

Fig 1.1 Drawing of Original Dens Park

A BRIEF HISTORY OF THE CLUB AND GROUNDS

The decision to relocate from Dens Park to Camperdown, while potentially a major point in the history of Dundee Football Club is not without precedent, as since their founding the club have had three different homes.

Dundee FC played their first ever game at West Craigie Park against Glasgow Rangers on 12th August 1893. They had been formed by the amalgamation of two local clubs, Our Boys and East End, with this first match taking place at the home of Our Boys. The colours worn at that first game were the sky blue and white stripes of East End, and the match was played on the glorious 12th, with Dundee drawing the game 3-3.

The merger of the two teams was to form the basis of an application to join the 3 year old Scottish football league.

West Craigie Park, which existed between the years of 1882 to 1896, was bounded by what is now Park Avenue to the north, Craigie Street to the south, Morgan Street to the east and Kemback Street to the west. A few years after Dundee left the ground, the site was re-developed for housing.

The Club's time at their first home was short. By the end of their first season, Dundee had already moved to a new ground in the city docks at Carolina Port.

Next to the ground on the adjacent gas works by the Broughty Ferry Road side, was a smoking slag heap nicknamed the 'burning mountain', which often gave hundreds of fans a free view of the game. The ground was in existence from 1891 until it closed in 1899, and the site is now occupied by industrial buildings, to the south of the Stannergate and east of Fish Dock Road.

While at Carolina Port three Dundee players were to represent Scotland when they had a 4-0 triumph over Wales in the first and only international to be held at the grounds. Although "the port" was reputed to have a superb playing surface, it was considered too remote as there was no public transport links and in 1899 on the cusp of a new century Dundee moved to their current home at Dens Park.

The ground was officially opened with a game against St. Bernards on August 19th 1899. The strategic move to a more accessible location was intended to ensure the financial robustness of the club through increased attendances and

ticket sales. It was a move that would pay off, as crowds started to flock to Dens. By this time Dundee were regularly playing in the dark blue of Our Boys, and were to finish as runners up in the Scottish League three times over the next 10 years.

When Dundee initially moved to their Dens Park ground, the property was rented. It had two basic wooden stands and a pavilion. However, private investors were found and the ground was purchased for £5000.

Archibald Leitch, an Architect responsible for the design and construction of over 30 football grounds throughout Britain, including Hampden Park, Ibrox and Tynecastle was commissioned to design the 4500 seater north stand at Dens, which would become club's new headquarters and raise capacity to 45,000.

The re-vamped ground was formally opened on 17th September 1921. Excepting some minor finishing works, Dens then hardly changed until the 1980 and 1990s, when seating was installed, and a greyhound racing track was placed around the playing surface. Dundee's north stand is only one of 11 Leitch stands still surviving today.

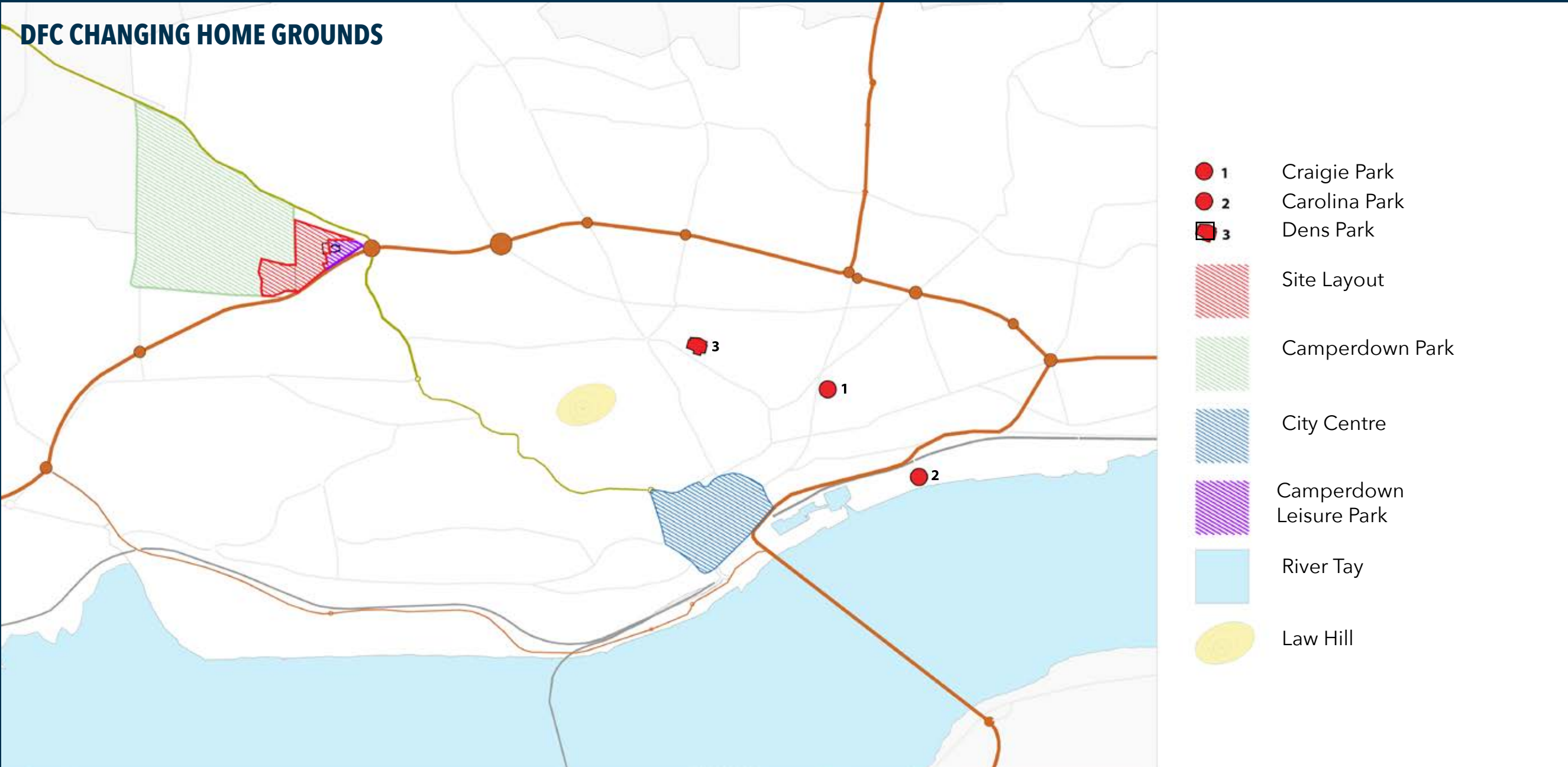
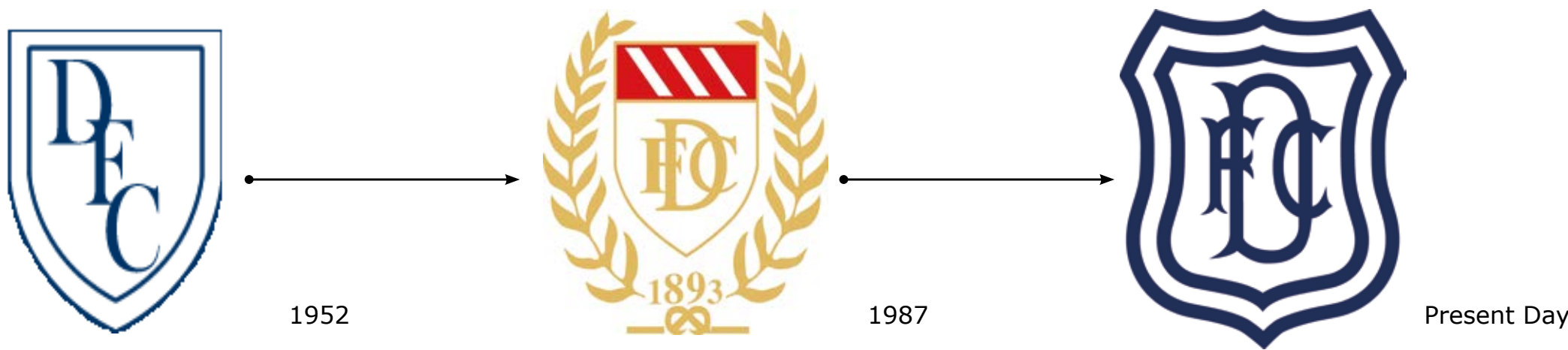
Planning permission was granted for two new stands behind the goals in February 1998 and work was completed in time for the dawn of the new millennium. The football club have an illustrious history including paying a records transfer fee for Scottish Internationalist Billy Steel in 1950.

This signing assisted Dundee becoming the first team to win back-to-back league cups in 1952 and 1953. Their greatest achievement however, was when they won the league and became the best team in Scotland in 1962. They also made the semi-finals of the European Cup the following year and the semi-finals of the Fair Cups in 1967/68. A lesser-know fact is that Dundee FC hold the record for the most international caps to be named as substitutes when they played Aberdeen away with Nemsaze 49, Caniggia 47, and Carranza 9 (105 in total).

The applicants Dark Blue Property Holdings, who also own Dundee Football Club, are confident that this proposed move from Dens Park to the new ground at Camperdown will be the next stage in the club's journey and help secure their future.



EVOLVING IDENTITY - CHANGES TO DFC CLUB CREST



SITE LOCATION

The proposed new site is located at the North-West Edge of Dundee, positioned immediately to the north of the Kingsway West ring road, placing the grounds on both a major transport route within the city, and on part of the main east coast trunk road network running between Perth and Aberdeen.

The site would be the fourth ground in which Dundee have made their home, each move taken with an eye to the future and long-term robustness. From their short stays at West Craigie Park (1) & Carolina Port (2) to their long term home at Dens Park (3) near the city centre, this latest proposed move would follow in this tradition once again looking to the future.

ECONOMIC & PLANNING CONTEXT

As the modern football game has evolved, clubs have needed to look beyond ticket sales to generate sufficient income to maintain their long term financial robustness. It is now important for any club exploring possible redevelopment or relocation, that they clearly understand and work with the wider economic context in which they operate.

Income from football games alone is not sufficient to generate the level of investment required to drive forward major infrastructure projects such as the new 15,000 seat stadium at Camperdown Leisure Park.

As one strand of the investigations underpinning proposals to create a new home for DFC at Camperdown Leisure Park, a business case has been prepared that proposes a robust mix of activities on site, with the aim of generating sufficient initial investment to underpin project development, then subsequently ensure a range of diverse income streams capable of maintaining the long term viability of the proposals.

In some cases the proposed activities run counter to the Local Development Plan (LDP), but a the business plan will make a case that the complex, interdependent

nature of a project of this type can be hard to envisage or encapsulate when establishing Local Plan documentation.

The prospective Applicant Dark Blue Property Holdings Ltd, as part of the forthcoming application for Planning Permission in Principle will be making a case that the project stands alone, is distinct, and has level of ambition that would bring a high degree of benefit to the city, both in generating a new landmark building on a major arterial route and in generating new economic activity in the north west quadrant of the city.

PLANNING CONTEXT

Planning has a significant role to play in balancing economic, social and environmental considerations, all of which are relevant to this Proposal.

When the Application is submitted to the Planning Authority at Dundee City Council (DCC) they will assess the Proposal having regard to the Development Plan and other material considerations. The relevant Development Plan context is provided by the TAYplan Strategic Development Plan (SDP), 2017 and the Dundee Local Development Plan (LDP), 2019.

The extract below from the LDP Proposals Map illustrates that the site of the proposed stadium and other associated mixed used use developments are located within a designated Leisure Park, where Policy 7: Tourism and Leisure Developments apply. The principle of the leisure would therefore be supported. However, it is recognised that other elements of the proposal, for example the proposed housing and commercial uses, are not designated by the LDP on this site.

