

**KEY INFORMATION**

**Ward** Ardler

**Proposal**

Erection of 4 office buildings, landscaping and car parking

**Address**

Bonar House  
Faraday Street  
Dryburgh Industrial Estate

**Applicant**

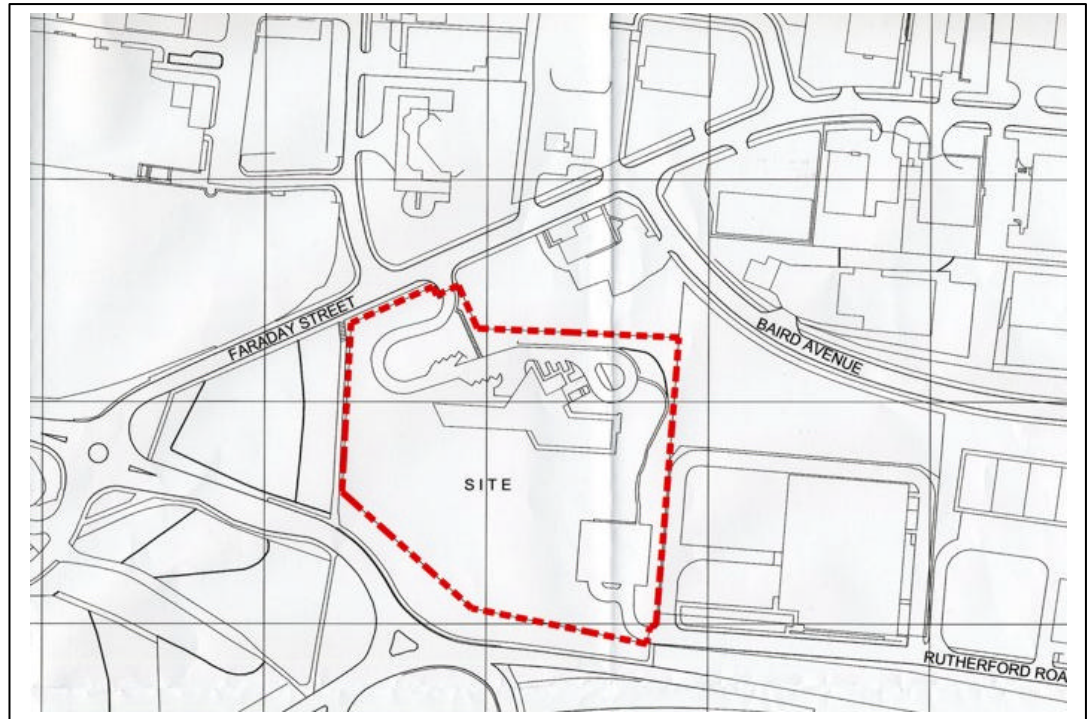
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**Agent**

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**Registered** 6 September  
2005

**Case Officer** Eve Jones



## Office Development Proposal in Faraday Street

The erection of four new office buildings is **RECOMMENDED FOR APPROVAL**. Report by Director of Planning and Transportation

**RECOMMENDATION**

The proposed development complies with the relevant policies in the Dundee Local Plan Review 2005.

There are no objections. Subject to the recording of a Section 75 legal agreement between all interested parties, the application is recommended for **APPROVAL** subject to conditions.

**SUMMARY OF REPORT**

- Planning permission is sought for the redevelopment of a former office headquarters building for the erection of 4 office buildings. The scheme provides 7,000 square metres (75,000 square feet) of office space divided into 4 blocks positioned around the steeply sloping site to form a central amenity courtyard with a total of 219 parking spaces and a comprehensive landscaping scheme.
- This is a prominent corner site at the junction of Coupar Angus Road and Faraday Street, north of the Kingsway slip road and close to Camperdown Park. The site has a 20 metre change in level from north to south and has established landscaping on three sides.
- Dundee Local Plan 2005. The following policies are of relevance: Policy 24: Principal Economic Development Areas; Policy 55: Urban Design; Policy 83: Bus Transport and the proposal complies with the policies. There are no objections.
- The developer has recognised the potential for the development to impact on the capacity of the adjacent road network and has agreed to provide a footpath link, a new bus shelter and will contribute £35,000 to improvements to the transportation infrastructure in the vicinity of the site.
- Accordingly, the approval of Committee is sought to an agreement between all interested parties under Section 75 of the Town and Country Planning (Scotland) Act 1997 before planning permission is granted subject to conditions.

