Planning & Urban Design Framework
The delivery of the Dundee Central Waterfront Development is supported by a set of related documentation, setting out the vision, objectives, planning requirements and technical infrastructure information.

**Dundee Central Waterfront Masterplan**

Published in 2001, the masterplan sets out the vision and objectives for a 30 year project to transform the waterfront area of Dundee. Masterplan updates are produced periodically - these do not replace the original masterplan but provide revisions to reflect progress made.

**Planning & Urban Design Framework (This Document)**

Sets out in greater detail the principles of design and planning requirements for the Central Waterfront and will provide a basis from which development proposals will be assessed.

**Site Development Briefs**

Providing planning guidance specific to each development site.

**Strategic Infrastructure Information**

Information regarding the location and capacity of infrastructure throughout the Central Waterfront.

**Site Specific Infrastructure Information**

Information regarding the location and capacity of infrastructure, including results of site investigations for each development site.
Contents

Context

• UNESCO City of Design 03
• Development within the heart of Dundee City 04
• Complementing and Extending Dundee City Centre 07

Planning Principles

• Principal Building Uses 09
• Accessibility 10
• Open Space 11
• Green Network 12
• Public Art 13

Design Principles

• Urban Grain 15
• New Buildings 16
• Form, Scale, Mass and Height 17
• Materials 19
• Detailing 20
• Landscaping 21

Additional Information
UNESCO City of Design

During 2014 Dundee became the UK’s first city to be awarded UNESCO City of Design status. This prestigious accolade enters Dundee into the United Nations Creative Cities Network, alongside other international cities such as Montreal, Helsinki, Beijing, Seoul and Curitiba.

City of Design status recognises the design innovations Dundee has contributed to the world, including aspirin, biomedical research which has led to hundreds of new cancer drugs, comics including the Beano and Dandy, orange marmalade, and video games including Lemmings and Grand Theft Auto. The burgeoning design creativity, support networks, education institutions and new talent which continues to emerge from Dundee is also recognised.

The Dundee Partnership and a variety of institutions and organisations are jointly promoting the new status to raise awareness of the city’s design history and the important role design plays in improving the social, economic and educational standing of the city. Consequently, the City Council’s intention is to use the significance of the new status to elevate the standard of design throughout the city’s built environment.

The Central Waterfront is striving to create an urban environment worthy of an emerging international city and which sets a benchmark for the high standard of design, architecture and place making expected from future development in the city.
Context

Development within the heart of Dundee City

Dundee City’s historic development is essentially linked with commerce and its location on the waterfront of the Firth of Tay. Its growth, both inland and through reclamation of the river, can be charted from the 14th century onwards. Over time the central business area expanded east, west and into the river but maintained a close relationship with the river frontage. This relationship was significantly diminished through 1960s transport infrastructure and the infilling of a large portion of the central docks.

The Dundee Central Waterfront Development Masterplan deals specifically with this area and its ambitious redevelopment proposals provide an exceptional opportunity to expand the heart of the city centre and reconnect with the waterfront. Existing north/south streets leading to the River Tay will be extended to the waterfront, new boulevards and lanes will complete the expansion of the cities grid plan, with a generous central open space located at the heart of the development.

The Central Waterfront also plays a pivotal role in the extensive Dundee Waterfront masterplan. Comprising a £1 billion investment over a 30 year period (2001-2031), the Waterfront masterplan is generating 240 hectares of development land and transforming the city’s landscape. Four further development zones, the City Quay, Dundee Port, Seabraes and Riverside contribute to this ambitious development along an eight kilometre stretch of the River Tay, forming the largest development in Dundee’s history and one of the foremost waterfront regeneration projects in Western Europe.

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Central Waterfront | Planning & Urban Design Framework

www.dundeewaterfront.com
Central Dundee is a relatively compact city area which provides a high and growing standard of living supported by ample green space; high quality residential neighbourhoods; a thriving cultural centre; excellent further education opportunities; a worldwide reputation for life sciences research and creative industries; and a history of successful commercial activity.

Various types of employment are distributed throughout the city centre, offering convenient commuter distances for walking and cycling. An efficient bus and train transportation network enables rapid and easy access to the city centre and the adjacent Central Waterfront area.

