

KEY INFORMATION**Ward** West End**Proposal**

New mixed use station
concourse building
incorporating ticket office,
café/restaurant, newsagent,
retail unit and hotel

Address

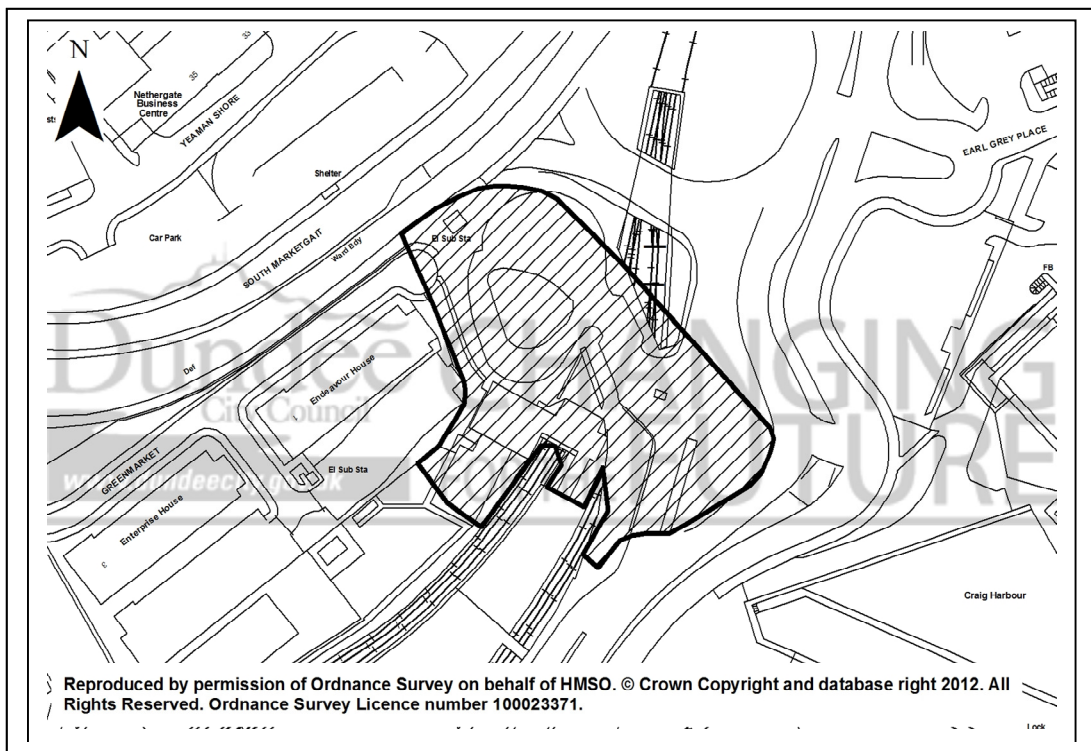
Dundee Railway Station
South Union Street
Dundee

Applicant

City Development
Department
Dundee City Council
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Agent

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Registered 9 Nov 2012**Case Officer** Paul Macari

New Railway Station Concourse Building and Hotel

The new mixed use station concourse building incorporating office, café/restaurant, newsagent, retail unit and hotel is **RECOMMENDED FOR APPROVAL subject to conditions**. Report by Director of City Development.

RECOMMENDATION

The proposals satisfy the requirements of the Development Plan. There are no material considerations that would justify refusal of planning permission. Accordingly, the application is recommended for **APPROVAL** subject to conditions.

SUMMARY OF REPORT

- This application seeks planning permission for the erection of a new mixed use railway station concourse building incorporating a ticket office, cafe/restaurant, newsagent, retail unit and hotel at Dundee Railway Station, South Union Street, Dundee.
- Policy 2 of TAYplan Strategic Development Plan and Policies 16, 30, 55, 57, 76, 79, 80 and 84 of the Dundee Local Plan Review 2005 are relevant to the outcome of this application.
- No letters of objection or representation have been received.
- The proposals accord with the requirements of the Development Plan.

DESCRIPTION OF PROPOSAL

This application seeks planning permission for the erection of a new mixed use railway station concourse building incorporating a ticket office, cafe/restaurant, newsagent, retail unit and hotel at Dundee Railway Station, South Union Street, Dundee.

