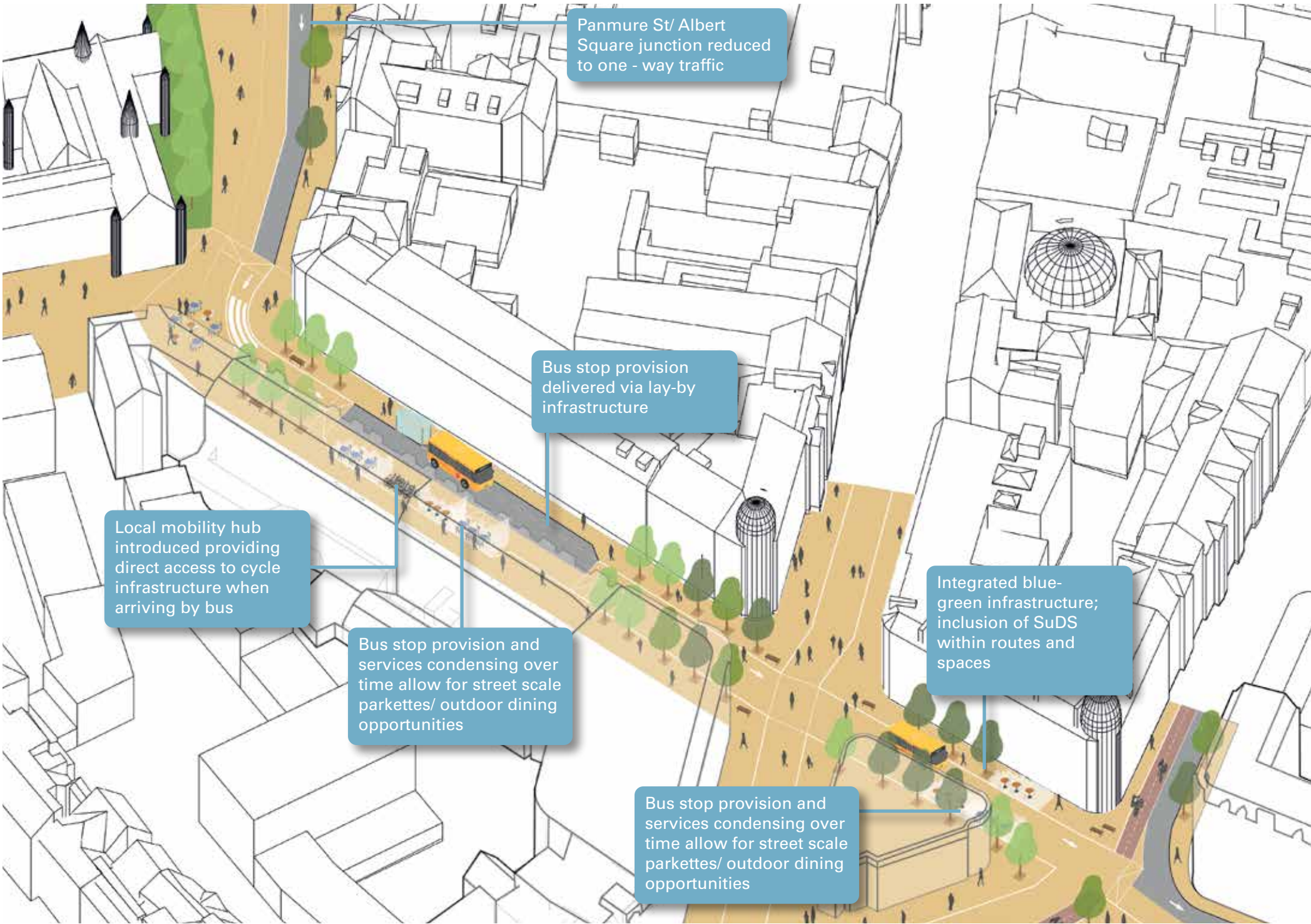


Alfred Place, Camden, London, LDA Design



SUB AREA 4: COMMERCIAL CORE

MURRAYGATE/
COMMERCIAL STREET
(LONG TERM)