The city’s geographic location and southerly orientation to the natural environment of the River Tay estuary provide a unique city experience within Scotland. The surrounding amenities of the rural areas, coastlands, and the Cairngorm Mountains are all within easy access of the city.
Complementing and Extending Dundee City Centre

The Central Waterfront area will be an integrated development of the city centre. Through careful consideration of the proposed land/building uses and expansion of the existing city centre grid plan, the new development will support and benefit from strong links to the established retail, leisure and business sector. This area will act as a new centre for investment and business development, offering a mixed-use environment proportioned roughly into thirds of office and commercial space, residential accommodation, and leisure and hospitality. This mix will deliver a vibrant business, culture and leisure environment within the heart of the city during the daytime and evening.

To support this ambition, developments within the Central Waterfront should include:

- commercial uses which benefit from the highly accessible city centre location;
- state of the art office and commercial space to encourage the broadest possible range of businesses, jobs and investment to the city centre;
- small scale speciality retailing which is not currently available within the existing city centre;
- leisure and cultural uses, including specialist hotel accommodation and visitor destinations; and
- high quality residential apartments.

Almost all of the land within the Central Waterfront is within the ownership of Dundee City Council. Beneficially this presents a unique opportunity to develop the area in a holistic manner with regard to constructing key public buildings (V&A Museum of Design and Dundee Railway Station); carrying out preparatory infrastructure work; processing statutory consents; and negotiating project procurement routes. The City Council are open to the possibility of entering into joint venture agreements with site developers to secure mutual benefits for all parties concerned.
Context Model

- City Centre Boundary
- Central Waterfront

Sites:
- Site 2
- Site 3
- Site 4
- Site 5
- Site 6
- Site 7
- Site 8
- Site 9
- Site 10
- Site 11
- Site 12
- Site 13
- Site 14
- Site 15
- Site 16
- Site 17
- Site 18

Features:
- Caird Hall
- Discovery Point
- Malmaison Hotel
- Slessor Gardens (Central Open Space)
- Waterfront Place (Open Space)
- V&A

Railway Station
City Square
Central Waterfront Planning & Urban Design Framework
Planning Principles

Principal Building Uses
The Central Waterfront will create a vibrant community by providing a broad mix of building uses and employment opportunities in the most appropriate locations.

Residential Accommodation
Varied, high quality housing choice within the city is fundamental to attracting a diverse mix of individuals and families, necessary to create a vibrant and mixed community during the day and evening. Apartments are included in most development sites above ground floor level, benefitting from commanding views over open spaces. Through appropriate design, apartments are encouraged to be located on the ground level of the quieter lanes between Sites 5-6 and 10-11.

Office and Commercial Space
Office, commercial and hotel space is allocated throughout the Central Waterfront on all levels of the development. Expansion space will be available for traditional city centre businesses, public sector activities, financial services and others that may previously have sought business park accommodation. State of the art facilities should be provided to attract the broadest possible range of businesses and investment to the city centre. Space allocation will be provided for office and commercial activities on the upper floors of prominent frontages overlooking key locations such as the new railway station, V&A Museum of Design and the River Tay.

Specialist Retail, Leisure and Hospitality
The V&A Museum of Design offers a flagship destination for the Central Waterfront, complementing other city centre visitor attractions such as the RRS Discovery, Dundee Contemporary Arts, Sensation Science Centre and the McManus Art Gallery & Museum. Developers will be expected to accommodate specialist cafés, restaurants, bars, retail and leisure outlets along the thoroughfares of the new boulevards and streets; promoting active frontages and street activity such as street dining and a vibrant café culture. It is essential that ground/first floor shop front design and the choice of specialist outlets reflect the reputation and high calibre of art and design associated with the V&A and the UNESCO ‘City of Design’ status. Furthermore, these outlets should also promote and support local identity and talent within Dundee, such as artisan food and drinks and designers.

The central open space will be a focal point for seasonal outdoor events and year round informal enjoyment. It is particularly important that the outlets which front this space strongly reflect the above qualities. To that end the City Council are prepared to enter into joint ventures with developers, which could include taking ownership of the ground/first floors to ensure that the proposed design and uses meet the above aspirations.
 Accessibility

The Central Waterfront is beneficially located within walking distance of a range of established transportation connections, including:

- **Dundee Railway Station** situated on the main Scotland East Coast Railway line, offering direct connections to Edinburgh, Aberdeen, Glasgow and London. A new contemporary railway station will be constructed by 2017 as part of the Central Waterfront development.

- **Regular city and regional bus routes** located within the existing city centre. Some bus routes already service the Central Waterfront and more are expected as development progresses.