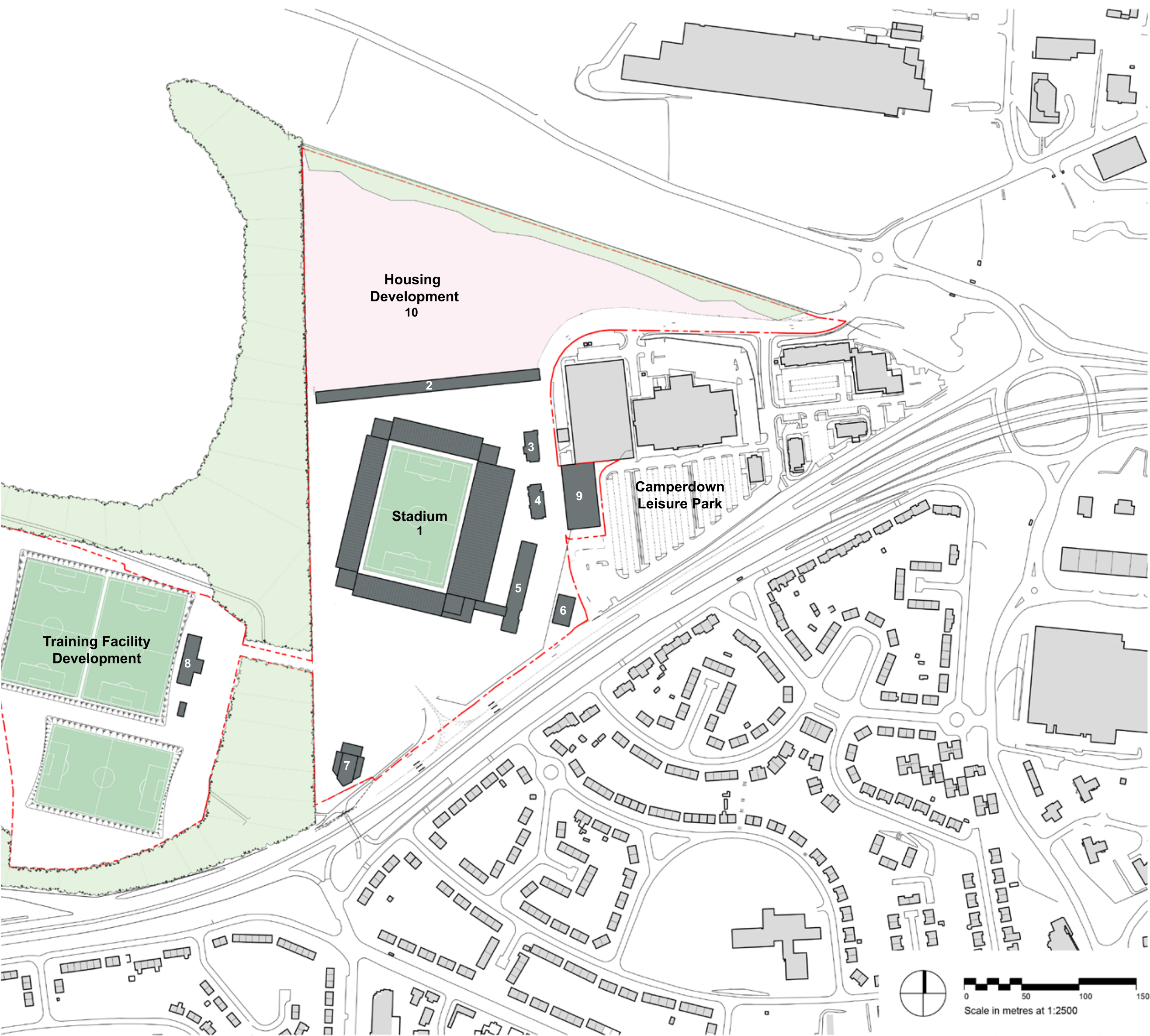
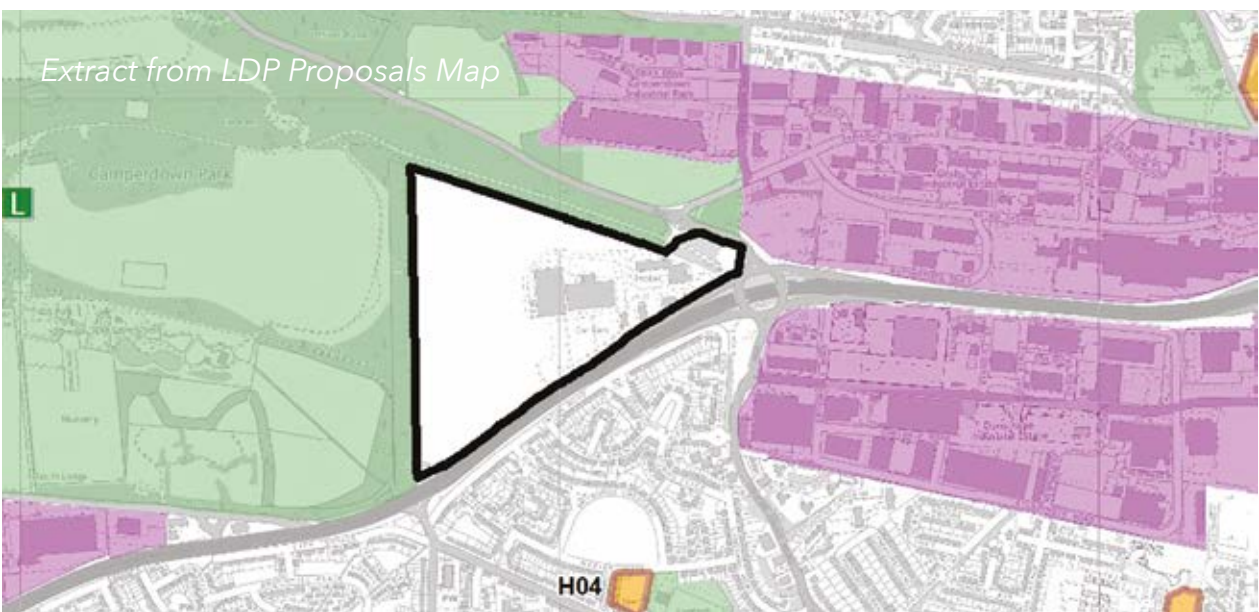
The extract also illustrates that the proposed training pitches are located in an area designated for Open Space and part of the Green Network, where Policy 28 of the LDP applies. The training pitches are proposed in this location to contribute to the recreational value of the existing park.

The additional proposed land uses, including the commercial elements (2 and 6), food retail outlets (3 & 4), hotel (5), crematorium (7), ice rink extension/commercial outlet (9) and residential (10), will all be assessed against the Development Plan. A relevant material consideration is that the proposed mixed uses will enable the stadium and training facilities to come forward as a viable proposal, with the overall proposal delivering a range of economic, community and social benefits.

In order to assist the Planning Authority in the assessment of the proposal, the Applicant has discussed with DCC the technical, planning and environmental information which should be submitted with the Planning Application.

The Applicant has therefore engaged a team of consultants to provide specialist independent reports on a number of aspects of the proposal. Their assessments will inform and further underpin the design of the proposal, together with responses received as part of this consultation process.

There will, of course, also be the opportunity to comment directly to the Planning Authority, as part of the statutory process, once the Application is submitted to DCC.



IMPLICATIONS ON DFC MOVE FOR THE CITY

The relocation of the stadium to the northwest edge of Dundee has multiple potential benefits for the city. The current location of Dens Park was established in a pre-traffic age, when the need to consider issues of transport was not a necessity. With passing years, rises in the numbers of supporter's cars and coaches travelling into this densely populated area of the city, with little if any parking provision, has increasingly become an issue.

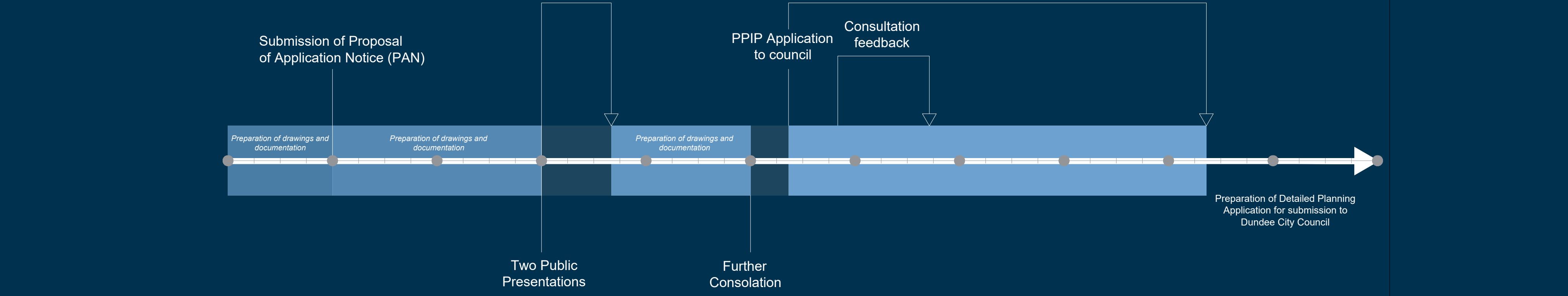
INVESTING IN THE FUTURE OF FOOTBALL, CLUB & CITY

With these proposals, Dark Blue Property Holdings Ltd are making a significant investment in the future of DFC, with wider potential benefits to the city. DFC engages in extensive charity and community activities not least in encouraging future generations of young footballers by running the Young DEE outreach programme, an investment in the future of football locally within the city, and nationally for Scottish and UK football in the years ahead.

Moving to Camperdown and consolidating playing and training facilities into one large overall campus of football related activity would allow DFC to maintain, and build on these outreach programmes, helping to promote children's sport and, by association, long term public health within Dundee. With these proposals, Dark Blue Property Holdings make a case for a balanced development that has benefit to the club, the surrounding communities and wider city.



INDICATIVE PLANNING PROCESS AND TIMELINE



Due to the size and complexity of the proposals, and their potential for broader impact, they are designated under planning legislation as a 'Major Proposal'. For this reason, the process of reviewing the proposals is more extensive, requires significant investigation and is open to greater public scrutiny and consultation.

This process is broadly indicated in the diagram above and as follows:

Pre-Application Consultation - During this initial period, the design team must carry out a range of studies as agreed with the Council Planning Department and their Consultees. Investigations in this instance include studies into air quality,

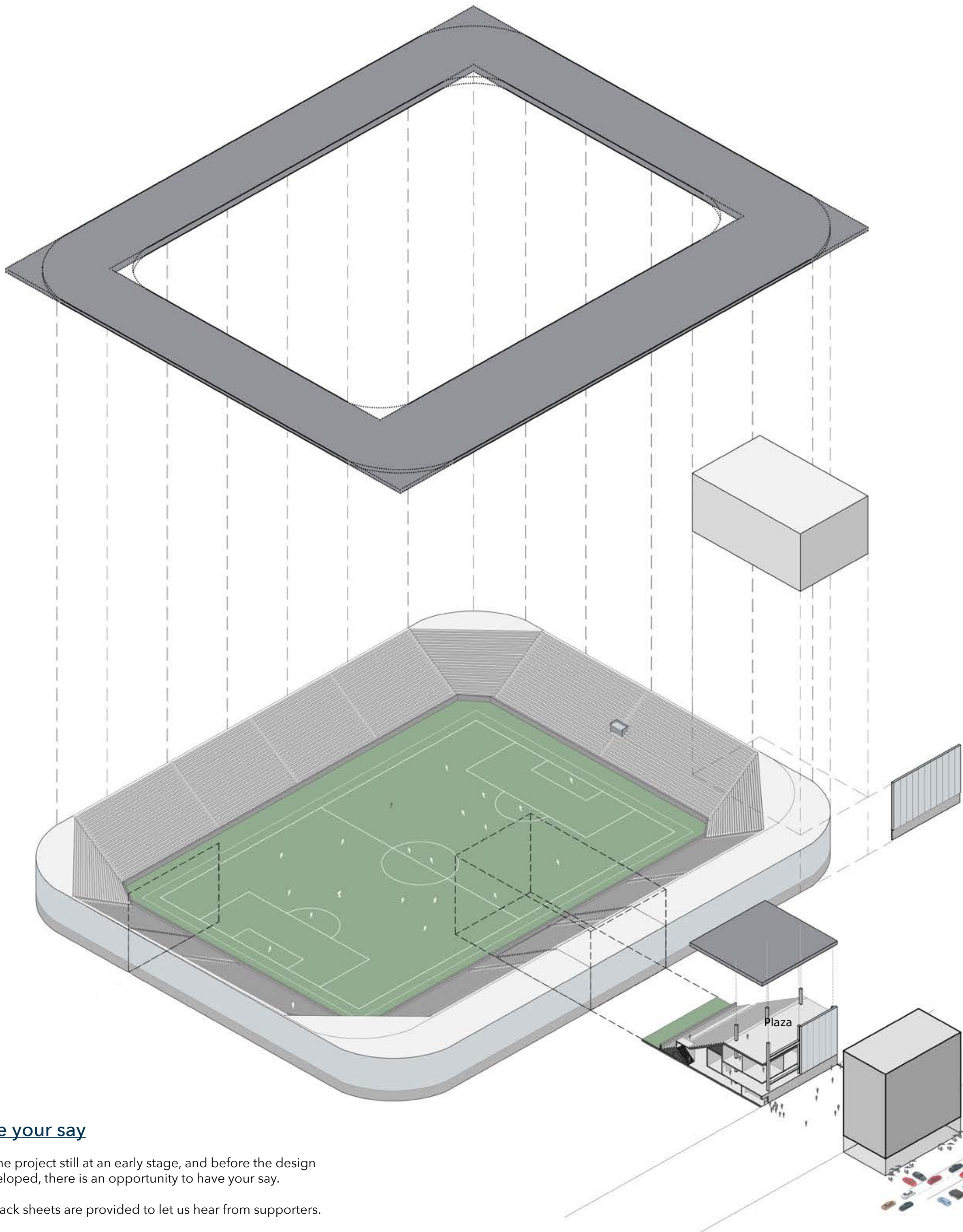
drainage, sound transmission, transport impact among others. More information on these can be found on sheet 8.

A mandatory element of the PAC period is that public events must be held to offer interested members of the public an opportunity to scrutinize the proposals and raise questions or provide feedback ahead of the application being submitted which the design team must consider as part of their preparation of the formal Planning Application.

This presentation is part of that mandatory process.

Planning Application - On completion of the PAC period, all investigations and feedback are collated, and a formal application can be made to the Local Authority Planning Authority. In the case of the proposed Stadium this will be an Application for Planning Permission in Principle (PPIP). Members of the Public have a further opportunity for comment once the Application is submitted.

Reserved Matters - Should the PPIP be successful it establishes the principle that the development can be constructed on this site, however full permission to proceed will be subject to one or more further applications providing detailed information that was not submitted as part of the original application.



Have your say

With the project still at an early stage, and before the design is developed, there is an opportunity to have your say. Feedback sheets are provided to let us hear from supporters.

What do you think makes a good stadium?