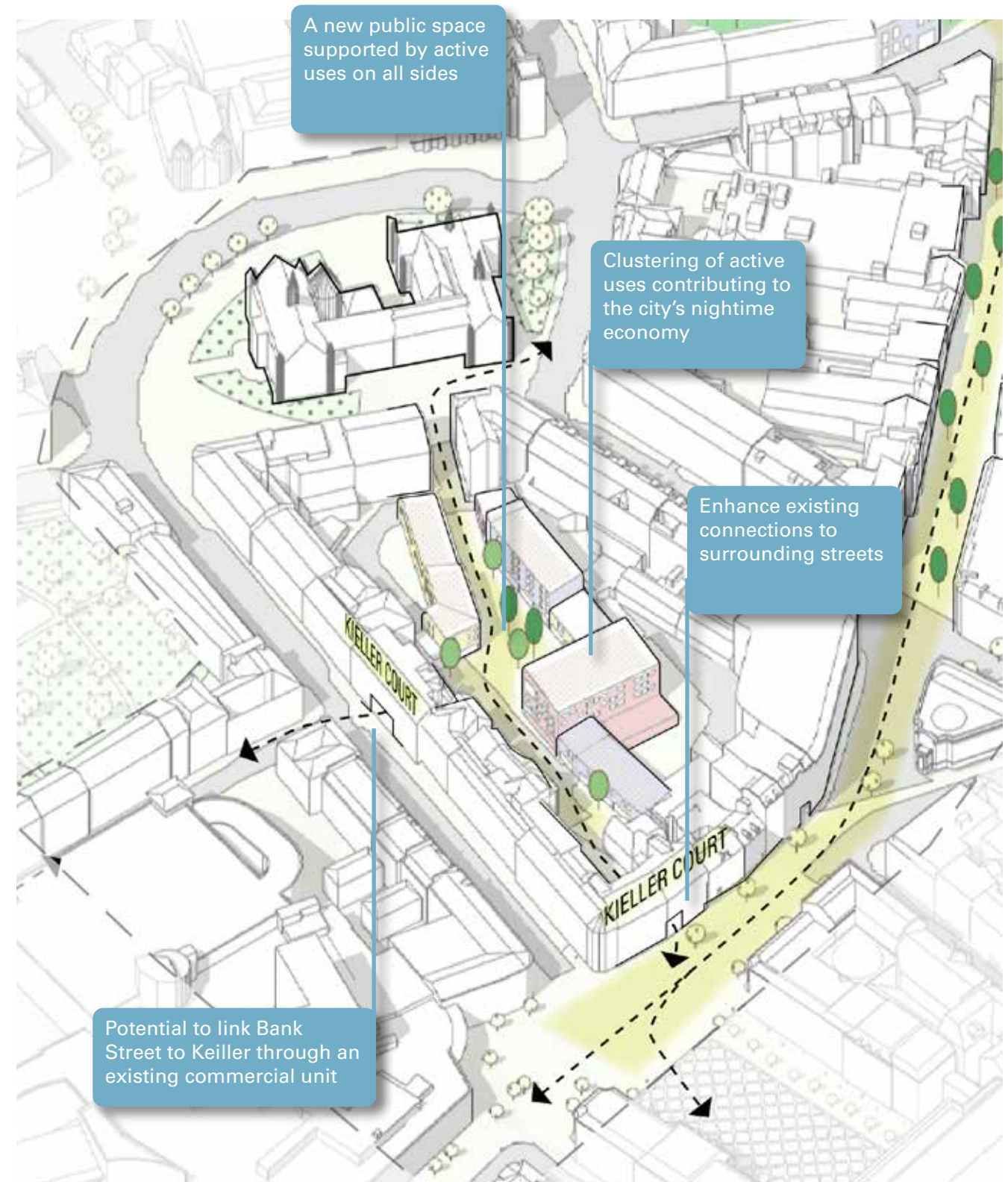
SUB AREA 4: COMMERCIAL CORE

KEILLER CENTRE

The Keiller Centre site could deliver a distinctive destination at the heart of the city centre fronted by a mix of Food & Beverage and leisure uses that contribute to Dundee's evening economy. These uses and activities could be supplemented by employment uses at upper levels.



Keiller Centre Site today



Keiller Centre Site as Proposed

SUB AREA 4: COMMERCIAL CORE

VIEW LOOKING NORTH
WITHIN KEILLER COURT



View as existing



View as proposed

SUB AREA 4: COMMERCIAL CORE

VIEW LOOKING SOUTH INTO KEILLER COURT



View as existing



View as proposed

SUB AREA 4: COMMERCIAL CORE

KEILLER CENTRE

Floorspace Per Level

	GIFA	Residential NIFA	Commercial/ Office	Ancillary
L0	2,005sqm		1,275sqm	289sqm
L1	1,917sqm		1,917sqm	
L2	1,033sqm		1,033sqm	
L3	816sqm		816sqm	
Total	5,771sqm		5,041sqm	289sqm

'GIFA' (Gross Internal Floor Area)
'NIFA' (Net Internal Floor Area)