- **The National Cycle Network (Routes 1 and 77)** transit along the waterfront.

- **A new, legible grid plan street pattern** with extra width footways and improved access to the river edge.

- **Direct vehicular access** to the local and trunk road networks and ample peripheral car parks are already in place to accommodate the expected demands.

- **Dundee City Airport** is located on the waterfront and is only 4km from the city centre. Flybe operates flights from Dundee airport to London Stansted.

As a result of this comprehensive transport network there is restricted allocation for private non-residential parking within the Central Waterfront. Most development sites have capacity for some operational and service parking within courtyard arrangements, while on-street parking will be limited and directed towards short-stay needs. The City Council is willing to negotiate with developers for reserved and discounted parking rates within City Council car parks. All sites will provide covered, secure cycle parking for staff, visitors and residents.

The access arrangements for each development site have been specified to ensure that the principal distributor streets and boulevards are kept free of parked vehicles.
Open Space

The central open space within the Waterfront development consists of a large multifunctional ‘green’ space and a smaller associated ‘blue’ space on the shoreline. These public spaces are crucial to the success of the development and the city as a whole. They provide a focus for organised events, festivals and informal recreational activity which will strengthen links with the existing city centre and greater Dundee.

Networks of smaller private and public open spaces are envisaged throughout the Central Waterfront.

Key features of the open spaces include:

- large multifunctional ‘green’ space;
- riverside ‘blue’ space providing recreational activities;
- tree lined boulevards/streets and formal street planting;
- roof top terraces and gardens for residents;
- green roof and wall technologies to support building performance, rainwater harvesting, environmental management, biodiversity and softening of the urban landscape;
- public art integrated into the architecture, streetscape and open spaces; and
- hard/soft landscaping to provide variety, focal points and informal meeting spaces.
Green Network

Dundee’s Strategic Green Network aims to protect and enhance the quality and multifunctional principles of the City’s green and blue assets. All new development within the city should contribute towards these aims and connect into the citywide green network. Development is guided by the following principal objectives:

- Improve the quality of place.
- Enable climate change adaptation.
- Facilitate people to lead healthier lives.
- Protect the City’s green and blue assets.

The Central Waterfront will support these objectives through a range of features which will create an attractive and multifunctional urban environment within the heart of the City.

The Council led infrastructure programme will support these features by including:

Sustainable and Active Travel
- Extra width footways in all locations built to modern accessibility standards.
- Information and directional signage for pedestrian visitors.
- Cycleways linking into and through the waterfront and connecting with Dundee’s Green Circular.

Green Space and Open Space
- Trees will feature on all principal routes, including the east/west boulevards and the north/ south streets.
- Creation of a large multifunctional ‘green’ space, providing formal parkland and an outdoor event area for a wide range of users.
- Creation of a riverside ‘blue’ space, providing recreational facilities.
- Creation of a series of smaller public spaces, providing landscaped areas with features including public art, a children’s play park, seating and formal planting.

Environmentally responsive buildings within the Central Waterfront will support the principal objectives through the following attributes:

- All buildings to achieve the BREEAM rating of ‘Outstanding’.
- Roof areas designed for private recreational use, such as roof terraces/gardens, and for hosting green roof technologies and rainwater/solar harvesting.
- Designed to manage solar gain and where appropriate incorporating green wall/solar harvesting systems to improve environmental performance.
- Providing a broad mix of residential accommodation to encourage city centre living, reducing travel needs and supporting the local economy.
- Integrated cycle parking and storage into all new developments.
- Designed to promote active ground floor uses, promoting local businesses, supporting economic diversity and encouraging on-street activity.
- Inclusion of Sustainable Urban Drainage Systems within developments and the public realm.
Public Art

As highlighted in the opening section Dundee has a significant art and design history, which was recently acknowledged through award of the prestigious UNESCO ‘City of Design’ status. The status is aimed at promoting the development of local creative industries and cultivating resource sharing and relationships between fellow Cities of Design. Coupled with the acclaim of the new V&A Museum of Design and the wealth of local design talent, City of Design status creates a highly attractive and aspirational environment for local and international collaboration in the design and exhibition of public art.

Public art can make a significant contribution to enriching the quality of developments, streetscapes, open spaces and the cultural heritage of the local area. Public art will be installed throughout the Central Waterfront and all developments with construction costs of £1 million or over are required to allocate at least 1% of construction costs for the inclusion of art, which is publicly accessible/visible within the curtilage of the development plot.