## DESCRIPTION OF PROPOSAL

Planning permission is sought for the redevelopment of a former office headquarters building for the erection of 4 office buildings, with associated landscaping and car parking. The scheme provides 7,000 square metres (75,000 square feet) of office space divided into 4 blocks positioned around the steeply sloping site to form a central amenity courtyard. Parking includes some spaces below the buildings to provide a total of 219 spaces. A comprehensive landscaping scheme will supplement the existing landscaping. Materials are white and blue render with glazed curtain walling. The blocks have louvred southern elevations to protect from solar gain. The existing accesses will be used and a new pedestrian link to the west is proposed.

## SITE DESCRIPTION

This is a prominent corner site at the junction of Coupar Angus Road and Faraday Street, north of the Kingsway slip road and close to Camperdown Park. It lies at the west end of the Dryburgh Industrial Estate and was the former site of Bonnar House, since demolished. The site has a 20 metre change in level from north to south and has established landscaping on three sides. The existing road accesses are from Faraday Street to the north and Rutherford Road to the south east.

## POLICY BACKGROUND

### Dundee and Angus Structure Plan 2001-2016

There are no policies relevant to the determination of this application.

### Dundee Local Plan 2005

The following policies are of relevance:

#### **Policy 24: Principal Economic Development Areas**

#### **Policy 55: Urban Design**

#### **Policy 83: Bus Transport**

## Scottish Planning Policies, Planning Advice Notes and Circulars

There are no statements of Government policy relevant to the determination of this application

## Non Statutory Statements of Council Policy

There are no non statutory Council policies relevant to the determination of this application.



## LOCAL AGENDA 21

The proposal complies with Key Theme 1 - Resources are used efficiently and waste is minimised and Key Theme 13 - Places, spaces and objects combine meaning and beauty with utility.

## SITE HISTORY

There is no site history of relevance.

## PUBLIC PARTICIPATION

The application was the subject of statutory Neighbour Notification and no objections were received.

## CONSULTATIONS

Due to the location of the site, it was referred to the Trunk Roads Network Management Directorate. Specific conditions are sought to be attached to any planning permission. These relate principally to the provision by the developer of a Travel Plan to encourage more sustainable modes of transport.

## OBSERVATIONS

In accordance with the provisions of Section 25 of the Act the Committee is required to consider

- whether the proposals are consistent with the provisions of the development plan; and if not
- whether an exception to the provisions of the development plan is justified by other material considerations

## The Development Plan

The provisions of the development plan relevant to the determination of this application are specified in the Policy background section above.

### **Policy 24: Principal Economic Development Areas**

"Principal Economic Development Areas are of City-wide significance and as such will be safeguarded for industrial and business use. Uses outwith Classes 4 "Business", 5 "General Industry" and 6 "Storage and Distribution" will be resisted. Exceptions where defined in Policy 27 (Ancillary Services within Economic Development Areas), will only be considered favourably where it can be demonstrated that the development will enhance the attractiveness of the area for further industrial and business investment."

The proposed Class 4 use complies with the policy.

### **Policy 55: Urban Design**

"For all new developments the emphasis will be on design quality and the City Council will seek the creation of new public places and points of interest which incorporate architectural and landscape features and reflect and enhance historic street layouts, significant views and vistas. All development should respect the setting of listed buildings.

The City Council require the use of Design Statements for planning applications or listed building applications for new buildings or extensions to existing buildings on significant sites."

All development will, in its design and layout, be expected to contribute to an environment which is safe and accessible to all. Part of the

development includes the provision, by the developer, of a new linking path to an adjoining pedestrian path and the provision of a bus shelter close to the site on Coupar Angus road. This will improve the accessibility of the site.

The proposed development is of a high quality in terms of layout, design and materials and creates an attractive, usable amenity space at the centre of the development. The application is supported by a comprehensive Design Statement. It is considered that the proposal complies with the policy.

**Policy 83: Bus Transport**

"Dundee City Council will promote:

- a the introduction of bus priority measures in accordance with the need to increase the attractiveness of bus services to the public and contribute to a reduction in traffic congestion. This will concentrate on the City Centre arterial routes and the crossing points on the Kingsway; and
- b the establishment of well sited, high quality passenger waiting and information facilities including bus stops, stances and shelters, particularly at retail and other employment locations. Such provision should relate well to the surrounding road network, and local pedestrian desire lines; and
- c the construction of a new road exclusively for bus use between Ninewells Hospital, the Medipark and the existing Dundee Technology Park."

As noted above, the developer will provide a new bus shelter close to the site.

It is concluded that the proposed development complies with the relevant policies in the Dundee Local Plan Review 2005.