Proposed Plan showing storey heights

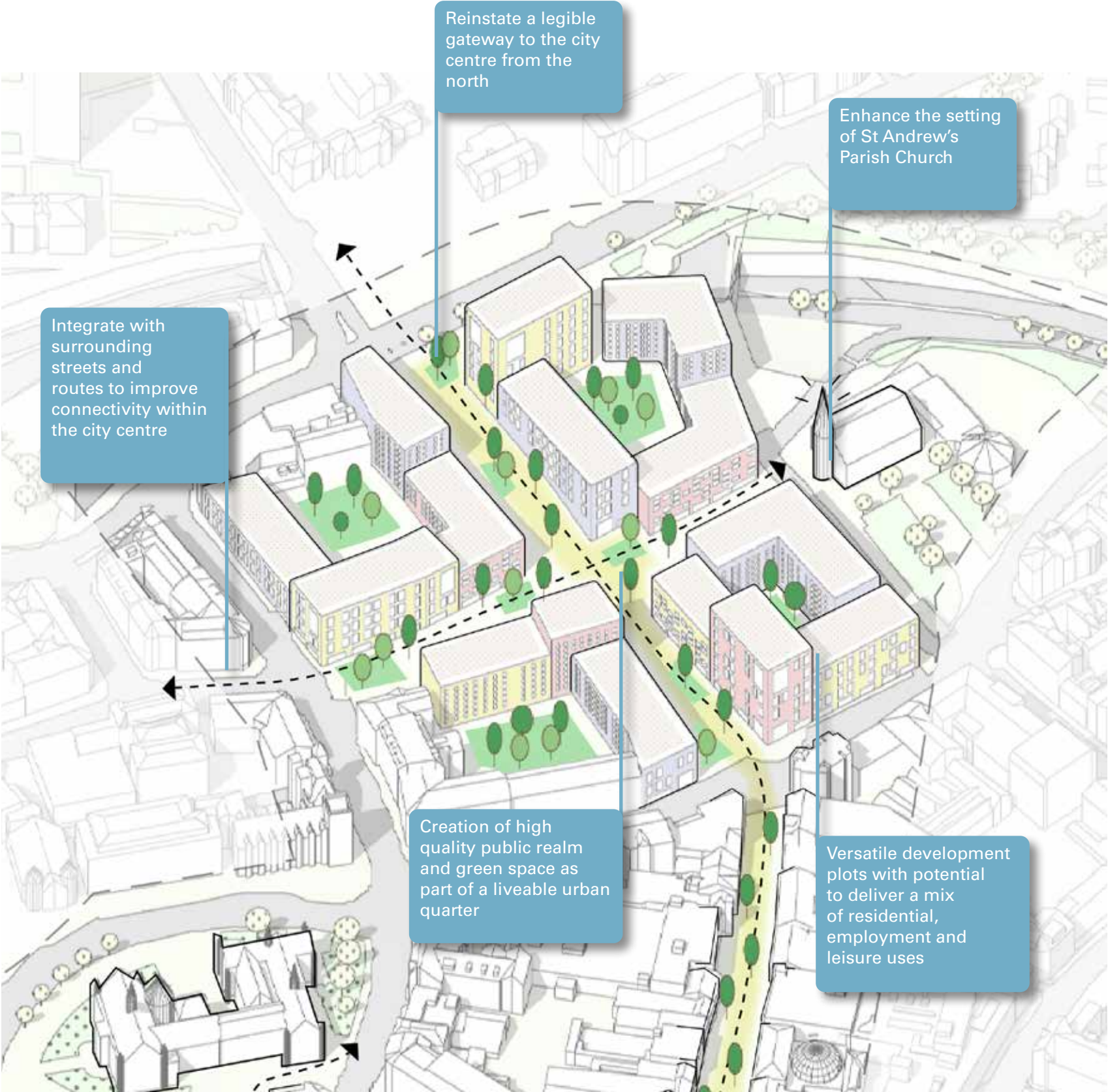
SUB AREA 4: COMMERCIAL CORE

WELLGATE CENTRE

The redevelopment of the Wellgate centre would transform the north-east area of the city centre with the creation of a high quality mixed use development. This would include the reinstatement of historic routes whilst enhancing the setting of key heritage assets such as St Andrew’s Church.



Wellgate Centre Site today



Wellgate Centre Site as Proposed

SUB AREA 4: COMMERCIAL CORE

VIEW LOOKING NORTH
ALONG MURRAYGATE



View as existing



View as proposed

SUB AREA 4: COMMERCIAL CORE

VIEW LOOKING SOUTH FROM HILLTOWN



View as existing



View as proposed

SUB AREA 4: COMMERCIAL CORE

WELLGATE CENTRE

Floorspace Per Level

	GIFA	Residential NIFA	Commercial/ Office	Ancillary
L0	7,749sqm		2,711sqm	3,392sqm
L1	7,749sqm	6,190sqm		
L2	7,749sqm	6,190sqm		
L3	9,258sqm	7,367sqm		
L4	9,258sqm	7,367sqm		
L5	9,258sqm	7,367sqm		
L6	5,775sqm	4,625sqm		
L7	3,725sqm	2,931sqm		
L8	3,038sqm	2,396sqm		
L9	1,973sqm	1,564sqm		
L10	933sqm	753sqm		
L11	933sqm	753sqm		
L12	440sqm	440sqm		
Total	67,837sqm	47,872sqm	2,711sqm	3,392sqm

‘GIFA’ (Gross Internal Floor Area)

‘NIFA’ (Net Internal Floor Area)

NB: Levels in table are relative to changing site levels (ie. ground floor of buildings at north of site sit at L2)

Mix of 1 bedroom, 2 bedroom, 3 Bedroom and total units

1 Bed	2 Bed	3 Bed	Total
297	297	149	743



Proposed Plan showing storey heights

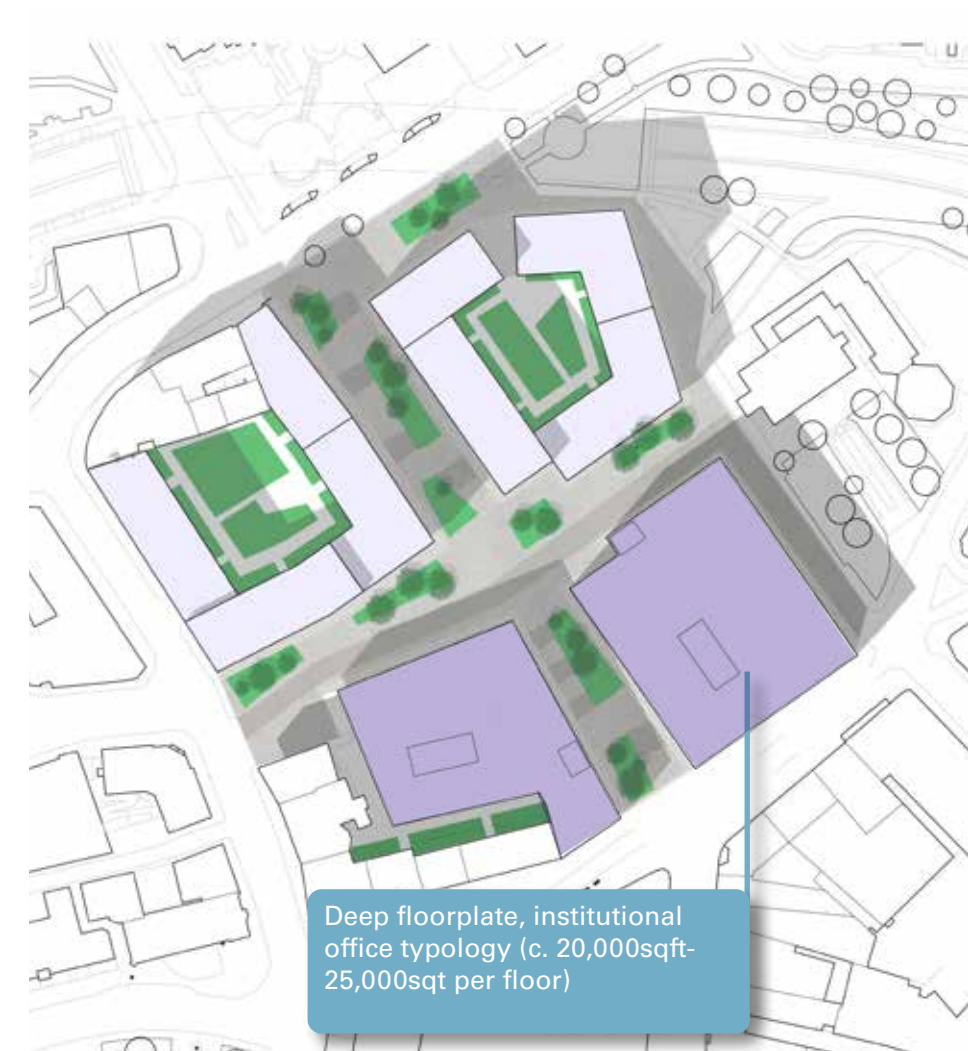
SUB AREA 4: COMMERCIAL CORE

WELLGATE CENTRE MIXED RESIDENTIAL & OFFICE LED SCENARIO

A considered site layout could allow for a range of different uses on the site including different types of office space. This allows the site to respond to changes in demand over the course of the developments delivery on a phased basis.