Fig 3.1 Stadium Design - Strategic Thinking

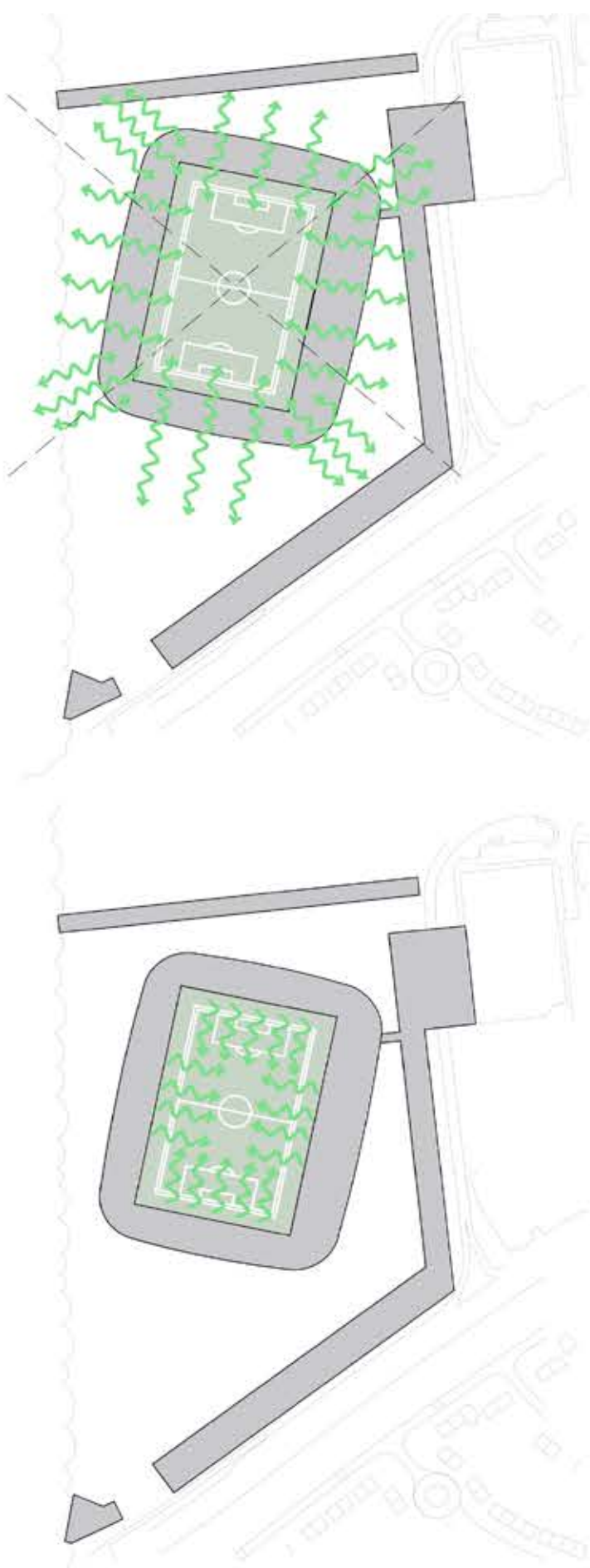


Fig 3.2 Sound and Atmosphere - Layouts

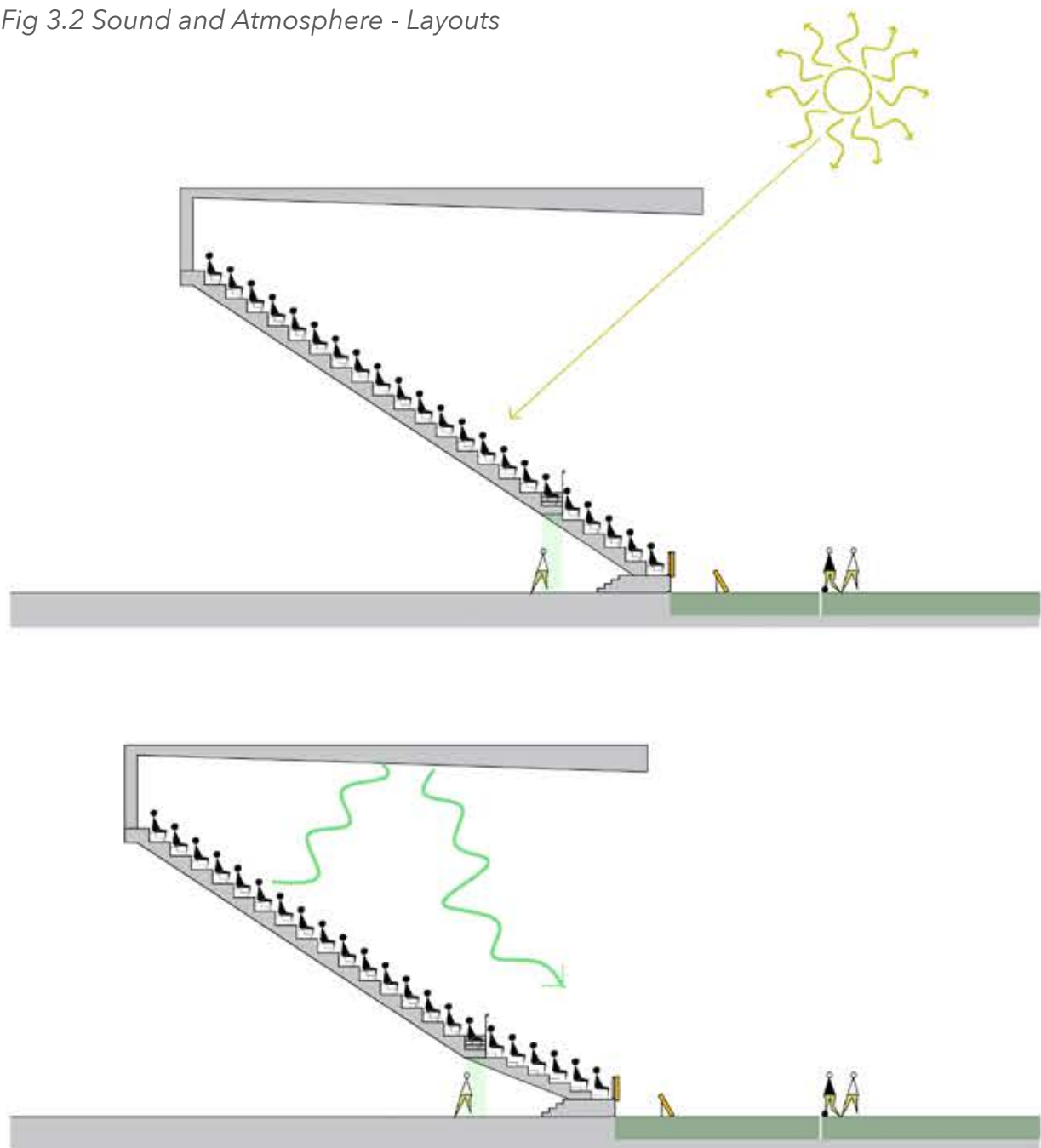


Fig 3.3 Sound, Light and Atmosphere - Sections

FINDING THE RIGHT QUESTION

Designing a new football stadium is a complex and multifaceted challenge that requires team of consultants to undertake considerable research and investigation. At the present stage in the process, initial strategic steps are being taken, for which it is important to consider both the characteristics of the site, and to consider what makes a good stadium.

To arrive at a good solution a series of questions are identified that help to improve understanding of detailed requirements and by extension allow clear design goals to be set that all members of the design team can work towards.

While the information presented on these boards is preliminary and strategic in nature, we can (even at this early stage) begin to consider what makes a

good stadium, what elements need to be considered and what their impact is. A stadium is effectively an enclosure containing seats. Its appearance, character, and much of its identity will be determined by choice of materials and how they are combined to create a home for supporters and their team.

Roof structure and cladding, how terraces are made, their rake (slope) and the types of seating, the external cladding all contribute to how the stadium is read and how it comes together as a coherent building. An important question relates to corners. Are they open, boxed in with activities, or do they hold seating? What are the implications for the match experience of different approaches such as separated stands versus a bowl? An advantage of proceeding with a PPIP is that this approach allows time for such considerations and investigations.

ATMOSPHERE

While identifying and exploring the elements of stadium design for, the most important question is:

How do we design a stadium with a good atmosphere?

Roofs, walls, terraces, materials must all be considered as mechanisms for controlling those characteristics that will impact on atmosphere such as light, acoustics (ways of containing and building sound within the stadium) and sightlines. These are all being explored and analysed initially as broad principles to facilitate the early stages of strategic design.

The diagrams above and below are developmental, showing some of the considerations that go into the design of the stadium.

