Dear DCC Planning Team,

I am writing to you to object to the planning application 21/00084/FULL, for the demolition of existing building and erection of 54 bed care home with associated open space, infrastructure and car parking, at 8 Dalhousie Road, Broughty Ferry, Dundee DD5 2SQ.

Whilst I believe the development is overall of a high quality, we note a few improvements that could be made in accordance with the Local Development Plan, so that the development encourages more active travel.

The first of these relates to Policy 54: Safe and Sustainable Transport, which states that “development proposals will be required to minimise the need to travel by private car”. It also relates to Policy 56: Parking, which requires a minimum of 19 car parking spaces for this particular development. Evidence shows that the more car infrastructure is provided, the more people are encouraged to travel by private car. Therefore, if the development is to adhere to Policy 54 *and* Policy 56, the development will need to provide the bare minimum of car parking spaces – no more. The 26 spaces provided is excessive and should be reduced to 19.

The next improvement relates to Policy 56: Parking, which states that “At places of employment covered secure parking with changing facilities should be provided for employees.” 6 spaces have been provided in accordance with DCC requirements for a care home, but they are not secure – they are racks inside an open 3-sided shed. DCC’s “Streets Ahead” document states that “Dundee City Council recommends that cycle lockers or fully enclosed/secure compounds be provided for users safety, security and protection from weather. Cycle stands should only be considered where it is demonstrated that lockers are inappropriate. Where cycle parking is proposed, CCTV should also be considered for security purposes.”

Therefore, unless the applicant can demonstrate that lockers are inappropriate (although I can see no reason why this may be the case), the provision for staff cycle storage will need to be improved to meet the above requirement.

DCC requirements for cycle spaces for residential care homes do not make it clear what proportion of them are for staff and what proportion are for visitors. However, in placing them at back of the development, down the service access road and at the staff entrance, it is clear that 100% of the cycle parking provided is for staff only. There is therefore also a need for visitor cycle parking, which ought to be located adjacent to the front (visitor access) door of the development.

Additionally, whilst staff are provided changing facilities, they have no showering facilities. If this can be provided it would certainly encourage employees to cycle – I realise this is not a valid objection according to planning policy, but if this could be put forward to the applicant, we would appreciate it.

Finally, this is a care home with 54 residences – people will be living here. Flats and houses have cycle parking requirements for residents, but there is no such requirement for residential care homes – they fall into something of a grey area. Whilst we appreciate that many people living here will be unlikely to be particularly mobile, evidence shows that people are able to cycle longer into their lives than they are able to walk. Cycling improves quality of life, social and health outcomes, and initiatives such as “Cycling Without Age” are running in Dundee to bring the joy of cycling to older people. Consideration therefore, ought to be given to be additional secure storage for cycles for residents of the care home to make use of, or indeed for the care home to own and provide to residents/take residents out on rides.

I trust the above will be useful in making your decision.