Variant layout incorporating some medium footprint office buildings

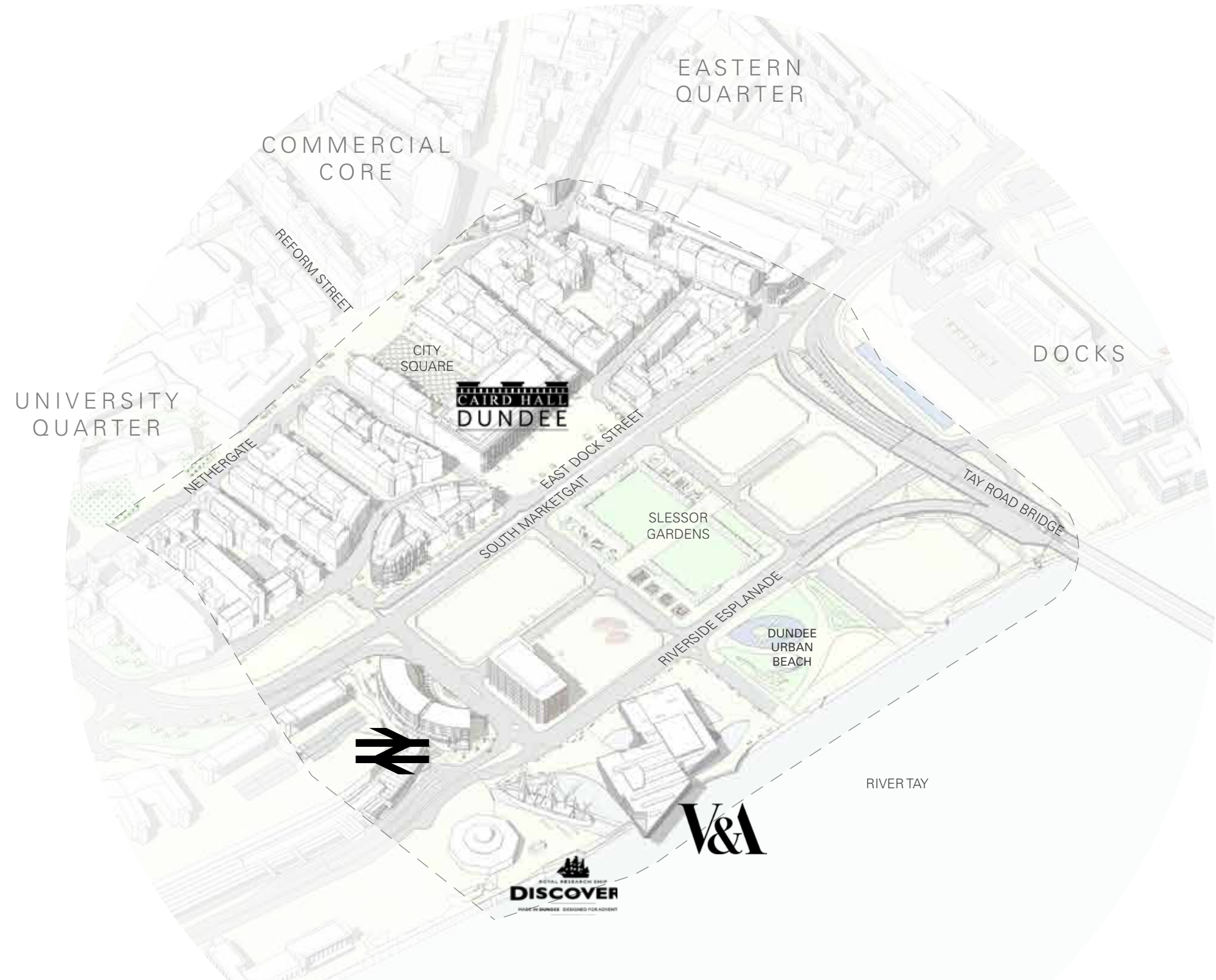


Variant layout incorporating larger footprint office building

SUB AREA 5:

CENTRAL WATERFRONT

Enhance connections between the City Centre and the regenerated waterfront exploring opportunities to better utilise the Caird Hall as a key civic and cultural asset.



SUB AREA 5: CENTRAL WATERFRONT

KEY CONSIDERATIONS

The ongoing investment in the city’s waterfront is exemplary and establishes a benchmark for quality regeneration within the city. There is now an opportunity to enhance connections between new central waterfront spaces and the existing assets within the city centre core.



Road Infrastructure

South Marketgait remains a key barrier to connectivity along the south of the City Centre, particularly at the three lane approach to the Tay Bridge Crossing.



Caird Hall

The Caird Hall is a magnificent civic building but does not deliver to its full potential along its southern frontage to the central waterfront and creates a barrier between Central Square and Slessor Gardens.



City Square

The square benefits from good passing footfall along Nethergate and Reform street but has potential to be better utilised as a key civic space alongside the Caird Hall.



Buses and Taxis

Bus infrastructure dominates much of the streetscape along Nethergate with issues arising from conflicting taxi movements.