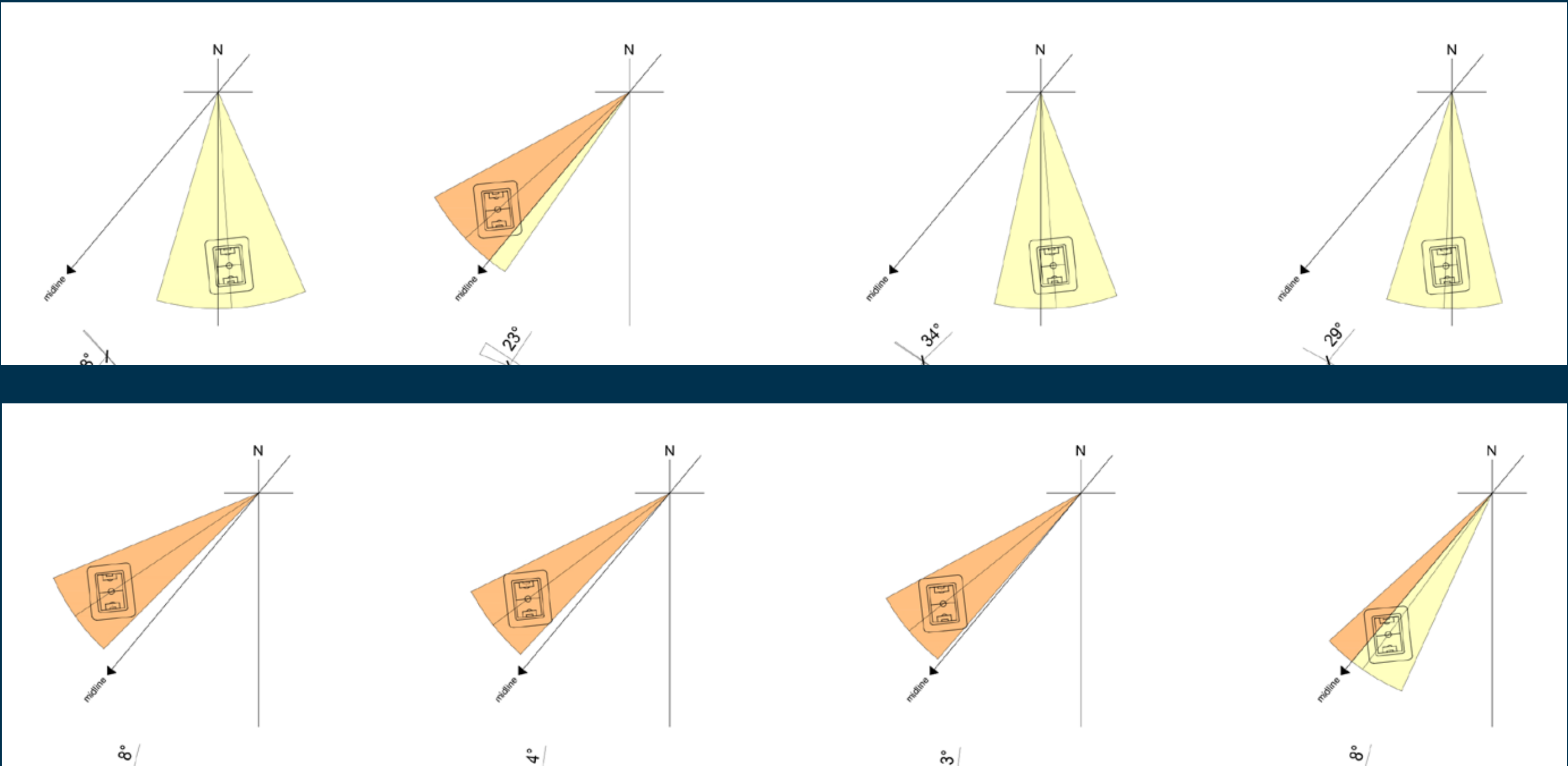


Fig 3.4 Stadium Orientation - Natural Light Studies

SUNLIGHT

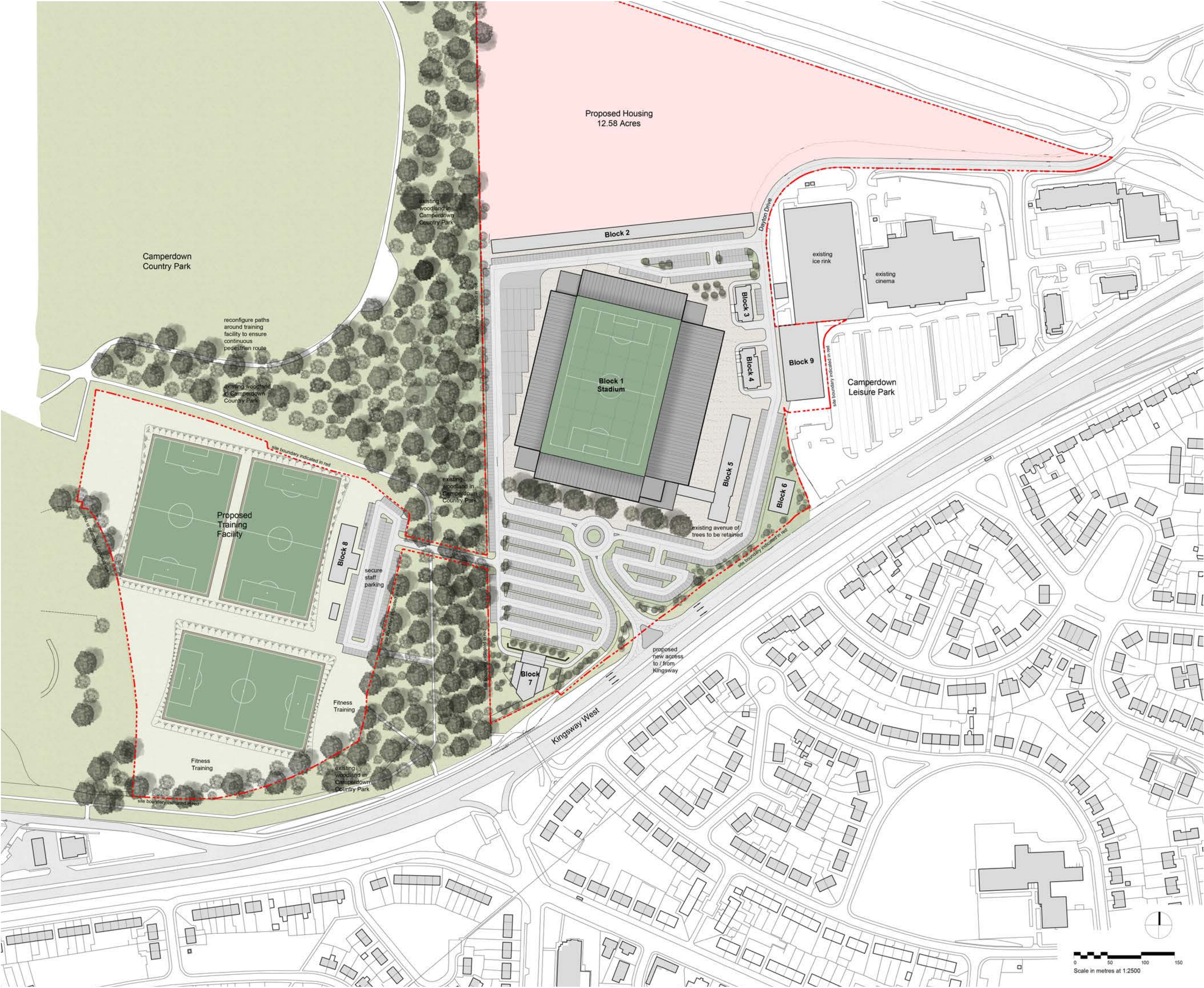
Understanding how the play of natural light works in a stadium is critically important in order to optimize conditions for playing and watching the game of football.

As part of our initial explorations LJR+H Architects have studied the orientation of every stadium in Scotland, reviewed recommendations from organizations such as UEFA, and used models to analyse the patterns of sunlight for an entire DFC season fixture list for different stadium orientations.

This helps us to understand issues ranging from glare in a goal keepers eyes to optimum light for cameras. An understanding of light can help maximise spectator comfort during games, while improving the conditions for maintaining the growth of grass on the pitch surface through the year.

Studies of this nature help us to establish core principles of design, which when examined in the context of the site and its constraints allow us, even at this early stage, to set out sound proposals for the stadium, its location and orientation.

INDICATIVE SITE LAYOUT



ACCOMMODATION

KEY TO BLOCKS

- BLOCK 1 – 15,000 seat stadium
- BLOCK 2 – Mixed commercial & Residential
- BLOCK 3 – Drive Through Retail Unit
- BLOCK 4 – Drive Through Retail Unit
- BLOCK 5 – 120+ Bedroom Hotel

- BLOCK 6 – Commercial Unit
- BLOCK 7 – Crematorium
- BLOCK 8 – Training Facility
- BLOCK 9 – Commercial Unit / Extension to Ice Rink

PARKING PROVISION

| STADIUM | | TRAINING FACILITY | |
|--------------------|-------|--------------------|-------|
| Standard Parking | – 672 | Standard Parking | – 149 |
| Accessible Parking | – 82 | Accessible Parking | – 11 |
| Coach Parking | – 25 | | |
| TOTAL | | | |
| Standard Parking | – 821 | | |
| Accessible Parking | – 93 | | |



SITE CHARACTER - TREES

Although the area of land owned by DBPH is presently a largely empty brown field site, it is flanked to the west by Camperdown Country Park. The common western boundary between the main site and the park is a continuous stone wall, behind which lies a dense belt of mature trees. The northern shared boundary is defined by a wire mesh fence concealed behind further trees, and to the north of this again a fine avenue of trees can be glimpsed that defines the eastern approach to Camperdown Park. The site itself also holds some mature trees and is the subject of a tree protection order.



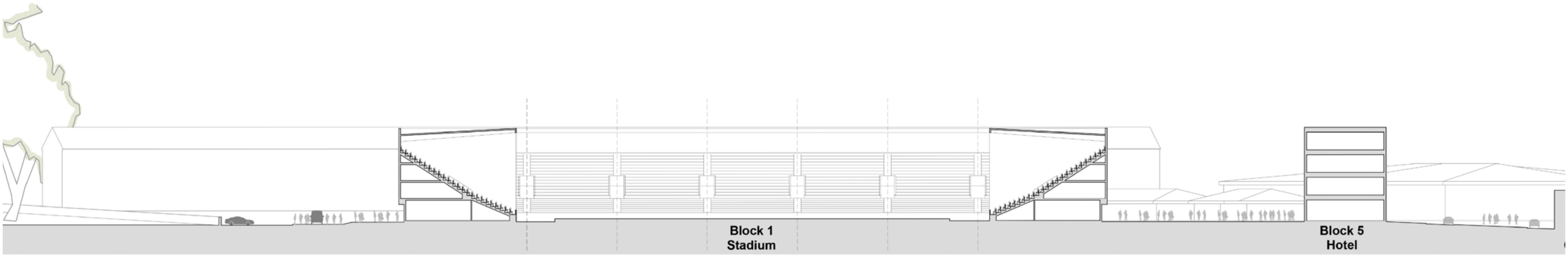
SITE CHARACTER - TOPOGRAPHY

The site occupies a south facing slope, rising an approx. 30m from a low point at the southern boundary by the Kingsway to its highest point at the northern boundary adjacent to the eastern entrance to Camperdown Country Park. An area of level ground towards the centre of the site provides an optimum location for the stadium. Orientation of the structure is determined in part by consideration of sunlight angles and in part as to align with the adjacent slope, an arrangement that allows access and parking to be aligned with the slope for ease of construction and use.

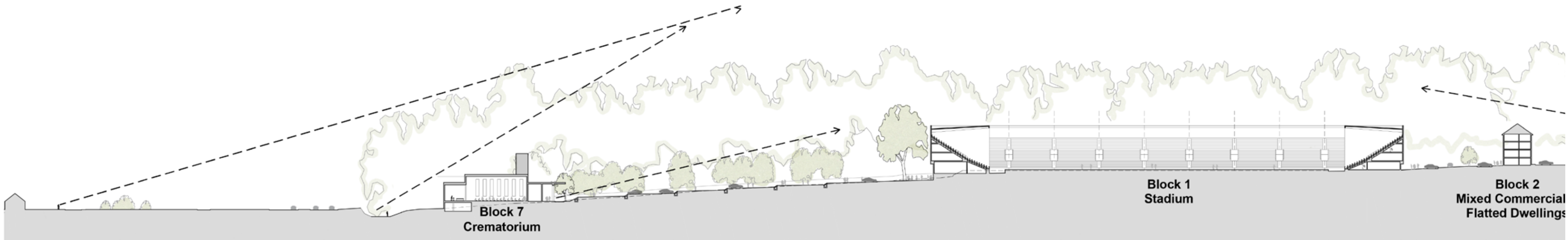


DEFINING SPACES

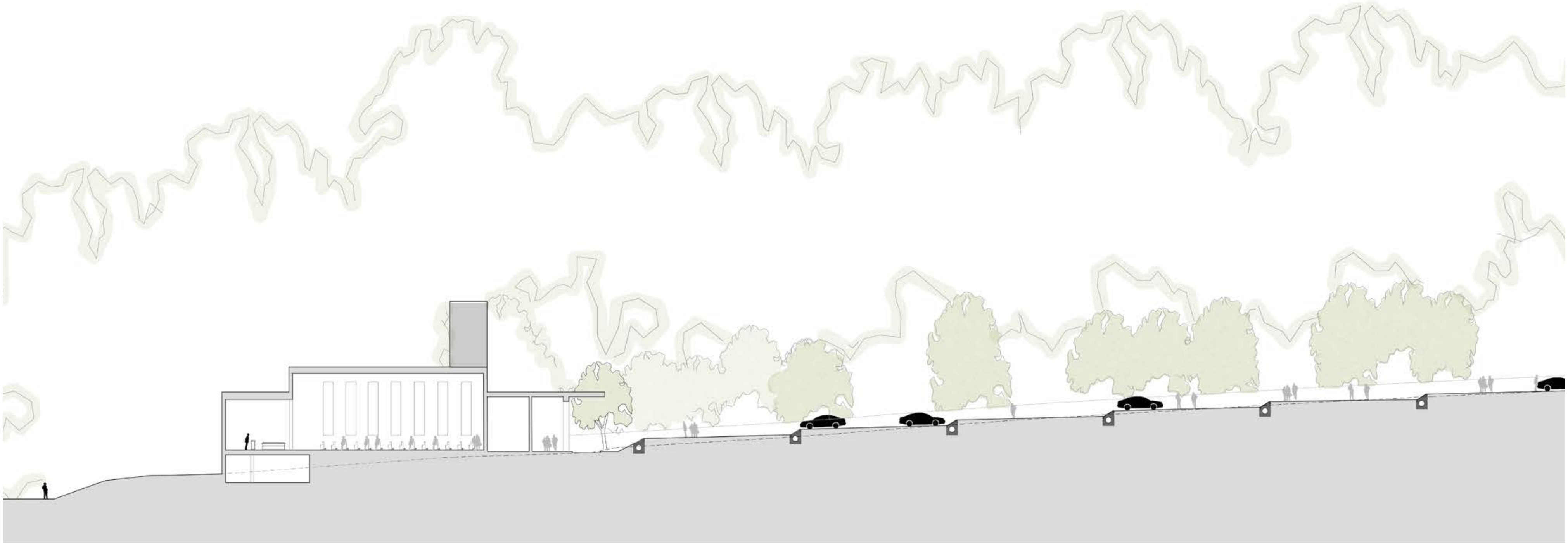
The shift in orientation of the stadium emphasises its importance relative to most of the surrounding buildings and creates a series of more open spaces between the vertical external face of the structure and the adjacent blocks. This is particularly important in the case of the flatted dwellings to the north, as the stadium is seen at an angle and from a greater distance. The exception to this is the hotel which has the same orientation as the stadium. The space between the two structures is 20m wide and is set aside as a pedestrianised area where supporters can gather.



Cross Section



Longitudinal Section



Longitudinal Section Detail

SITE SECTIONS - RELATING ACTIVITIES

The site roughly breaks down into three parts defined by gradient. In the centre, a large flat area provides a natural home for the football stadium. To the south, between the stadium and the Kingsway, the ground slopes down. To the north of the stadium stretching to the Camperdown boundary the site again rises, though the incline here is not as pronounced.

As set out on Sheet 2, the economic strategy is to house a wide range of income generating activities on the site. Each of these have their own varied requirements and characteristics, of which the most pronounced difference perhaps arises between the Stadium and the Crematorium.

While historically it was not unusual for places of worship to be built on city streets, amid the hubbub of everyday life, it is less common today and the combination of these activities requires careful consideration.

The stadium is a generator of noise and activity, a place of raucous enjoyment, whereas the crematorium is a place of quiet reflection. Where one has vibrant energy the other should have dignity and gravitas. Users of both buildings will come with differing mind sets and will behave in very different ways that will make for an uncomfortable encounter should they meet. This suggests the need for ongoing management and co-ordination of timing to avoid the possibility of a funeral coinciding with a football match.

The site section can also help manage this disparity of character. The floor of the crematorium will sit just over 9m below that of the stadium ground level concourse, a difference of level that helps to develop a sense of separation. This can be further built on using ground modelling and planting.

Noise will be an issue for the Crematorium whether through enthusiastic supporters or that which is generated by the persistent traffic of the Kingsway. The building can help minimise noise through form and robust construction, by acting as a shield to reflect or absorb incoming noise.

Other approaches that might be considered are sounds generated electronically or by landscape items such as running water, that can help to mask intrusive background noise.

The Applicant has engaged specialist noise consultants to advise on these issues in order to assist further in the design process.



SOCIAL ACTIVITY

The Application aligns itself with and seeks to build on the adjacent leisure activities. To the West Camperdown Park is a centre of family days out, and to the east Camperdown Leisure Park provides ice skating, a cinema, and places to stay and eat.

The proposals seek to introduce large scale facilities that can hold concerts and conferences, supported by a hub of social activities and food outlets.

Together the stadium and proposed hotel enclose a street like area with the intention that this become a sheltered and inviting centre for crowds to gather before or after a match, concert, or conference.

VIEWS FROM SURROUNDING AREA



Image 1 - View From Camperdown Park Towards Site

CAMPERDOWN PARK

A key consideration in setting out the Application is the potential for impact on the Camperdown Park which is designated as a nationally important designed landscape.

Key features of Camperdown Park are the densely planted tree belts around its perimeter and the many fine specimen trees set into the open parkland.

As can be seen in **Image 1**, the trees are of a sufficient height that they act as a visual barrier to the city around. In this image, to the left of the tree on the right, a water tower on top of Menzie Hill is the sole visible landmark.



Image 2 - Southeast View From Stadium Site to Tower Blocks & Electricity Pylon

Image 2 provides a useful reference when considering the potential visual impact of the proposals on Camperdown Park. Although the tower blocks seen in this image are 10 storeys high and are constructed on ground that is at the same elevation above sea level as the proposed stadium, they are not visible from the designed landscape within the park. **Images 3 & 4** taken inside the tree belt and in front of Camperdown House again show how effectively the dense trees screen Camperdown Park from its surroundings.