Public art proposals should contribute to the overall vision which seeks to:

- Define and celebrate the character and sense of place within the city;
- Celebrate new cutting edge contemporary artwork and/or high quality craftwork and design; and
- Contribute to the architectural language of new buildings and to the city narrative as a whole.

It is important that public art is well considered and incorporated into the design process. Artists should be employed to create work that is contained within the development plots and preferably integrated/accommodated within the architecture.

It is highly desirable that early discussions are carried out with the City Council to determine the potential of public art projects and to ensure they are integrated with the development programme.
Design Principles

The Central Waterfront’s Planning and Urban Design Framework supports the delivery of exceptional design quality, forming a new gateway and complementary extension to the heart of the city centre.

Opportunities appropriate for 21st century living, working and leisure activities will be established throughout the Central Waterfront development. New buildings and public spaces will create a distinct sense of place, formed by a variety of building uses and character, active streetscapes and inventive design solutions.

The following design principles establish a benchmark requirement of the design quality expected from the new buildings and adjoining spaces. These principles are informed by the need to deliver high quality sustainable, distinctive, and enduring design, with a complementary relationship to the historical context.

The images used to accompany the text throughout this section are designed to act as a source of inspiration and as such are not intended to be design solutions.
Urban Grain

The Central Waterfront is developed upon a formal grid of boulevards, streets and lanes, based upon and connecting with the urban grain of the existing city centre. Urban grain is shaped by street orientation and width, plot sizes, building heights and proportions, which create a series of visual and physical relationships forming the experience of place.

Expanding the urban grain of the existing city centre assists in establishing a complementary relationship with the historic context. Plot widths and building heights in the Central Waterfront have been carefully varied to create a stimulating urban environment, depending upon their relationship to the hierarchy of boulevards, streets, lanes and open spaces; consideration of key vistas and city legibility; and the envisaged building use. In order to create well defined streets with a sense of enclosure, it is required that the building line around the perimeter of each street block should be continuous.

Site Planning Briefs provide specific information on scale, height and massing for each site.
New Buildings

Architects and designers who can unlock the potential of Dundee’s urban location will help realise the vision for the Central Waterfront. Design principles are provided to create a framework for the development’s vision. New buildings must:

- have a timeless contemporary quality;
- be distinctively rooted in their local context;
- respond to their specific location within the masterplan;
- respond to specific Site Planning Briefs;
- respect the Site Planning Briefs of adjacent sites;
- form a consistent building line with the street edge;
- create active street frontages; and
- exploit the spatial and environmental opportunities of the built form to meet the required Scottish Building Standards, and designers should strive to achieve the more ambitious BREEAM ‘Outstanding’ rating.
Form, Scale, Mass and Height

Building form, scale and massing are critical to the sense of place within the Central Waterfront. Buildings must appropriately relate to the existing built environment; landmark buildings; key public spaces; and the hierarchy of boulevards, streets and lanes. Consequently, specific scale, height and massing parameters are outlined within the Site Planning Briefs. In particular townscape situations variations to the parameters may be acceptable.

Each development site has been intentionally divided into smaller development plots to increase variety and create a more human scale. Hence avoiding the development of large monolithic and repetitive elevations, for example full facades of curtain wall glazing. Diversity of design and use between plots is encouraged to further breakdown the scale and mass of the sites and to strengthen the vision for a vibrant unique sense of place. Proposed plot depths are typical for residential developments and for commercial units with rear servicing space. Plots may be combined to accommodate larger developments; however the requirement for variation in design across sites will still apply.
A variety of building heights is expected throughout the development, though no main elevation will be less than four storeys plus a roof. To ensure a suitable urban scale is maintained throughout the development, non-residential buildings require minimum floor to ceiling heights for the ground and first floors, 4.8m and 3m respectively; each floor to ceiling height thereafter should be a minimum of 2.4m, residential as well as commercial use being encouraged on these upper floors.

Buildings along Earl Grey Place East and West are expected to be residential with a minimum of 2.4m ceiling heights and no lower than four storeys plus a roof. Ground level residential accommodation is encouraged in these areas.

The use of varied internal volumes should be explored for residential and non-residential buildings, for example in the form of double height spaces, to develop diversity of accommodation and to increase the visual interest of street frontages.