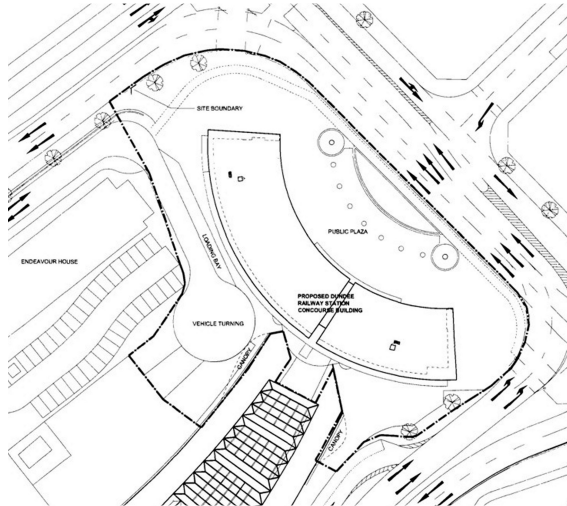
The proposed building will be sited roughly in the same position as the existing railway station buildings and will take the form of a 6 storey curved building. The building will have dual frontages at ground floor level with a predominantly eastern aspect and will be positioned on a north west to south east axis.

The ground floor of the building will comprise of a ticket office, cafe/restaurant, newsagent and retail unit. The 1st floor of the building will comprise of the upper floor of the cafe/restaurant, the hotel, plant rooms and voids where the ground floor areas have double heights. The 2nd to 5th floors of the building will comprise of plant rooms associated with the proposed retail unit, cafe/restaurant and hotel as well as the hotel suites. The main ground floor public space will be located centrally within the railway station building and will have a double volume. The double volume will be expressed by large areas of glazing on the eastern and western elevations. The entrance to the upper floor hotel will be located on the northern elevation of the building.

The area immediately to the east of the railway station building will be surfaced and will form a usable pedestrian activity space with pedestrian links to the V and A Museum, Malmaison Hotel and other significant retail and leisure facilities within the City Centre and Waterfront area. There will be smaller pedestrian entrances to the railway station on the western elevation of the building flanking the glazed escalator enclosure which leads from the new railway station to the concourse. The entrances to the station building will serve the drop off facilities, bus stops, accessible parking spaces and taxi ranks located on Greenmarket and

Riverside Drive. The hotel entrance will be located on the northern elevation with the cafe/restaurant and hotel benefiting from upper floor balconies.

As the site area exceeds 2Ha the proposals fall within the meaning of a Major Planning Application as defined



by Regulation 2(1) of the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009. Accordingly the applicant was required to undertake statutory pre-application consultation with the local community. This is evidenced in the Pre-application Consultation Report submitted as part of this application. In addition to the pre-application consultation report the proposals are accompanied by a design and access statement.



The proposal reinforces the core land use and environmental strategies of the Development Plan and the viability of Dundee as a regional centre. In this respect the application complies with the Development Plan and the procedures for applications considered to be significantly contrary to the Development Plan do not apply.

In accordance with the Council's Scheme of Delegation, all Major Planning Applications must be

reported to the Council's Development Management Committee.

SITE DESCRIPTION

The application site is located between West Marketgait, South Marketgait and Riverside Drive.

The site comprises of the existing railway station building which is positioned on a north west to south east axis and has an eastern aspect. The building is spread over 2 levels with pedestrian access to the building at ground level. The building was also accessed at 1st floor level via elevated walkways which have recently been demolished.

Access to the railway concourse is taken from within the existing station building via stairs and an elevator.

The area of ground to the east of the station building forms a small car park and taxi rank. Vehicle access to this area is taken from Riverside Drive.

POLICY BACKGROUND

TAYplan Strategic Development Plan

The following policies are of relevance:

Policy 2: Shaping Better Quality Places.

Dundee Local Plan Review 2005

The following policies are of relevance:

Policy 16: Central Waterfront;

Policy 30: Visitor Accommodation;

Policy 55: Urban

Design;

Policy 57: Visual Impact on all Major Routes;

Policy 76: Flood Risk;

Policy 79: Contaminated Land;

Policy 80: Waste Management Facilities; and

Policy 84: Passenger Rail Services and Facilities.

Proposed Dundee Local Development Plan

The following policies are relevant:

Policy 6: Visitor Accommodation;

Policy 7: High Quality Design;

Policy 20: City Centre Retail Frontages

Policy 40: Waste Management Requirements for Development;

Policy 41: Flood Risk Management;

Policy 45: Land Contamination; and

Policy 53: Active Travel.