Image 3 - Image of Path Within Tree Belt

DISTANT VIEW

The site lies on a south facing incline, that drops from a high point at Ardler Village across the Kingsway towards a low point at the bottom of South Road where it rises again as a north facing slope towards Charleston Drive and Menziehill to the south.

The view from the higher ground on Charleston Drive provides one of the few clear views of the site which is marked in red on the **Image 7** to the right. The site in this image is approximately 1km away from the viewpoint, and is set into a backdrop of trees that form Camperdown Park and Templeton Woods.

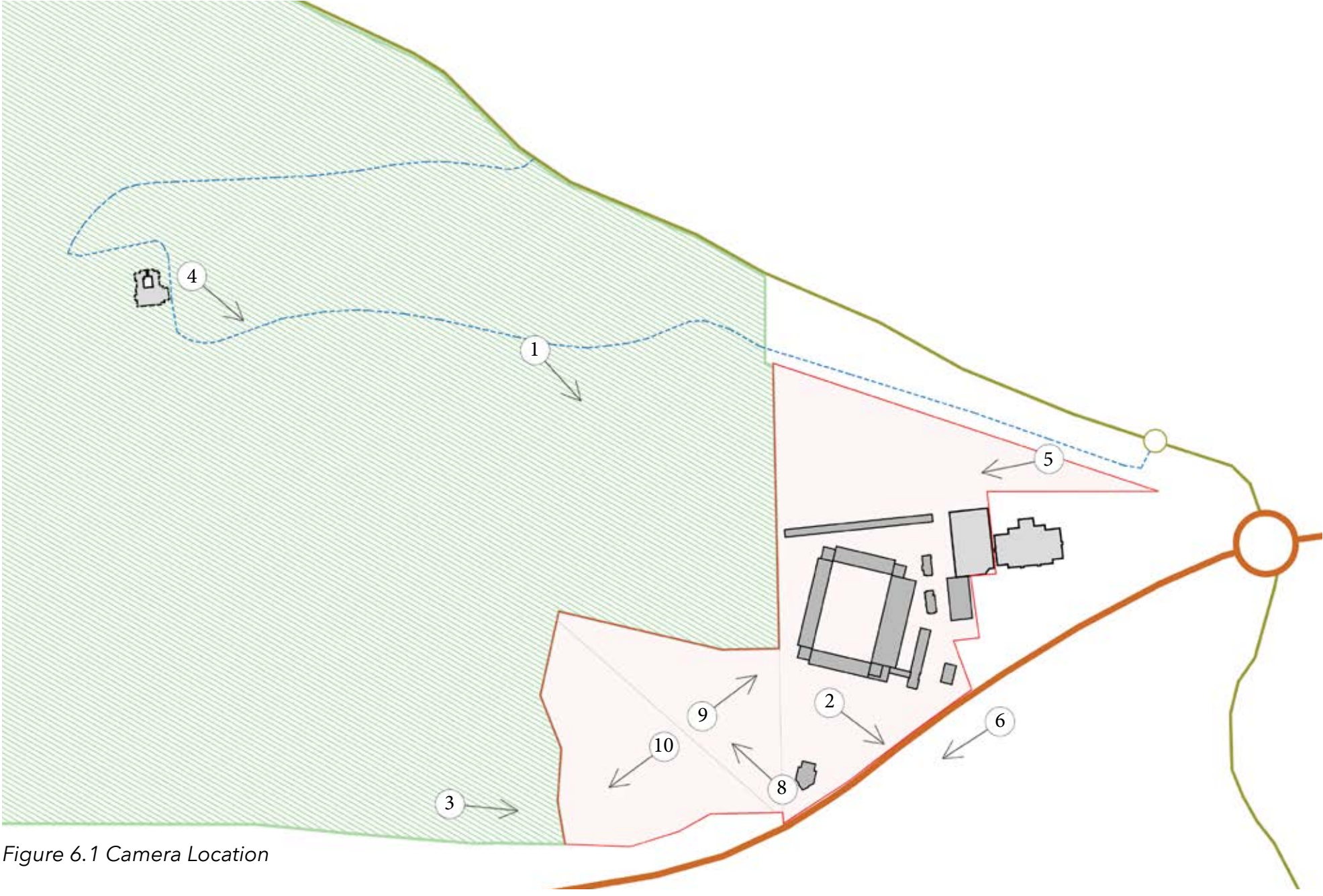


Figure 6.1 Camera Location



Image 4 - View from outside Front of Camperdown House



Image 7 - View from Charleston Drive

OTHER ADJACENT VIEWS

Outwith Camperdown Park, the areas closest to the application site also tend to be screened by a mixture of mature trees; high hedges; the Camperdown boundary wall and the buildings of Camperdown Leisure Park.

Image 5 below shows the entrance to Camperdown Leisure Park and demonstrates the way in which a mix of buildings and trees screen the development site from the Coupur Angus Road.



Image 5 - The Approach to Camperdown Leisure Park

Similarly, **Image 6** shows a high hedge running along the north side of Linton Road to the south of the Kingsway, plus the lower ground level in this area, screens the site from view at pavement level, although the houses along this road may have views overlooking the site across the Kingsway from their first-floor windows.

There are similar hedges on the north side of the Kingsway though there is potential that these might be trimmed back to open views to the south facade and main entrance of the proposed new stadium.



Image 6 - View Along Linton Road on Opposite Site of Kingsway

SUMMARY

While the proposals are large in scale, the nature of the site and its context mean that the proposed structures including the stadium will be unobtrusive when viewed from most locations.

Where views do open to the site, they are distant, and softened by the presence of mature tree planting.

There remains an opportunity to open views to the site and stadium from the Kingsway allowing for this structure to become a landmark building on the northwest edge of the city.

TRAINING CENTRE SITE

The images on the left show the area within Camperdown Park on which it is proposed that the football training facility be located.

Following the previous presentation and discussions with local groups, the design of the training facility has been adjusted, with the number of pitches reduced from four to three, and the position and orientation of these altered so that they sit entirely on open grassed area and do not impinge on areas of mature tree planting.

This area of land does not form a key part of the designed landscape, but is presently fallow ground, not in use excepting that it is divided in two by a diagonal path.

On the south side of the path a post and wire fence closes off a field of long grass. On the north side there is no fencing, but the ground is overgrown with thistles and nettles.



Image 8 - Path Across Training Field Site



Image 9 - North East View From Path



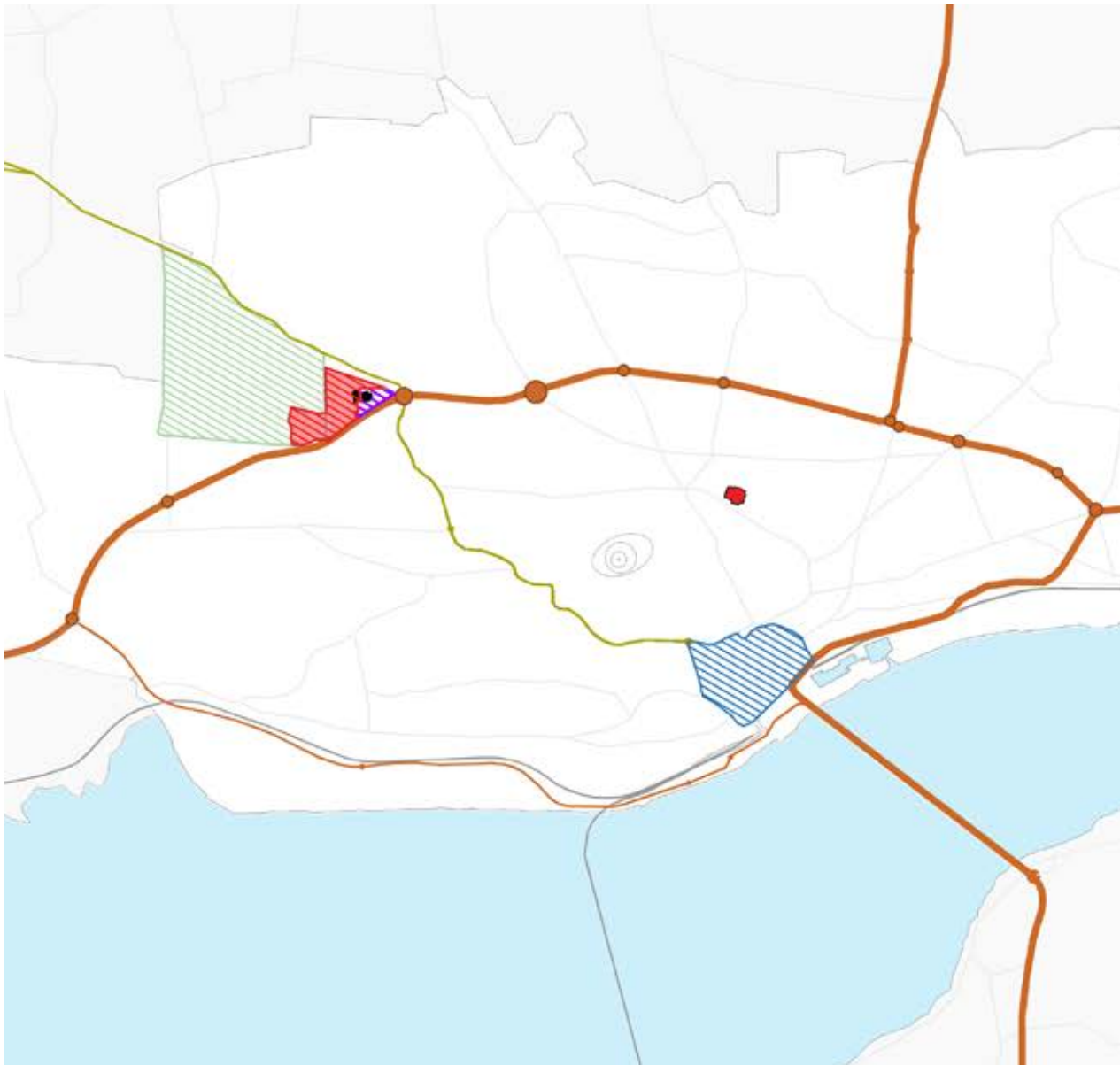
Image 10 - South West View From Path

TRANSPORT NETWORKS - MACRO TO MICRO



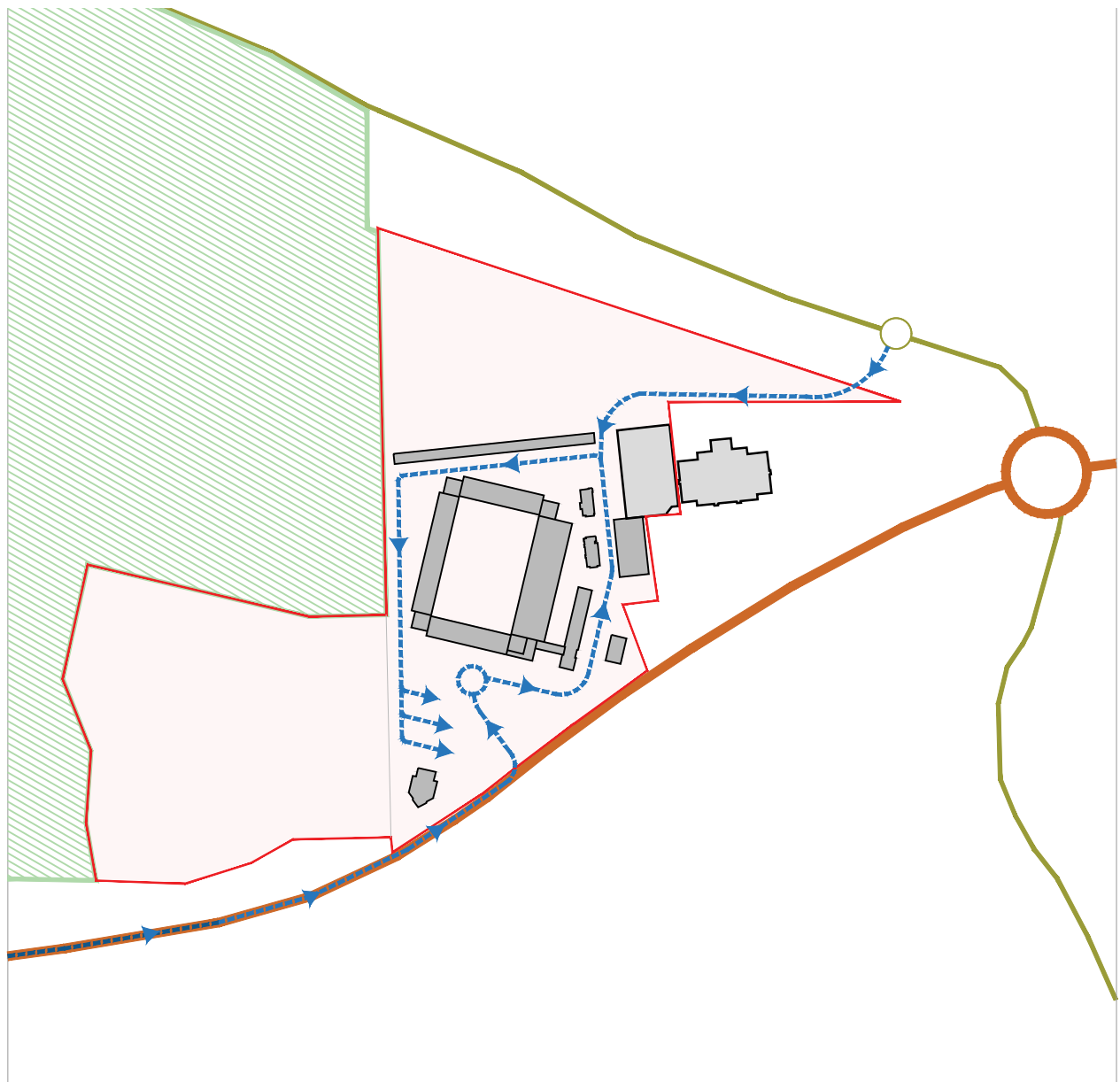
CONNECTION TO TRUNK ROAD NETWORK

The site is well located for access by coach and car from all over Scotland as it sits immediately adjacent to the trunk road network connecting Dundee to Aberdeen, Perth, Fife, the Highlands, Edinburgh, Glasgow, the Central Belt, and beyond.