Within the scale and height parameters, designers have the freedom to develop varying building forms, heights and roof configurations to create a stimulating urban environment and visually interesting skyline. Designers should explore a variety of roof configurations and active uses, including roof terraces and gardens, providing vibrant external space and capitalising on near and distant views. Opportunities to harness solar energy and rain water harvesting should be explored as an integral part of the design process to contribute to sustainability and environmental management.
Materials

Construction and cladding materials of high quality and low maintenance are essential in creating a strong visual identity and permanence within this specific marine urban environment.

The use of locally sourced materials reflective of the development’s Scottish context is expected. Designers have the freedom to select materials appropriate to their design proposals, however it should be anticipated that masonry will be the predominant finish to establish a relationship with the existing built environment. Well considered material selection and articulation of the elevation is required in response to the building use and the hierarchy of boulevards, streets and lanes. Material selection should support the need for design diversity throughout the sites, therefore generic cladding panel systems and large expanses of curtain wall glazing are not recommended in this context. Designers will be required to justify material specifications as part of a design statement for planning application proposals.

High quality urban design and material finishes which respond to the surrounding landscaping of the boulevards, streets, lanes and public spaces should be considered for the proposed courtyard landscaping and access ways to the courtyard.

Colour, texture and finish

The colour, texture and finish of materials is crucial in order to establish visual relationships with Dock Street; the north/south vistas from the existing city centre; and throughout the Central Waterfront to the River Tay and Fife, strengthening a new character and identity for the Waterfront area.

External lighting may be considered to accentuate visual features and to add colour to buildings, particularly during night time periods.
Detailing

Detailing of the junctions between external material finishes should be well considered, elegant and complementary to the architectural solutions. In general, roof profiles and eaves lines should be articulated through detailing to form an elegant finish. Windows and entrance doors should have an urban scale and proportion commensurate with floor heights and building use, and designed to emphasise vistas, routes, threshold and sense of arrival.

Where sites are developed by multiple designers a collaborative approach will be necessary to ensure that the junction between walls and roofs are well considered, as seamless as possible and complementary to the overall street elevation.

Well considered detailing between the ground floor threshold and the public realm should support the desired need for active frontages onto the boulevards, streets and lanes.
Landscaping

The majority of hard and soft landscaping within the Central Waterfront will be delivered and maintained by the City Council. High quality urban design and material finishes are proposed throughout the surrounding public realm, setting a benchmark for the quality expected from plot designers. Materials which respond to the surrounding landscaping of the boulevards, streets, lanes and public spaces should be considered for the proposed landscaping. For further information on landscaping in the public realm, please refer to the previous section ‘Open Space’.

Landscaping of the rooftops, internal courtyard areas and the perimeter footway of each development site will be the responsibility of the plot developers. Courtyard areas should be designed to support residential activities where possible, as well as acting as service zones. Inventive design solutions will be required to deliver successful courtyard proposals and designer collaboration will be required where adjacent plots are developed by multiple developers. Some courtyard provision for operational car parking may be permitted.

With regard to the footway finish around the perimeter of sites, the City Council will complete the footway to a specification consistent with the high quality finish of the wider landscaping strategy. The associated costs for the footway finish adjacent to sites will be recouped from the neighbouring plot developer. In the interim, the City Council will apply a temporary tarmac finish to allow pedestrian movement on the footway. The City Council will schedule the finishing of perimeter footways in line with completion of development plots at the developers’ cost.

The City Council will install temporary lampposts to public footways as part of the infrastructure programme. During completion of the footways adjacent to sites (as above) the City Council will remove the lampposts and leave in place the lighting infrastructure, which (as a minimum) should be used by site developers to power wall mounted lighting. Developers will be responsible for extending the lighting infrastructure within building facades and for applying the wall mounted lighting. Designers must consider the potential requirements for incorporating wall mounted lighting into façade designs, though they may wish to accommodate their own lighting designs. For further information on lighting locations and requirements, designers should contact the City Council’s Central Waterfront Street Lighting Team.

The site layout and parameters of sites 2, 5, 12 and 17 present opportunities to create new public spaces. Inventive design solutions will be required in response to the site conditions and to suitably relate to the adjacent existing and proposed landscaping.
Additional Information

Scottish Government – Designing Places
Scottish Government – Creating Places: A policy statement on architecture and place in Scotland
Scottish Government – Designing Streets
Scottish Government – Natural stone masonry in modern Scottish construction - A guide for designers and constructors
Edinburgh Napier University - New Timber Architecture in Scotland

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More information can be found on our partner websites:
www.locate-dundee.co.uk
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www.vandaatdundee.org

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