**Other Material Considerations**

The other material considerations to be taken into account are as follows:

The developer has recognised the potential for the development to impact on the capacity of the adjacent road network and has agreed to contribute to the future amelioration of this detriment. The off-site works detailed above, the path link and the bus shelter are two of the three

measures identified. In addition, the developer will contribute £35,000 to improvements to the transportation infrastructure in the vicinity of the site. The mechanism for delivery of these three contributions is via a legal agreement. Accordingly, the approval of Committee is sought that the Director of Planning and Transportation and the Depute Chief Executive Director of Support Services accept the offer and enter into an agreement between all interested parties under Section 75 of the Town and Country Planning (Scotland) Act 1997.

It is concluded from the foregoing that sufficient weight can be accorded to the material considerations such as to justify the grant of planning permission in accordance with the provisions of the development plan. It is therefore recommended that planning permission be granted with conditions.

**Design**

As noted above, the layout, design and materials are of high quality.

**CONCLUSION**

It is concluded that the proposed development will provide a high quality office development on an important prominent site. The proposal complies with Council policy and there are no objections. Subject to the recording of a Section 75 agreement between all interested parties, the application is recommended for APPROVAL subject to conditions.

**RECOMMENDATION**

**Recommendation 1**

This planning permission shall not be issued unless and until an agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 between the Council and all parties with appropriate interests in the land has been recorded. This agreement will relate to the provision by the developer of:

- 1 A new bus shelter on Coupar Angus Road at a point to be confirmed in detail.
- 2 A footpath link from the site to the public path which borders the site to the west.

- 3 A contribution of £35,000 to be made towards improvements in transportation infrastructure.

**Recommendation 2**

It is recommended that planning permission be GRANTED subject to the following conditions:-

- 1 The development hereby permitted shall be commenced within five years from the date of this permission
- 2 Prior to the commencement of any development, a barrier of a type approved by the planning authority, after consultation with the Transport Scotland - Trunk Road Network Management Directorate, shall be provided and maintained along the proposed boundary of the site with the trunk road.
- 3 No part of the development shall be occupied until a Travel Plan, aimed to encourage more sustainable means of travel by both staff and customers, has been submitted to and approved in writing by the planning authority, in consultation with Transport Scotland - Trunk Road Network Management Directorate. The Travel Plan shall identify the measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan and will include, inter alia:-
  - a Details of proposed pedestrian and cycle infrastructure/facilities within the site including connections to existing networks.
  - b Details of employee locker and shower facilities.
  - c Details of travel information to be provided within the site.
  - d Details of proposed measures to improve the existing public transport facilities such as bus stop improvements.
  - e Details of car park provision and management.
  - f Details of initiatives such as car share schemes and flexible working, as appropriate.
  - g Modes Share Targets.

- h Details of the proposed monitoring schedule and reporting procedures.
- i Details of the overall management of the Travel Plan identifying persons responsible for implementation.
- 4 Mode share targets within the Travel Plan shall be set and agreed between the occupiers of the site and the Planning Authority, in consultation with Transport Scotland - Trunk Road Network Management Directorate. The initial mode share targets shall be based on the figures contained in Table 1 of the Arup letter dated 22 March 2006, reference 118437 - 00/GM. The targets shall be reviewed and agreed as detailed on an annual basis for 5 years from the date of the first occupation of the site.
- 5 the proposed offices shall not be used for any purpose other than a purpose within Class 4 of the Schedule to the Town and Country Planning (Use Classes) (Scotland) Order 1989 as amended or re-enacted.
- 6 Prior to the commencement of development, tree protection fencing in accordance with BS5837:2005 shall be erected on site as detailed in the submitted plan and to the satisfaction of the City Council. Such fencing shall be retained in place throughout the construction period. Relocation of any fencing to allow construction works to proceed shall be agreed with the Forestry and Enforcement officers prior to any movement of the fencing. No excavations, site works or services shall be carried out within the protected tree area and no soil, waste or materials shall be deposited within the tree area in such a position as to be likely to cause damage to the trees by affecting their root structure.
- 7 The landscaping scheme as detailed in the submitted plans shall be fully implemented in accordance within 6 months of the completion of the development. Any trees or shrubs removed, dying, being severely damaged or becoming

seriously diseased within 5 years of planting shall be replaced by trees or shrubs of similar size and species to those originally required to be planted in terms of this condition.

### Reasons

- 1 To comply with Section 58 of the Town and Country Planning (Scotland) Act 1997
- 2 In the interests of road safety and to ensure that there is no detrimental impact on the operation of the trunk road network.
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- 5 To ensure that, having regard to its location and the restricted parking and servicing facilities available, the site is not used in an over-intensive and inappropriate manner and to protect the amenities of the occupiers of nearby properties.
- 6 to protect those landscape features which are of significant amenity value to the area and which would ensure a satisfactory standard of appearance of the development.
- 7 to ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area