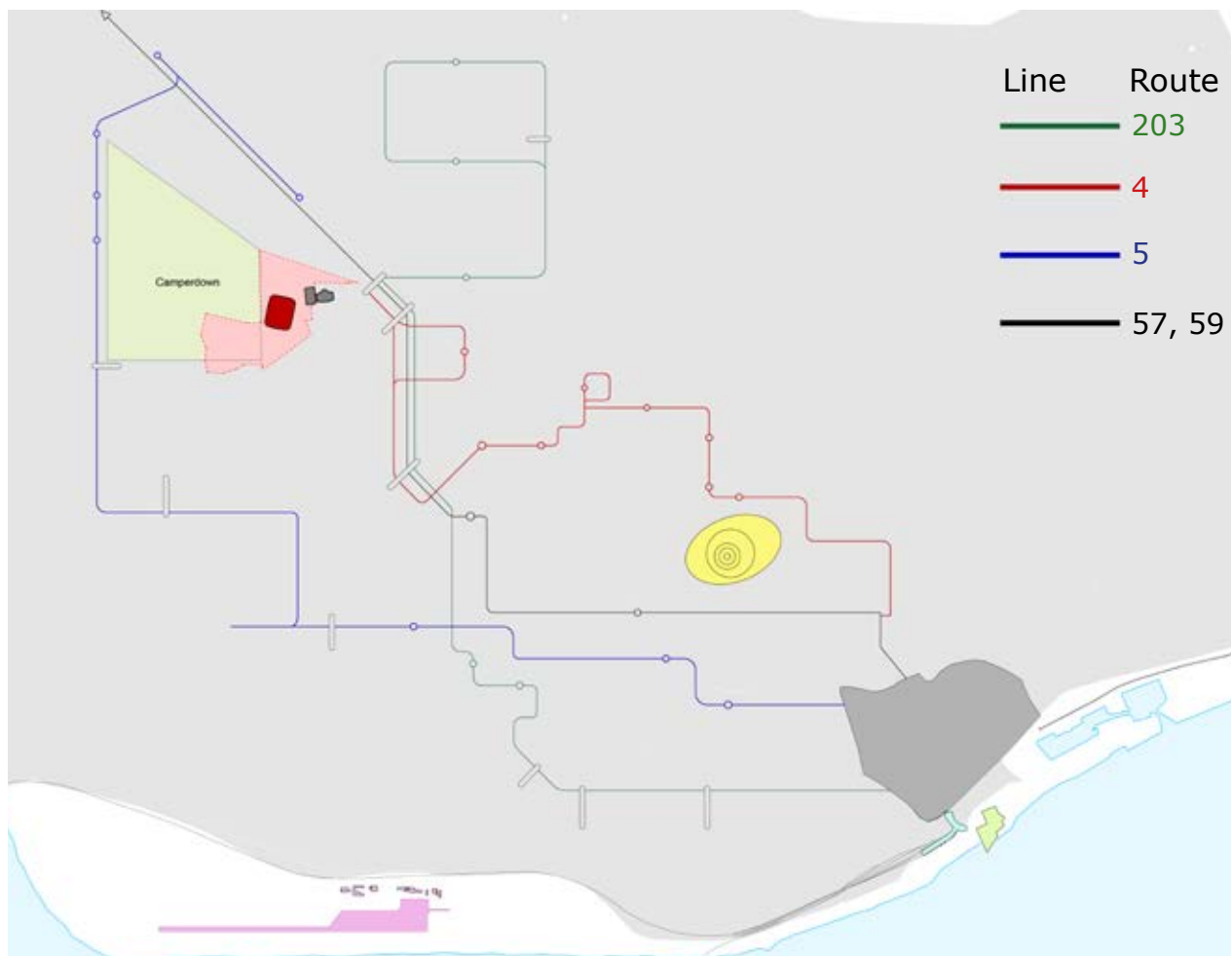
CONNECTION TO LOCAL ROAD NETWORK

The proximity of Camperdown Leisure Park to the national trunk road network can be seen at city scale where a combination of this and key local network routes provide convenient access to the site from the city centre, outskirts and surrounding hinterland.



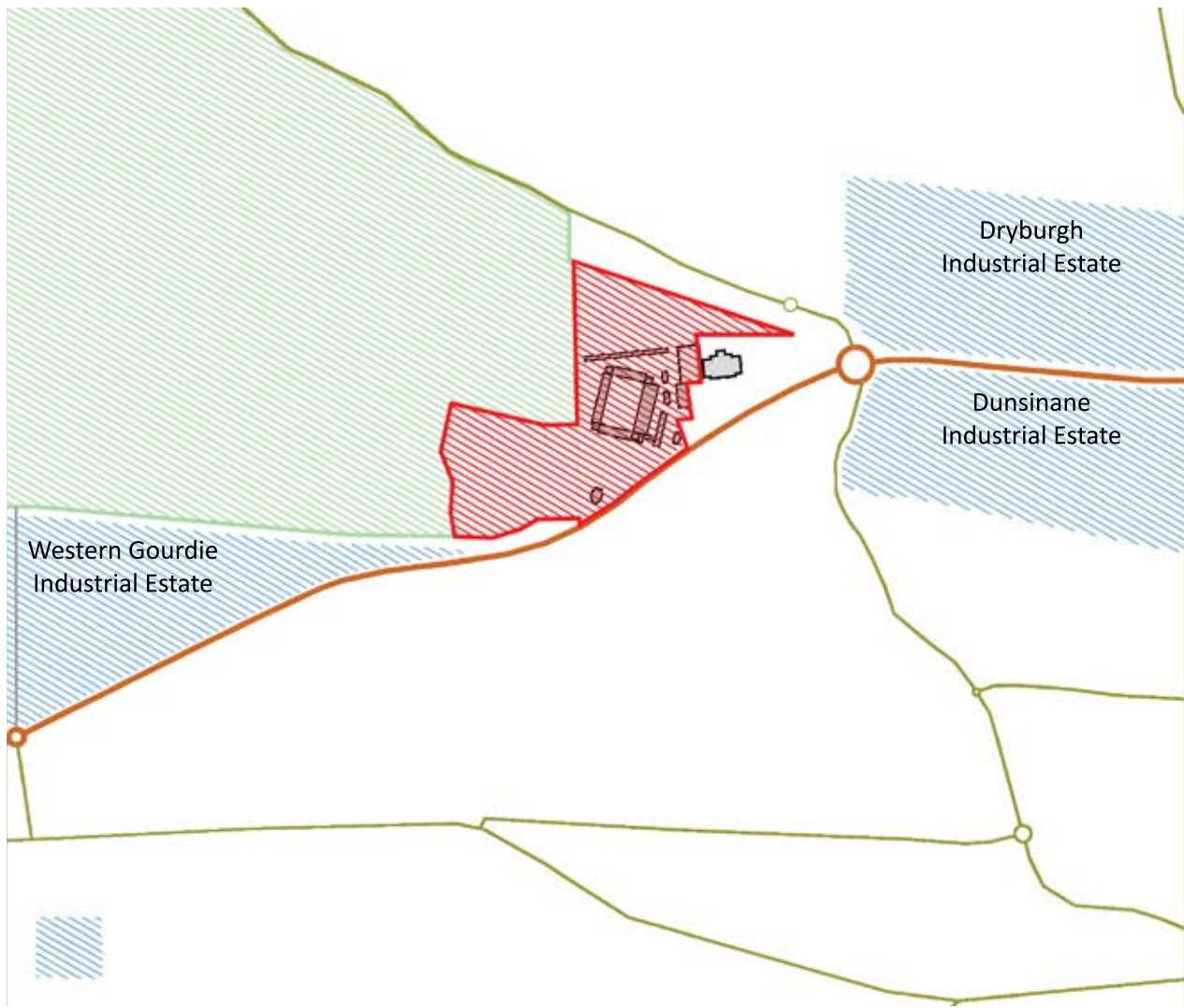
VEHICULAR ACCESS TO THE SITE

Access to and egress from the site will be via the existing Coupar Angus Road and a newly constructed sliproad off the eastbound Kingsway. On match days access to the car park would be co-ordinated by a central control post and managed by stewards. To reduce risk of tailbacks on the Kingsway, traffic would be directed around the stadium to provide extended queuing space.



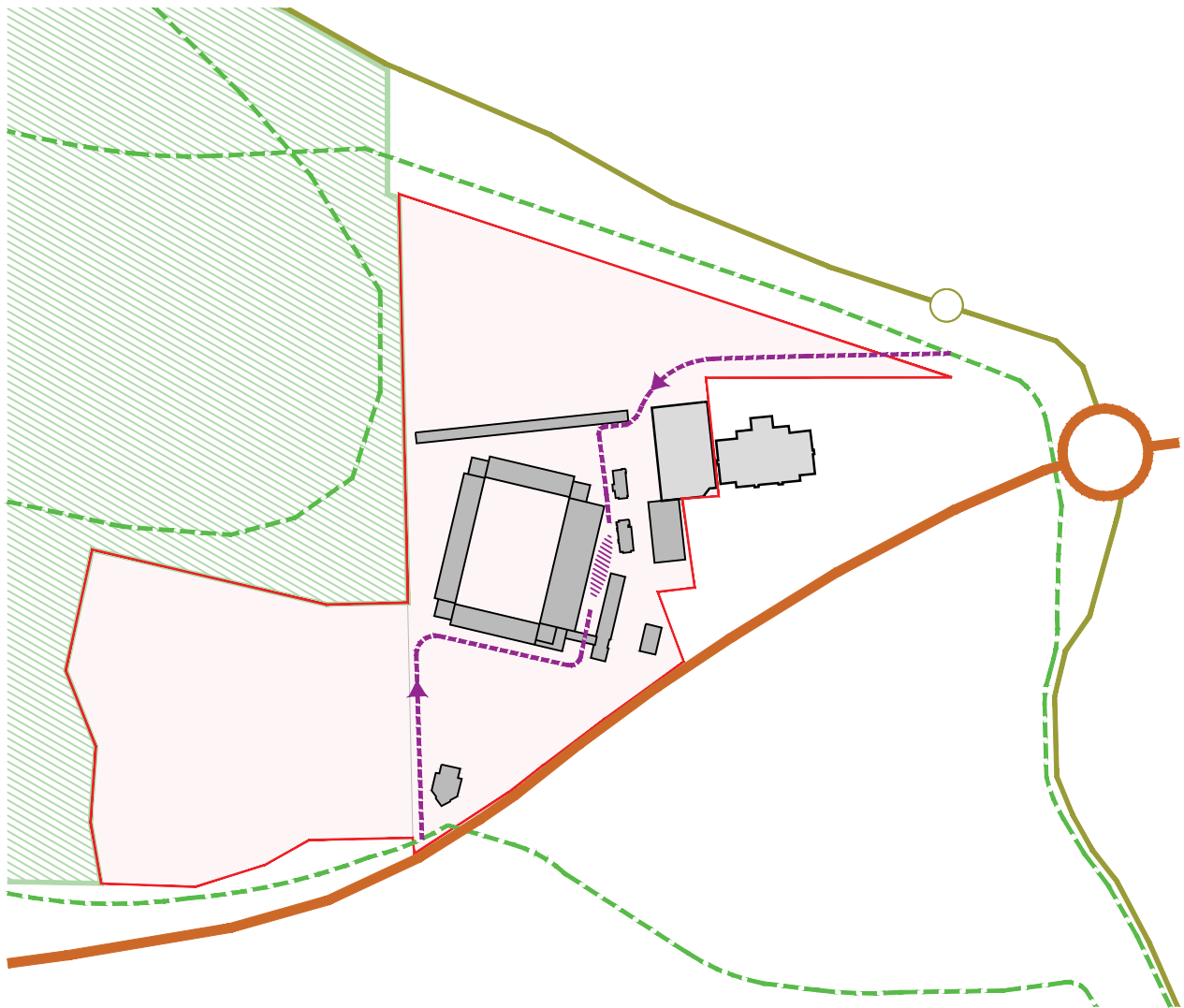
PUBLIC TRANSPORT TO THE SITE

Initial approaches have been made to both Stagecoach and Xplore Dundee, to evaluate the possibility of running dedicated services to/from the site, before and after matches, which would collect and drop off fans at several locations within the City Centre. Cross and smart ticketing initiatives will be investigated to make the journey as convenient as possible for fans.



OVERSPILL PARKING

With 15,000 seats for football supporters and concerts potentially providing further standing space, consideration must be given to times when the parking provision at the stadium is full, or to the possibility of spectators seeking outside parking to avoid queues into and out of Camperdown Leisure Park. Large industrial parks to the east and west of the site are areas which might provide roadside parking for this scenario.



CONNECTION TO CORE PATH NETWORK

Pedestrian routes to the site are available from the south via the underpass at Liff Road, and Coupar Angus Road where there are crossing points and existing footways. Areas to the northeast are also directly accessible for pedestrians via the existing network of footways. There will be a clear network of footpaths and crossing points within the site which will provide connectivity to the surrounding area and to the local core path network.