Sense of Arrival

Visitors must cross multiple lanes of traffic to access the city centre from the station. Public realm improvements could improve pedestrian connectivity along with longer term pedestrianisation of Union Street



Central waterfront Development

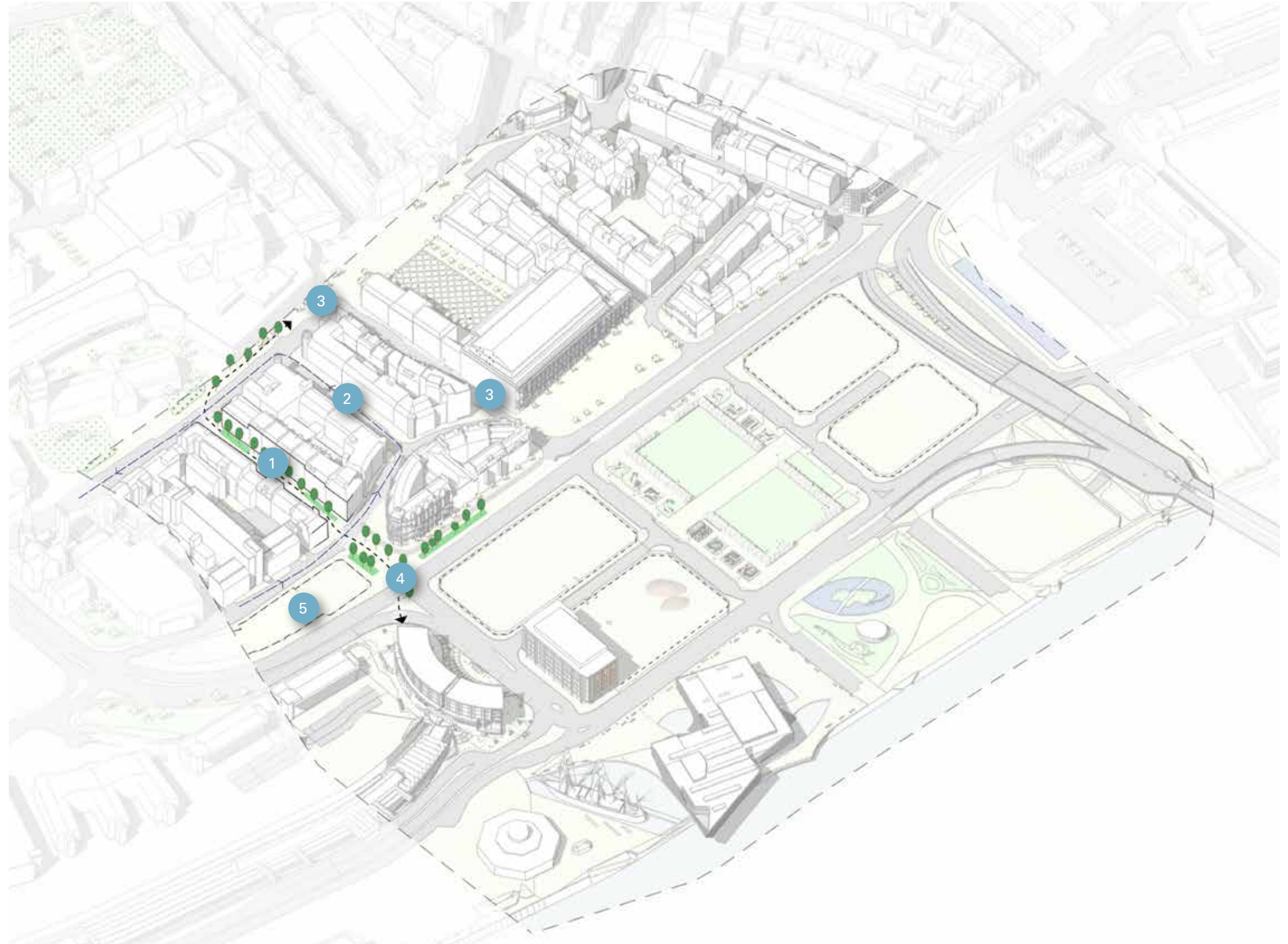
The waterfront offers a unique mix of visitor attractions, supporting investment in the city and delivery of a mix of uses.

SUB AREA 5: CENTRAL WATERFRONT

SHORT TERM OPPORTUNITIES

Shorter term improvements could include the rationalisation of bus and taxi services to enable improved and more generous public realm. In addition, focused improvements around the station could create an enhanced sense of arrival for visitors.

- 1 Implement permanent pedestrianisation of Union Street
- 2 Relocation of taxi's along Whitehall Street as part of one way loop to prevent unsafe manoeuvres along Nethergate
- 3 Consolidation of existing bus infrastructure to Crichton Street to allow improvement of Nethergate public realm
- 4 Alterations to public realm to create enhanced sense of arrival from station with a more coherent pedestrian route
- 5 Promote high quality development within the Yeaman Shore site that re-enforces key city centre aspirations and objectives