Scottish Planning Policies, Planning Advice Notes and Circulars

The following are of relevance:

Scottish Planning Policy 2010.

Non Statutory Statements of Council Policy

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

SUSTAINABILITY ISSUES

There are no specific sustainability policy implications arising from this application.

SITE HISTORY

There is no relevant planning history.

PUBLIC PARTICIPATION

The statutory Neighbour Notification procedure was carried out by the Council. This application was also advertised in the Dundee Evening Telegraph.

No letters of objection or representation have been received.

CONSULTATIONS

Network Rail has confirmed that it has no objections to the proposed development.

The Head of Environmental Protection has confirmed that matters relating to

contamination can be addressed by condition.

The Head of Environmental Protection has also raised the issue that a conflict between fresh air intake ducts and extract flues may exist given the position of these features on the building. This matter will be controlled by condition should the

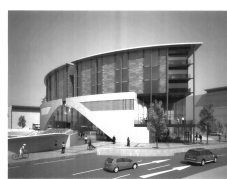


Committee be minded to approve planning permission.

SEPA has no objections to the proposed development.

OBSERVATIONS

Section 25 of the Act provides that an application for planning permission (other than for a national development) shall be determined in accordance the development plan unless other material considerations indicate otherwise.



The Development Plan

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

TAYplan Strategic Development Plan 2012 - 2032

The Strategic Development Plan is focused on delivering sustainable economic growth for the area through shaping better quality places and responding to climate change, as set out in the vision. The policies and proposals contained within the Plan set out the spatial strategy over the next 20 years of where development should

and should not go and how new development should be achieved.

As specified above the Policies relevant to the assessment of this application are:

Policy 2 (Shaping Better Quality Places) - this policy requires new development to be fit for place, supporting more sustainable ways of life for people and businesses. The relevant sections of this Policy are:

Policy 2C requires the integration of transport and land use to reduce the need to travel and improve accessibility by foot, cycle and public transport; make best use of existing infrastructure to achieve a walkable environment combining different land uses with green space; and, support land use and transport development.

The existing railway station has a layout, design and appearance that does not facilitate the modern travel needs of tourists or commuters travelling by rail from and to Dundee. Given the existing road network and drop off facilities the railway station is isolated from the City Centre and

Waterfront Masterplan area and therefore forms a barrier to modern rail travel in Dundee.

The proposed railway station in conjunction with alterations to the surrounding road layout instigated by the Dundee Central Waterfront Masterplan will provide a modern rail travel facility that will meet the needs of tourists and commuters

travelling to and from the City by rail. Through the creation of public activity spaces to the front (east) and rear (west) of the new railway station building, the proposals will re-connect the railway station with the City Centre while also forming connections between the railway station and other key developments in the Waterfront area such as the Malmaison Hotel and V & A Museum. The creation of drop off facilities, a taxi rank and the servicing of the railway station by buses travelling through the City will significantly improve accessibility in Dundee. The proposals will integrate new and existing transport infrastructure and will reduce the need to travel by private car while

promoting the use of public transport and the creation of a walkable environment.

The proposals satisfy the requirements of Policy 2 of the Strategic Development Plan.

Dundee Local Plan Review 2005

Policy 16: Central Waterfront- This policy is supportive of proposals that comply with the Dundee Central Waterfront Development Masterplan 2001- 2031.

Policy 30: Visitor Accommodation - This policy is supportive of the provision of a range of high quality visitor accommodation and conference facilities in and close to the City Centre, where they are consistent with the Central Waterfront Masterplan.

It is the purpose of the Dundee Central Waterfront Development Masterplan 2001-2031 to create a distinctive identity and sense of place, as well as provide a robust framework for investment & decision making in order to re-connect the waterfront area with the City Centre.

A key aim of the Central Waterfront Masterplan is to extend the City Centre's built form down to the Waterfront as well as develop a new rail station and arrival space at the western edge of the Waterfront area.

The inclusion of a café/restaurant, hotel and small retail unit within the station building adheres to the aspirations of the Masterplan to highlight Dundee as a modern cosmopolitan city. The proposed development in conjunction with the Waterfront Masterplan seeks to enhance the City's role as one of Scotland's dynamic cities, thereby ensuring its continued contribution to the long-term growth of the regional and national economy.