PEDESTRIAN AND VEHICULAR APPROACHES TO STADIUM

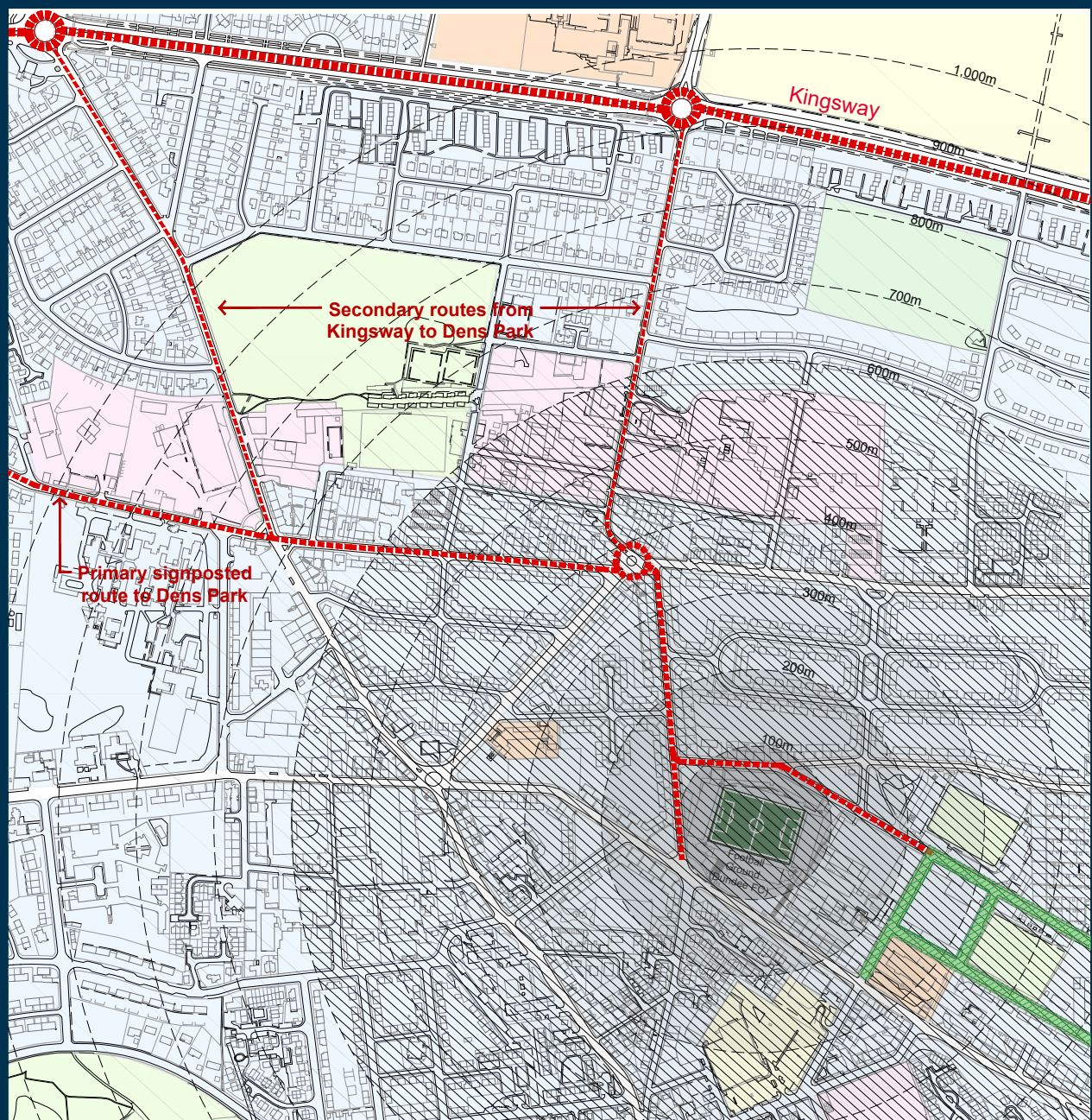


Fig 7.1 Existing Situation - Heavy Traffic in Densely Populated Urban Area

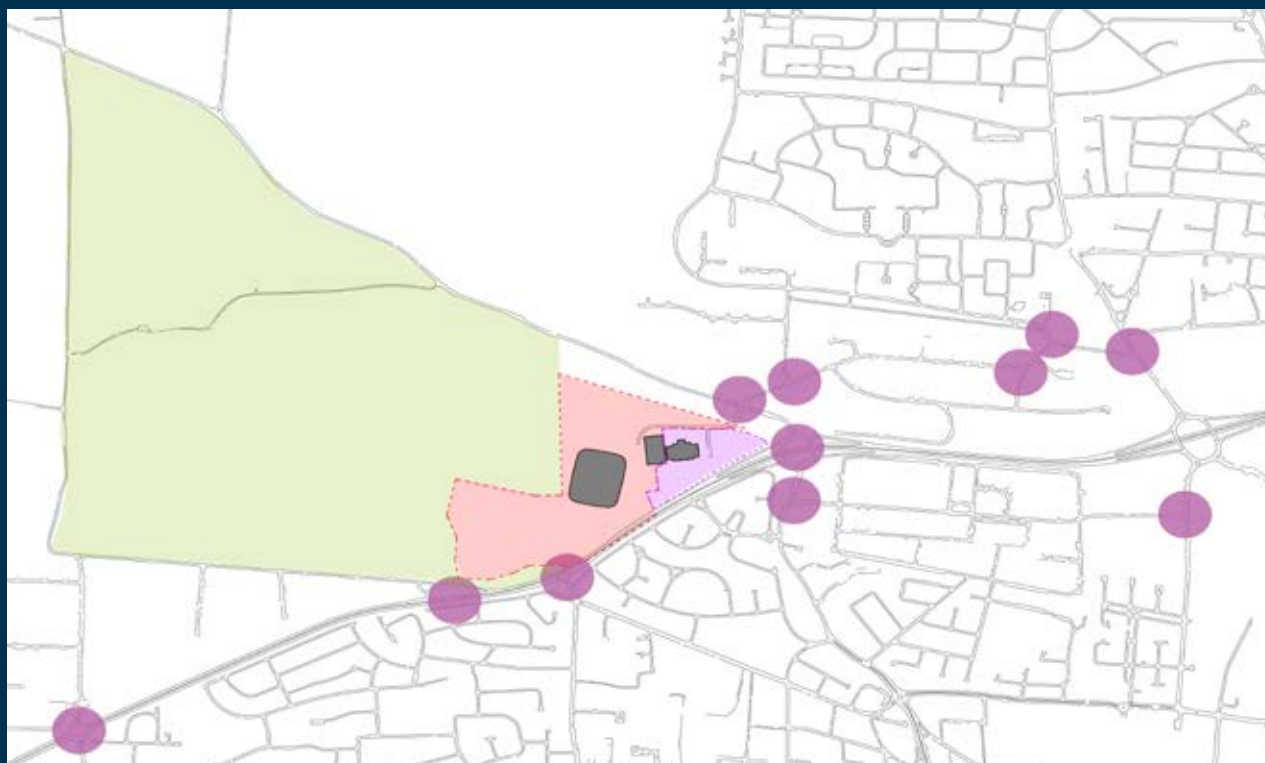


Fig 7.2 Traffic Survey Locations

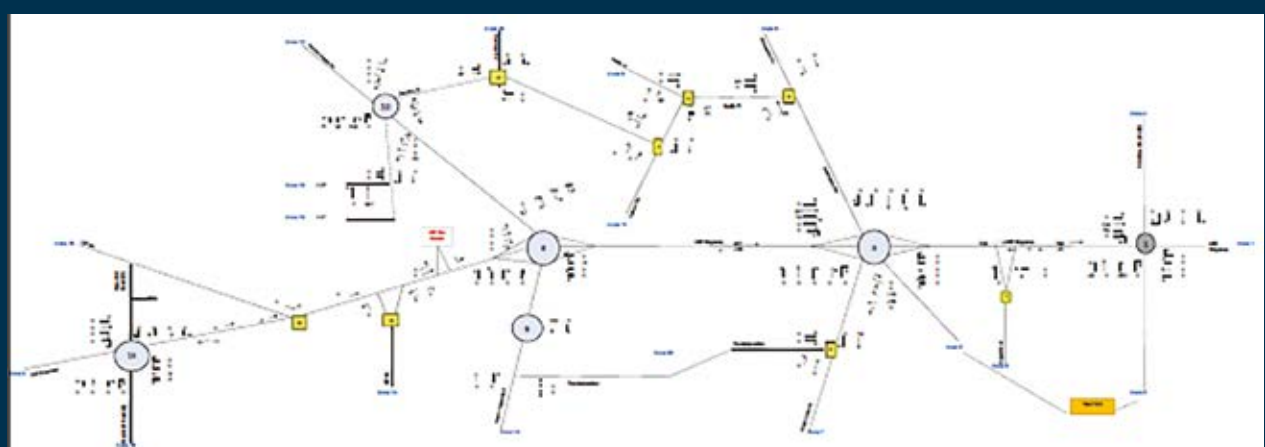


Fig 7.3 Extract from Traffic Model

TRANSPORT IMPACT ASSESSMENT

Although the proposals would result in a significant improvement on the existing problems associated with traffic management for matches at Dens Park, the potential for movement of large numbers of people to and from the proposed stadium within a short timeframe, and the impact that this may have on immediate and wider existing transport networks must be investigated.

To ensure that the implications of the proposals can be fully understood, a comprehensive Transport Impact Assessment is undertaken as part of the Planning Application, the scope of which is subject to agreement with both Dundee City Council and Transport Scotland.

The final report will assess the impact of additional development related traffic through the use of cutting-edge microsimulation traffic modelling which models the movement and interaction of individual vehicles on a network that reflects the actual makeup of the surrounding roads. Data for the model was obtained by undertaking a comprehensive traffic survey on the roads around the site.

Accessibility to the site by sustainable modes of transport will be at the forefront of the study, with information provided on the role that bus based public transport can play in delivering fans to and from the stadium using cross smart ticketing initiatives.

The report will consider the implications of all the elements of the proposals (the retail, crematorium, and residential developments as well as stadium use) on the transport network. As well as traffic impact generally, opportunities for walking, cycling and public transport use will be considered.

The TIA will be completed prior to and will form part of the PPIp submission.