SUB AREA 5: CENTRAL WATERFRONT

STATION CROSSING



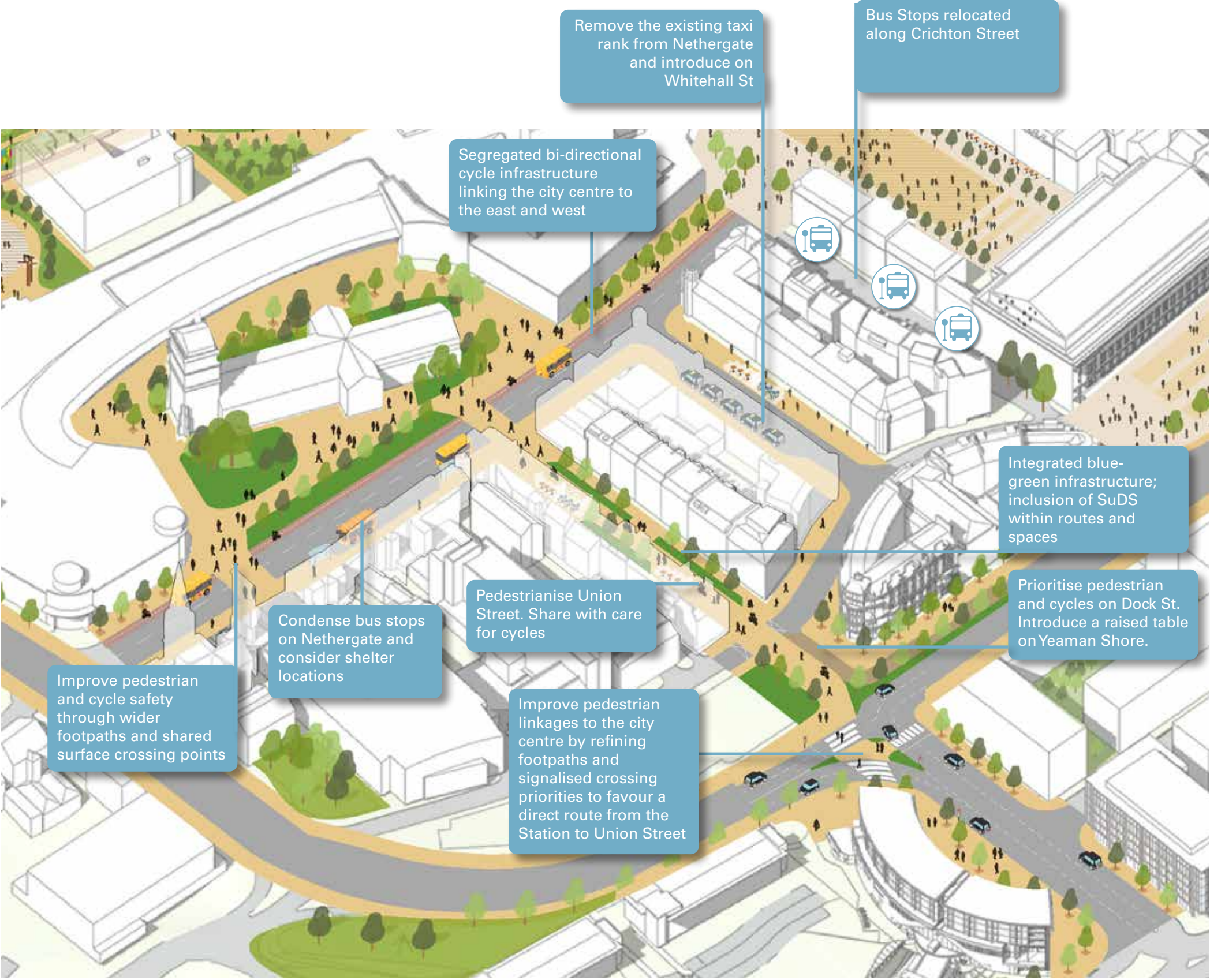
Woonerf Madison, WI, US



Parklets 2.0 Car-free city, Oslo



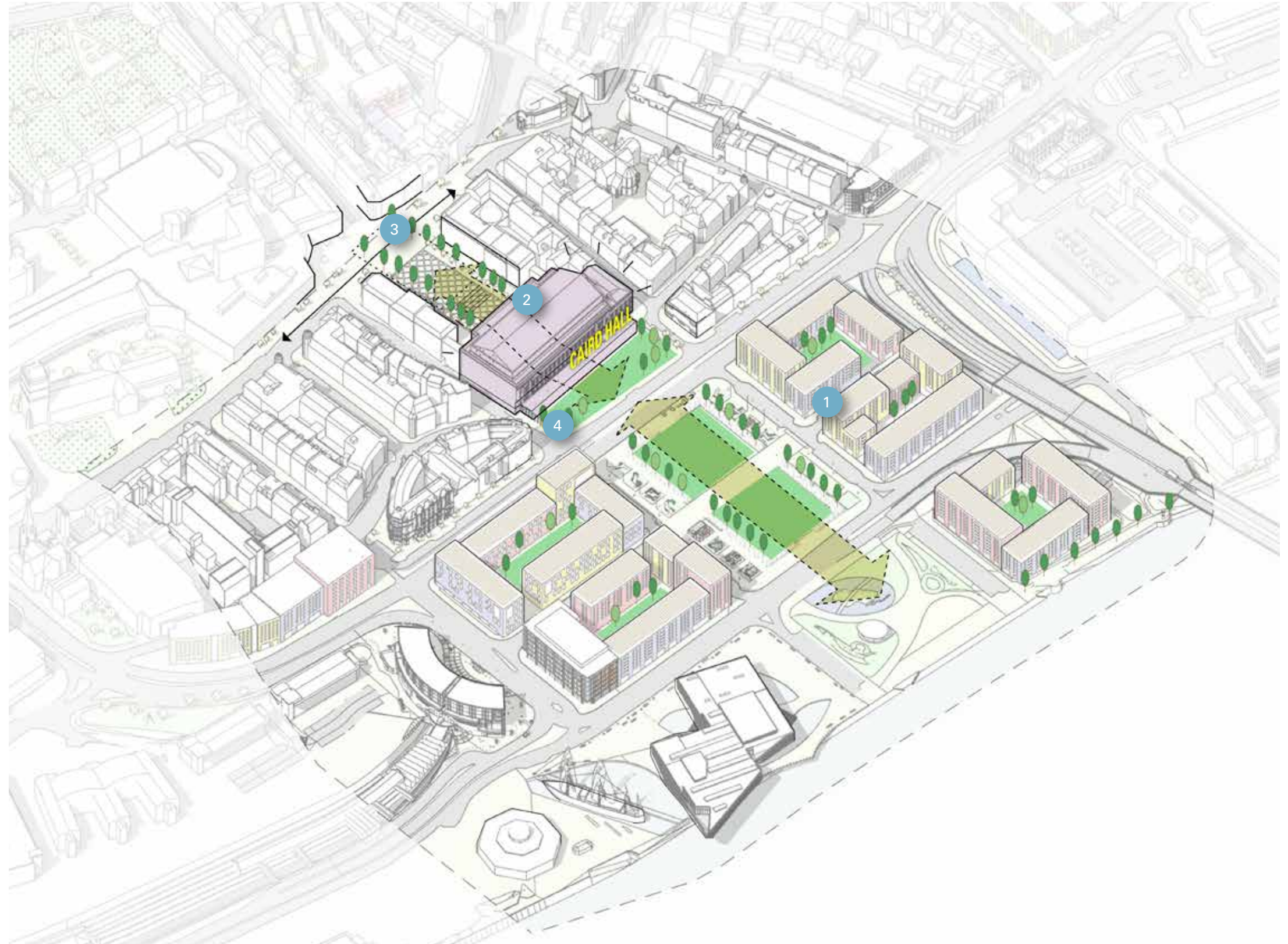
Lonsdale Street
Dandenong, Melbourne



SUB AREA 5: CENTRAL WATERFRONT

LONGER TERM TRANSFORMATION

With the wider implementation of the central waterfront masterplan there is a unique opportunity to transform the Caird Hall. This could deliver on its potential as the city's key civic and cultural space, well connected to its surrounding public spaces.