Through adhering to the guidance contained within the Central Waterfront Masterplan the proposals satisfy the requirements of Policies 16 and 30 of the Dundee Local Plan Review 2005.

Policy 55: Urban Design - Policy 55 is supportive of 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. In addition Policy 55 requires all development to respect the setting of listed buildings and promote accessibility.

The proposed railway station is of a scale, massing, design and finish that although modern will be an impressive landmark in an environment characterised by high quality design (Discovery Point, V&A Museum and



Malmaison Hotel).

While respecting the views, vistas and sight lines from the City Centre to the Waterfront area and in particular the V & A Museum, the station building will also be the focal point which the views and vistas along the new roads running from east to west across the



Waterfront area will lead to.

The new railway station will strengthen the bond between the Waterfront area and the City Centre through focusing on pedestrian access and public transport infrastructure. This is evidenced by the formation of a large public activity space to the front of the new station building in place of the existing car park, taxi rank and drop off facilities. Drop off facilities, taxi ranks, bus stops and accessible parking spaces will be located to the rear of the building and will be

accessed from Greenmarket and Riverside Drive.

The proposed plans show the railway station building and public activity spaces to be finished in high quality materials and the finish of the proposed railway station will be controlled by condition should the Committee be minded to grant planning permission.

The proposed site layout plans indicate that the public activity spaces will be landscaped which will enhance the environmental quality and visual amenity of these spaces. However, to ensure that the species type and size of the trees/shrubs to be planted are of a high quality this matter will be controlled by condition should the Committee be minded to grant planning permission.

The proposals satisfy the requirements of Policy 55 of the adopted Local Plan.

Policy 57: Visual Impact on all Major Routes - Policy 57 is supportive of proposals that improve the image of Dundee; create a memorable image on arrival to Dundee that will have an imposing presence both day and night; and improve the quality of the environment.

The proposed railway station building is of a high quality design that will significantly improve the image of Dundee while forming a landmark within the Waterfront Masterplan area. The building, given its location and form will create a focal point at the western edge of the Masterplan area creating a memorable image on arrival to the City by rail. Given the proximity of the application site to surrounding high quality

buildings in conjunction with the road layout of the Waterfront Masterplan area the proposed railway station building will have an imposing presence both day and night.

The proposed development will promote high quality design in the Waterfront Masterplan Area while also enhancing visual amenity. The proposals therefore satisfy the requirements of Policy 57 of the adopted Local Plan.

Policy 76: Flood Risk - Policy 76 states that there is a general

presumption against development within the 1 in 200 year flood zone unless it can be demonstrated to the Council that mitigation measures can be put in place that will not exacerbate flooding elsewhere. Although the application site is located within a 1 in 200 year flood zone a flood strategy for the Waterfront Masterplan area has been developed that shall provide attenuation for flood waters should a flood event occur. The flood strategy also mitigates against the effects of a flood event in the Waterfront area from impacting on other areas of the City. The flood strategy is endorsed by both Scottish Water and SEPA. As the application site is located within the Waterfront Masterplan Area the proposed railway station will be protected should a flood event occur. Therefore the proposals satisfy the requirements of Policy 76 of the Dundee Local Plan Review 2005.

Policy 79: Contaminated Land - Policy 79 requires development proposals to be accompanied by a site investigation report which assesses the nature and extent of any contamination that may be present on site. The applicant has submitted a site investigation report in support of the proposed development. The Council's Contaminated Land Officers and the appointed consultants are in dialogue over the content of the site investigation report and extent of contamination on site. Additional modelling will be required to determine a sustainable and effective remediation strategy. The Head of Environmental Protection is confident an effective remediation strategy can be developed and has recommended that the issue of contamination is controlled by condition should the Committee be minded to approve planning permission.

Policy 80: Waste Management Facilities- Policy 80 is supportive of new development where on-site provision to accommodate recycling facilities has been accounted for. As there are no identified operators of the hotel, newsagents, retail unit and café/restaurant the exact level of refuse storage is unknown at this stage. However, from detailed discussions with the Council's Waste Management Division the identified refuse storage facilities will be adequate to serve the proposed development. The proposals therefore satisfy the requirements of Policy 80 of the adopted Local Plan.

Policy 84: Passenger Rail Services and Facilities- Policy 84 promotes better access between the City Centre and railway station as well as the renewal of the station facility in line with its status as an entry point to the City.