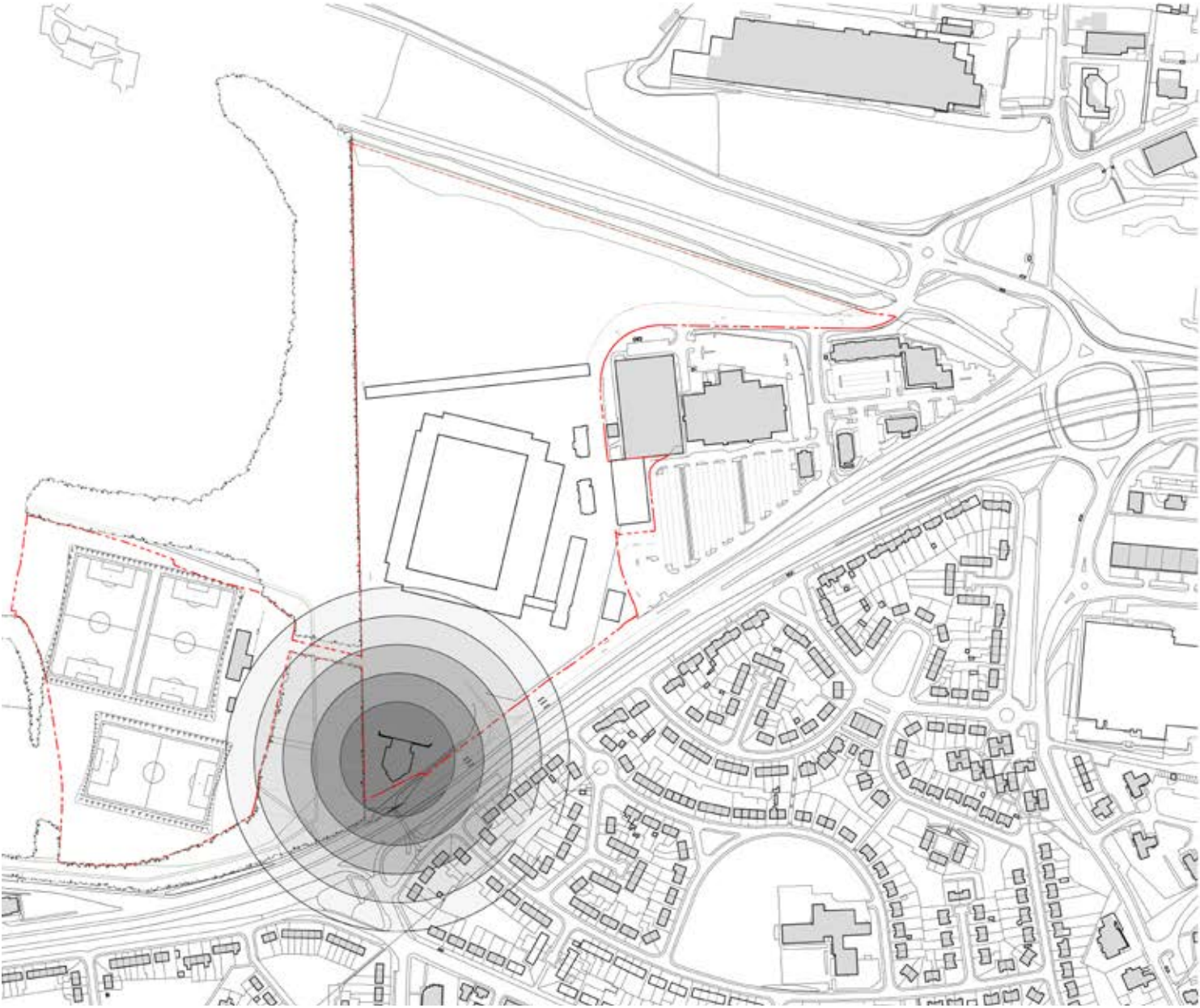
SITE ARRANGEMENT



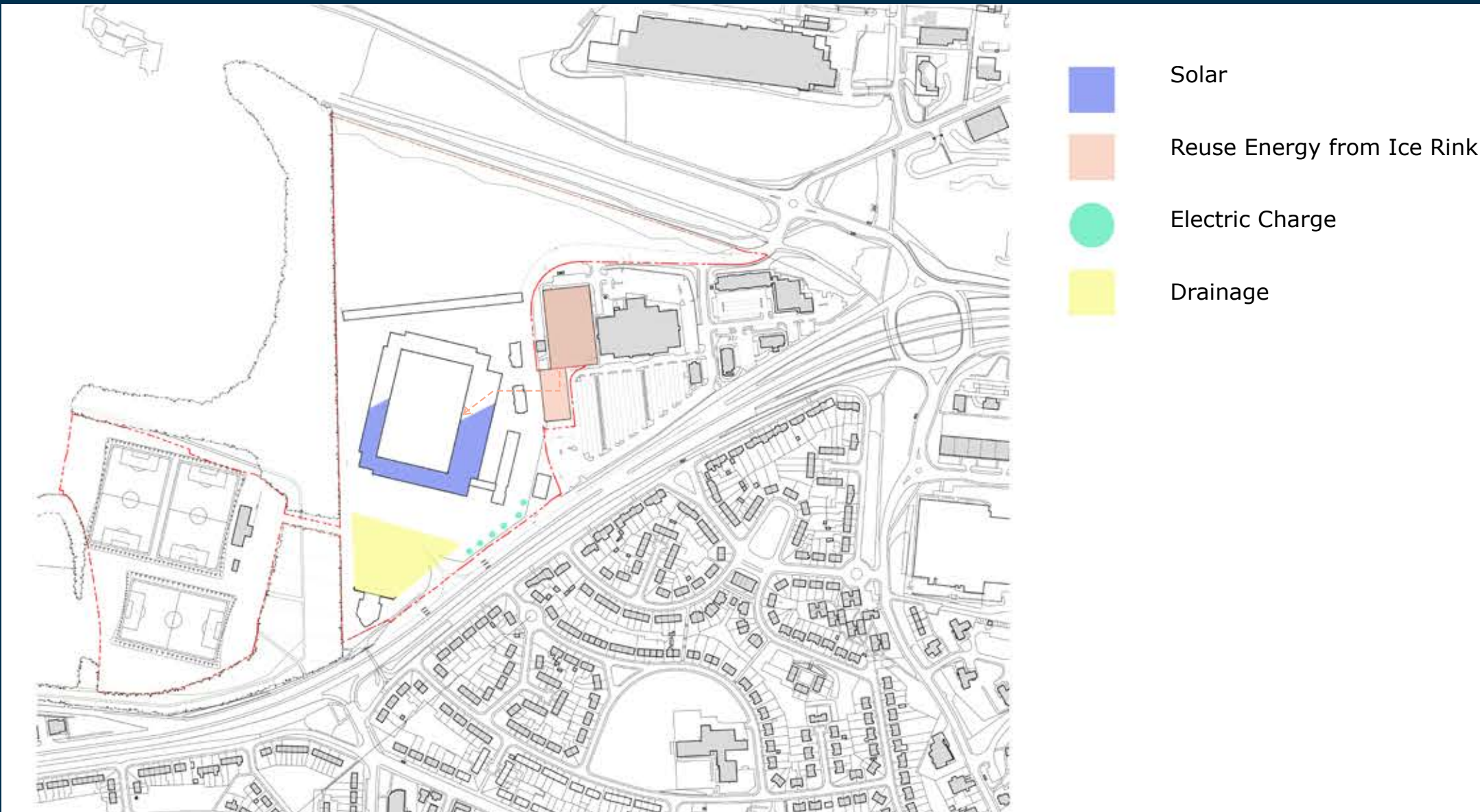
ACCOUSTICS



AIR QUALITY



ENERGY & SERVICES



ENVIRONMENTAL IMPACT ASSESSMENT

Policy Context

Dark Blue Property Holdings Ltd (DBPH) has commissioned a comprehensive environmental impact assessment for the proposed new stadium and mixed-use development at Camperdown Leisure Park, Dundee. A Screening and Scoping Assessment was prepared and submitted to Dundee City Council who have subsequently provided a Screening and Scoping Opinion under The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. Some of these issues are referred to below.

DBPH recognise that the project will have wide ranging impacts which require careful evaluation and which will be of interest to stakeholders in the City, local community and wider public. Our aim is to provide full information regarding the development at an early stage in order to get feedback which in turn will help inform the final project.

Ecology

A Phase 1 Habitat Survey was previously conducted for the site and immediate surrounding area which concludes that most of the site has no significant ecological constraints. Subsequent assessments are planned however to identify whether:

- Protected mammal activity and mammal suitable habitats are present - i.e. red squirrel and;
- Possible Bat roosts are present within the buildings or trees.

If for example, habitats for Red Squirrel and Bats are identified on site, mitigation measures such as off-site provision or inclusion of replacement habitat within the development will be undertaken.

Arboriculture

The development will have regard to existing healthy mature trees, the survival and retention of which will be strongly encouraged through sensitive site layouts, accompanied where appropriate by a tree planting landscaping and maintenance scheme.

Particular attention will be given to the proposed housing on the north side of the site, and its proximity to the mature woodland boundary of the Country Park which is an historic designed landscape.

All trees contained within the site are covered by a Tree Preservation Order (08/1984). Appropriate, measures will be taken to ensure tree protection, and should it be required, justification made for the removal of any protected trees. The significant contribution that the existing trees make to the setting of the application site is recognised.

Geology and Soils

Initial evaluation of available information suggests that the proposed development area is likely to be underlain by natural soils that may have been altered to some extent in the past through site levelling to provide for the previous recreation ground. For the purposes of an Environmental Assessment a desk based geo-environmental site review to include a qualitative risk assessment will be undertaken to demonstrate that the site is suitable for the proposed development.

Archaeology

The adjoining Camperdown House is a Category A listed house and the gardens are designated by Historic Environment Scotland as a Garden and Designated Landscape. Nearby are Kingsway West Camperdown Van Leer Factory (Formerly NCR) and Harrison Road, Timex Factory both Category B Listed Buildings. Historic Environment Scotland (HES) consultation has been carried out as part of the planning process.

Acoustics

The behaviour of sound across the site must be carefully considered for all proposed new activities both as emitters and receivers.

The existing site is bounded to the south by Kingsway West, the primary arterial truck road serving the East Coast of Scotland. The volume of traffic and noise emitted will be assessed with particular reference to sound sensitivity, especially for activities taking place such as funerals in the crematorium.

The impact of sound generated by the stadium on surrounding activities such as funerals in the crematorium, and comfortable living in the housing and hotel to ensure that they sound levels are not excessive.

Air Quality

A number of aspects of air quality must be considered, broadly defined in two groupings namely activities that generate potentially harmful emissions and activities that may be sensitive to harmful emissions.

Of the former category assessments are required for the crematorium and for the increase in emissions resulting from an increase in traffic levels.

Of the latter, developments such as housing may be sensitive to increased levels of harmful emissions.

ENERGY & SERVICES

Detailed design and technical development will see a wide range of low carbon technologies being explored.

There have already been discussions with DCC regarding the potential to capture and use the extensive heat generated by the ice rink for which there is currently no use, and which is therefore lost to the atmosphere.

Other areas of exploration would include solar and wind energy and the introduction of a proportion of electric charging points for cars in the proposed new parking.

PROPOSED STADIUM & MIXED-USE DEVELOPMENT AT CAMPERDOWN LEISURE PARK



DARK BLUE PROPERTY HOLDINGS LTD (DBPH) WELCOME YOU TO THIS, THE SECOND OF THEIR PRE-APPLICATION PRESENTATIONS FOR A PROPOSED NEW STADIUM AND MIXED-USE DEVELOPMENT AT CAMPERDOWN LEISURE PARK, DUNDEE.

At the first public presentation feedback was sought from members of the community on their hopes, questions, and concerns for the Camperdown Development. Over 190 individual responses were submitted which DBPH, and their agents reviewed. Mostly the submissions were positive, though many raised understandable questions about the development which will be considered and addressed as part of the formal Planning Application when it is submitted.

In addition to seeking public feedback, since the first presentation there have been further meetings with local organizations including the Friends of Camperdown House, and the Dundee Civic Trust as well as Dundee City Council Planning Department and Transport Scotland. The feedback and discussions from these meetings have further helped to identify issues that need to be considered as part of the development. Some of these have already been addressed in the indicative proposals on the boards here, and others will be the subject of ongoing detailed investigations, the results of which will be included in the formal Application.

Dark Blue Property Holdings would like to thank you for your earlier responses and invites you to provide further feedback on the updated designs on display here today. Details on how to do so are included on the final board and feedback forms are available on the tables.

PRESENTATION BOARDS

The presentation sets out initial thoughts on a new home for Dundee Football Club, designed to meet the needs and aspirations of the 21st century game. The decision to move from the club's historic home at Dens, is not being taken lightly, but is based on a growing awareness of the present and future limitations of the existing facilities, and their inability to support the evolving needs of a modern football club.

The ideas outlined in the presentation also propose other land uses within the site. Some of these uses reflect a need to economically support the proposed stadium. In reality the creation of a new stadium is unlikely to be successfully delivered in economic or land use isolation and requires to be supported by a robust and diverse range of income generating activities such as those explored on the indicative layouts, together with land uses which service and complement the proposed stadium.

The presentation here today, is not a series of fixed final decisions, but a range of potential activities around the stadium which are being set out in a Pre-Application Consultation (PAC) to allow their individual and combined planning implications to be examined and discussed by all interested parties prior to the submission of a formal planning application.

PROJECT DETAILS

The Application will be for a mixed-use development of the site arranged around a new 15,000 seat **multi-use stadium** with associated internal accommodation.

Other proposed uses / activities are **housing, commercial / restaurant accommodation, a hotel** and a **crematorium**. Also, there is the potential provision of a new **training ground and charity hub** and a potential **extension to the existing ice rink** are at present the subject of early-stage exploratory discussions with Dundee City Council (DCC).

The Application will also include alterations to the existing access roads and provision of parking / services in support of all activities.

PLANNING PROCESS

As the area of the proposed application site exceeds 2 hectares it is classified under Scottish planning legislation as a 'Major Planning Application', and accordingly the applicant is required to undertake statutory pre-application consultations (PAC) with the local community.

This PAC was triggered by the submission of a new Proposal of Application Notice (PAN) to DCC on the 22nd May 2022. The PAN advises the Planning Authority of an Applicant's intention to submit a Planning Application and the nature of the consultation they intend to carry out, before its submission.

The purpose of the PAC and this event is to allow an opportunity for members of the public to contribute your views before a formal Planning Application is submitted to DCC. By taking on board your views, where reasonable and practicable, this allows the Applicant to hopefully improve the quality of the Planning Application submission; mitigate negative impacts where possible; address any concerns, again where possible and practicable, and take on board any community issues. Where adjustments are made as a result of PAC this should improve the proposals.

This PAC event does not take away the need for, and right of, individuals and communities to express formal views to the Planning Authority during the planning application process itself.

The pre-application stage in the preparation of the Planning Application, also provides a period for discussion between the prospective Applicant and various official bodies, and for the preparation of advance studies that will be required to address environmental, social and economic considerations, together with the viability of the proposals.

Part of the evaluation process will include the preparation and submission of a Transport Assessment (TA) and Environmental Impact Assessment (EIA) Report. Determination of the scope of environmental and technical studies required, has been reached through discussion with DCC Planning Authority and Transport Departments, together with statutory bodies.

PUBLIC MEETINGS

As part of this PAC, the Applicant is committed to holding two public meetings to offer interested parties an opportunity to review and comment on the proposals.

We held our first public event at The Landmark Hotel on Monday 26th September 2022.

The second public event will be held on-line at <https://dundeefc.co.uk/camperdown-consultation/> on Monday 24th October 2022. The event presentation boards will be available to view on-line between 17th October 2022 and 7th November 2022. Comments on the second event are welcome until Monday 7th November 2022.

FEEDBACK



THE INFORMATION AND DRAWINGS IN THIS PRESENTATION SHOW INITIAL THOUGHTS AND EXPLORATIONS OF POSSIBLE STRATEGIES FOR THE DEVELOPMENT OF THE SITE AT CAMPERDOWN.

The layouts as indicated are not full and final, but initial studies designed to convey an idea of the approach that is being explored by the Applicant and their agents prior to the development and submission of a formal application for Planning Permission in Principle (PPiP).

The layouts and information are presented as part of a pre-application consultation exercise to ensure that members of the local community and wider public are kept informed and allow them to review and comment on proposals at an early stage in their development.

You are encouraged to look over the presentation, and chat with members of the design team who are here to answer your questions.

You are also encouraged to leave feedback using the forms provided, which the prospective Applicant will take into consideration in the preparation of their PPiP.

The forms can be filled in and handed to one of the Applicant's Agents today or returned by post at the address indicated on the form i.e. About Planning Ltd, 38 Cortachy Crescent, Broughty Ferry, Dundee DD5 3BF. Alternatively, comments can be submitted by email to emelda@about-planning.co.uk.

All comments, following this event, should be submitted by Monday 10th October 2022.

Please note that comments made to the prospective Applicant are not representations to the Planning Authority. When the Applicant submits a Planning Application there will be an opportunity to make representations on that application to the Planning Authority.