- 1 Delivery of high quality development with the waterfront masterplan area to support a mix of uses and activities.
- 2 Potential transformation of Caird Hall to enhance its civic and cultural offer whilst unlocking improved links between Central Square and the Waterfront Area
- 3 Enhancements to Central Square to better integrate with the wider pedestrianisation of Nethergate
- 4 Improved public realm along Dock Street with potential to reduce private vehicles and enable street greening and spill out from ground floor commercial uses

SUB AREA 5: CENTRAL WATERFRONT

PRECEDENTS



increased access to cultural uses in breakout spaces
(Royal Festival Hall, London)



Activation of public spaces
(Kings Cross, London)



Sunken access to cultural building
(Prado Museum, Madrid)



Use of public spaces for concerts
(Princes St. Gardens, Edinburgh)



High Quality Public Realm



Activation of ground floor
(Royal Festival Hall, London)

SUB AREA 5: CENTRAL WATERFRONT

THE CAIRD HALL

The Caird Hall is strategically located at the heart of the city facing both the historic city core and the transformed waterfront. Despite this, the building does not achieve its potential in the way it integrates with its surrounding public spaces.

There is an opportunity to rethink how the building contributes to the city centre, both as a council asset as well as part of the wider Dundee visitor Experience. This could include utilising the space beneath the hall to connect city square and the waterfront along with the delivery of an enhanced front of house area integrating additional facilities and services.

The building is category A listed so detailed consideration to its development proposals are key.



SUB AREA 5: CENTRAL WATERFRONT

CAIRD HALL KEY OPPORTUNITIES

Redeveloping the Caird Hall offers potential to deliver a number of wider benefits to the city centre including:

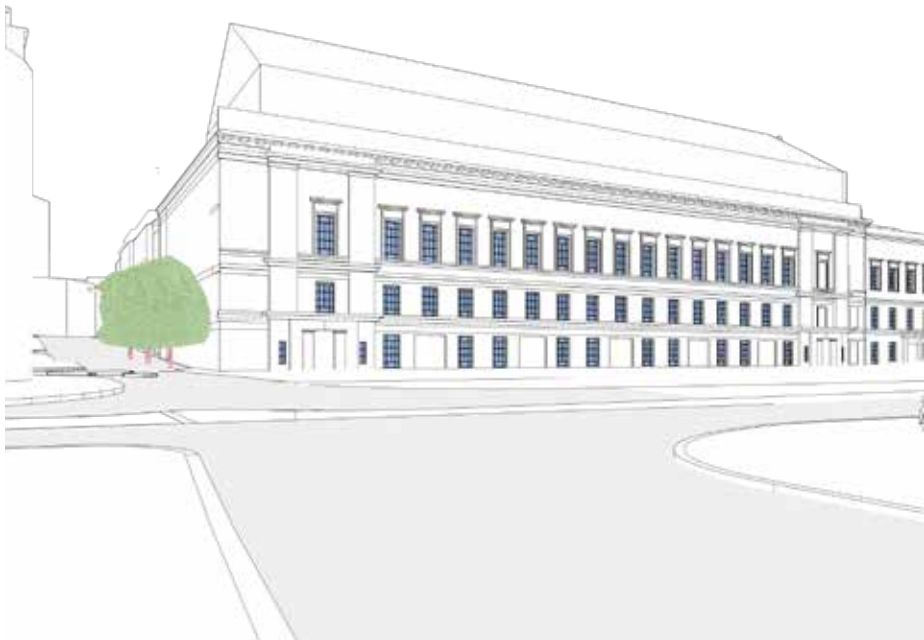
- Enabling improved connectivity between the city and the waterfront
 - Improving accessibility to the building for a wider range of visitors
 - Delivery of new green space and public realm facing south towards the waterfront
 - Consolidating city centre hub space with potential to incorporate:
 - Relocated library (alongside the redevelopment of the Wellgate Centre) as part of a more innovative and accessible cultural and learning offer
 - A new orientation space for visitors close to the station combining tourist information services
- Cultural and heritage components making the city's archive more accessible including potential for digital interaction
 - Revenue generating food and beverage uses that contribute to the city's nighttime economy
 - Additional event, conference and performance spaces attracting a more diverse programme of events