The proposed development in conjunction with the key principles of the Waterfront Masterplan seeks to reconnect the railway station with the City Centre through the creation of a pedestrian environment which focuses on pedestrian connections through the City Centre and Waterfront area. The proposed railway station is of a high quality design that will facilitate modern rail travel while also reflecting Dundee's status as a cultural focal point for the east coast of Scotland and an international player in the renewables, gaming and financial sectors of the economy. The proposals therefore satisfy the requirements of Policy 84 of the adopted Local Plan.

It is concluded from the foregoing that the proposal complies with the provisions of the development plan.

Other Material Considerations

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

A - Proposed Dundee Local Development Plan

The Proposed Dundee Local Development Plan was approved by the Council on 29 October 2012. It sets out the spatial strategy that will guide future development up to 2024 and shows which land is being allocated to meet the City's development needs. The proposed Plan contains policies and proposals covering the principal land use issues in the city and sets out where new development should and should not happen.

The proposed Dundee Local Development Plan will in time replace the Dundee Local Plan Review 2005. Approval of the Proposed Dundee Local Development Plan represents the Planning Authority's settled view as to what the final adopted content of the Plan should be. Whilst the Dundee Local Plan Review 2005 (along with TAYplan) constitutes the statutory Development Plan against which all applications require to be assessed in accordance with Section 25 of the Planning Act, the Proposed Dundee

Local Development Plan has the status of a material planning consideration to be taken into account in the assessment of planning applications.

The provisions of the Proposed Dundee Local Development Plan relevant to the determination of this application are specified in the Policy background section above.

The relevant policies of the Proposed Dundee Local Development Plan maintain the key principles of the relevant policies of the Dundee Local Plan Review 2005 (detailed in the Policy Background section).

The proposed development satisfies the requirements of the Proposed Dundee Local Plan.

The material considerations outlined above support approval of planning permission. It is therefore recommended that planning permission be granted with conditions.

Design

The proposed railway station development is of a high quality design that complements the landmark architecture of the former Tay Hotel and proposed V&A museum.

CONCLUSION

The proposals satisfy the requirements of the Development Plan. There are no material considerations that would justify refusal of planning permission. Accordingly it is recommended that planning permission is granted subject to conditions.

RECOMMENDATION

It is recommended that consent be GRANTED subject to the following conditions:

- 1 Prior to the commencement of work on site, details of the proposed finishing materials of the railway station building and surfacing of the pedestrian activity spaces outwith the building shall be submitted to the Council for written approval. Thereafter, the railway station building and pedestrian activity spaces shall be finished in accordance with the details approved by this condition.
- 2 Prior to the occupation of any part of the building, details of the location and form of all vents and

flues shall be submitted to the Council for written approval. Thereafter, the vents and flues shall take the form and be located on the building in accordance with the details approved by this condition.

- 3 Development shall not begin until the investigation and risk assessment proposed in the submitted Stage I Desk Study are completed and a remediation strategy to deal with contamination at the whole of the site has been submitted to and approved in writing by the planning authority. The strategy shall contain proposals to deal with contamination to include:
 - i the nature, extent and type(s) of contamination on the site;
 - ii measures to treat/remove contamination to ensure the site is fit for the use proposed and does not contain any significant pollution linkages;
 - iii measures to deal with contamination during construction works; and
 - iv verification of the condition of the site on completion of decontamination measures.
- 4 Before any unit is occupied the remediation strategy shall be fully implemented and a verification report with relevant documentation demonstrating that the objectives of the remediation strategy have been achieved shall be submitted to and approved by the planning authority.
- 5 Prior to the commencement of development, a scheme of landscaping shall be submitted to and approved by the Council, and it shall include indications of all existing trees and hedgerows on this land and adjoining the application site, and details of any to be retained, together with measures for their protection in the course of development in accordance with BS5837:2005. Full details of new planting and landscaping as well as a programme for the planting to take place shall also be submitted to and approved by the planning authority prior to the commencement of 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 In the interests of visual amenity.
- 2 To ensure that there is no conflict between the extraction and fresh air intake systems in operation within the building.
- 3 In the interests of addressing issues of contamination.
- 4 In the interests of ensuring that remediation measures are effective and that the site is decontaminated.
- 5 In the interests of enhancing and maintaining the level of amenity and environmental quality in the surrounding area.