SUB AREA 5: CENTRAL WATERFRONT

THE CAIRD HALL TODAY

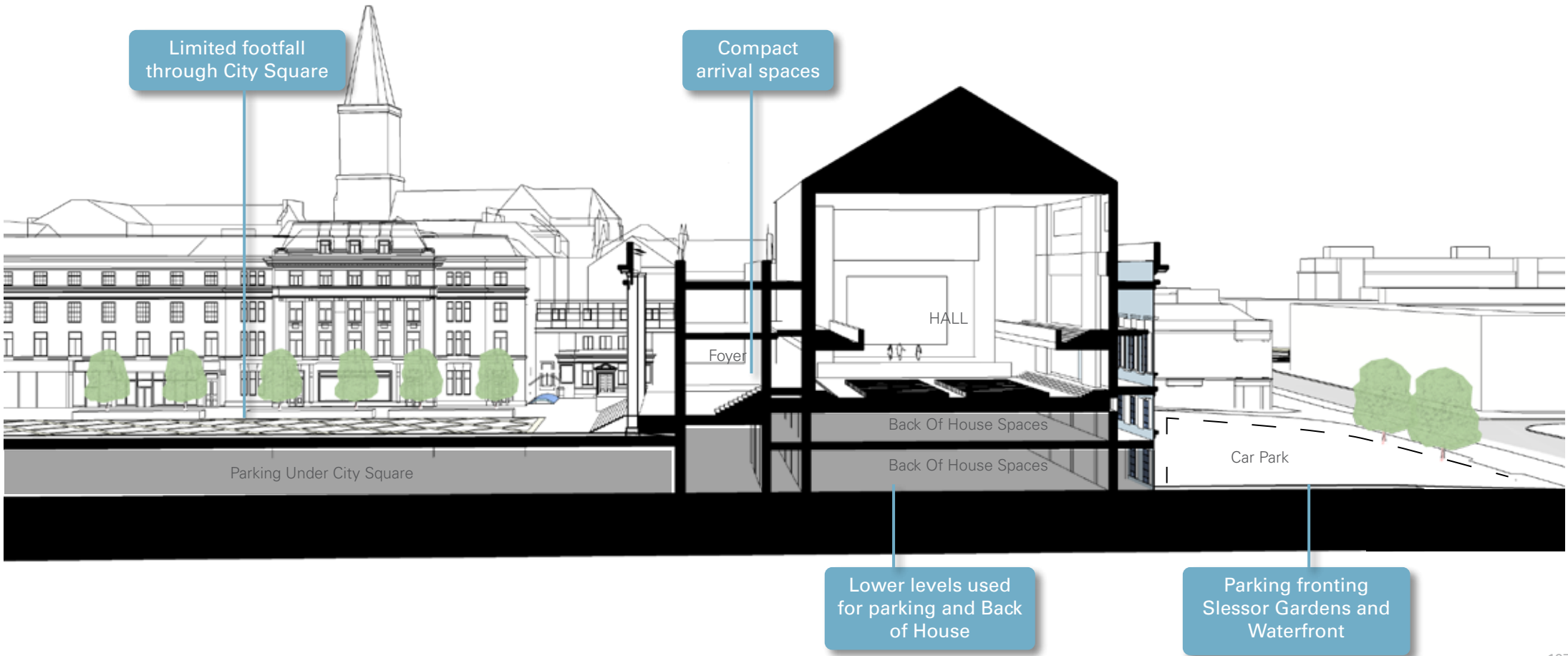
The diagrams and views opposite illustrate the Caird Hall Today including the scale of spaces under the Hall and City Square



View from South Crichton Street



View from City Square



SUB AREA 5: CENTRAL WATERFRONT

CAIRD HALL
POTENTIAL TRANSFORMATION

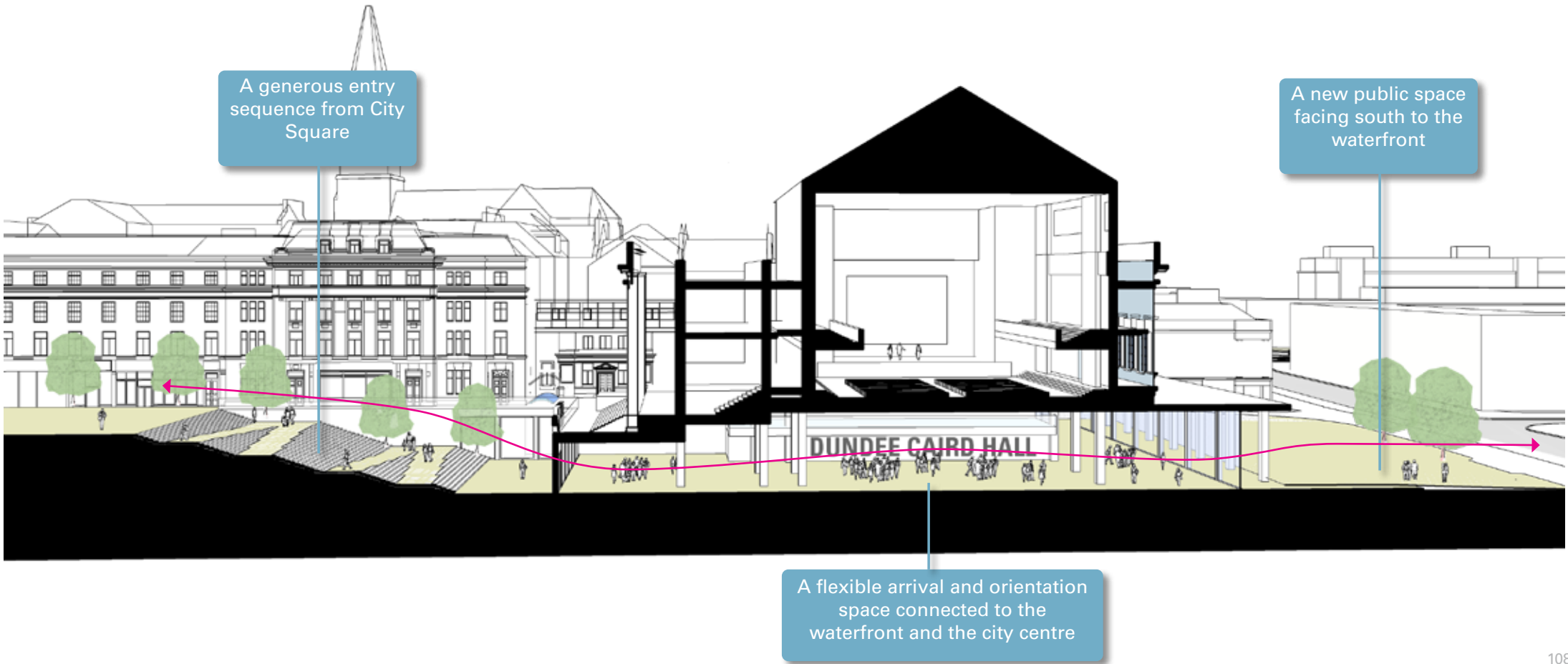
The diagram opposite illustrates how a new public space could be created in the space beneath the hall allowing an enhanced connection between Reform Street, City Square and the Waterfront.



View from South Crichton Street



View from City Square



CONCLUSIONS

This report has summarised key regeneration opportunities as part of the Dundee Strategic Investment Plan. These include a number of spatial interventions across the city centre including:

- Connectivity and Transport Improvements
- Public Realm and Landscape opportunities
- Key Development Sites

It is intended that the material within this report can be incorporated into the Council’s Strategic Investment Plan as Required and can be used to support any ongoing internal and external engagement exercises.

In addition to this report , a transport and connectivity technical note has been produced that provides more technical information on the proposed transport works proposed within this document.



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