

Proposed Alterations and Extension to Lochee Boys and Girls Boxing Club

KEY INFORMATION

Ward Lochee

Address

Lochee Boys & Girls Club
1 Wellbank Lane
Dundee
DD2 3FW

Applicant

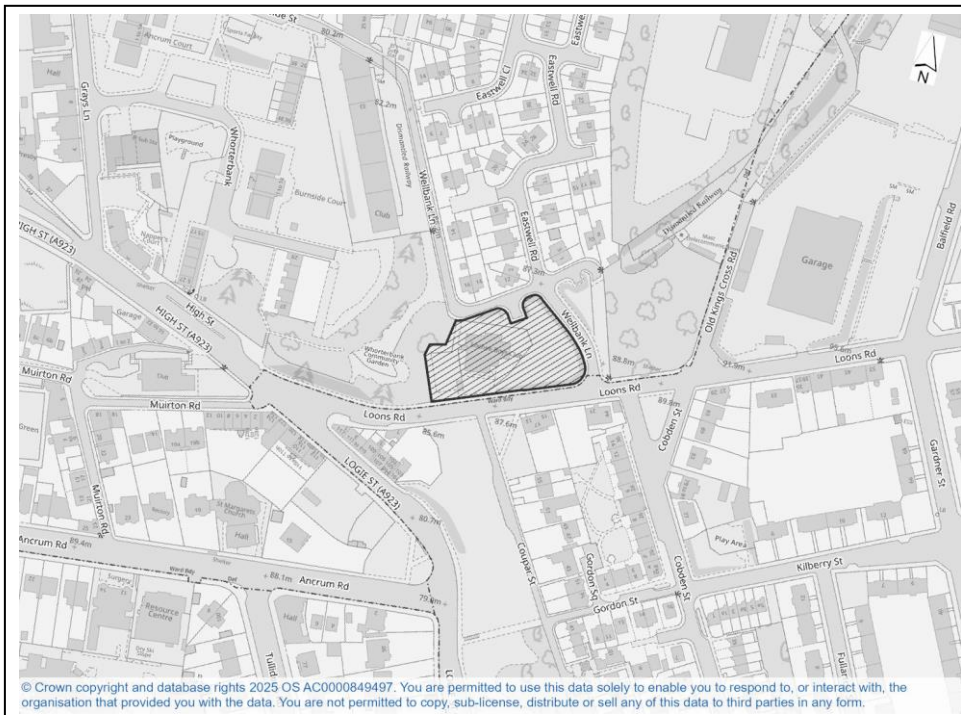
Lochee Boys and Girls Boxing Club

Agent

Liam McKelvie LJR + H
Architects

Validated: 16 April 2025

Report by Head of Planning & Economic Development



SUMMARY OF REPORT

- Planning permission is sought for the erection of a rear extension and external alterations to Lochee Boys and Girls Club on Wellbank Lane.
- The application is fully in accordance with the Development Plan.
- The statutory neighbour notification process was undertaken and the application advertised in the local press. Six letters of objection have been received.
- The material considerations raised include impact on parking within the surrounding streets and noise.
- In accordance with Dundee City Council's scheme of delegation, this application is to be determined by the Planning Committee as six or more valid written objections have been received, and the recommendation is for approval.
- More details can be found at [25/00165/FULL | Proposed alterations and extension to Lochee Boys & Girls Boxing Club | Lochee Boys & Girls Club 1 Wellbank Lane Dundee DD2 3FW](#)

RECOMMENDATION

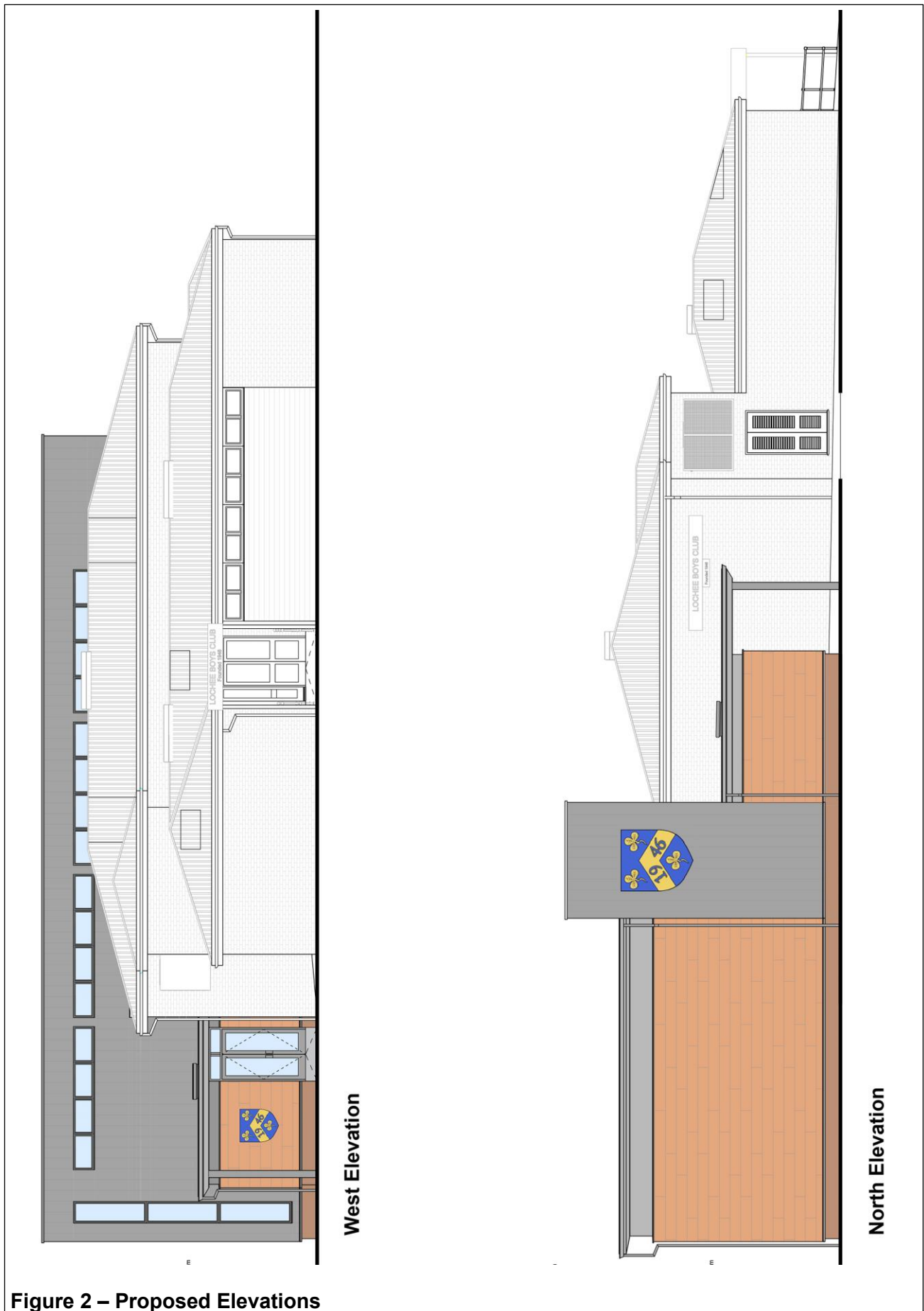
The proposal is fully in accordance with the Development Plan. There are no material considerations of sufficient weight to justify refusal of planning permission. It is therefore recommended that planning permission be **APPROVED** subject to conditions.

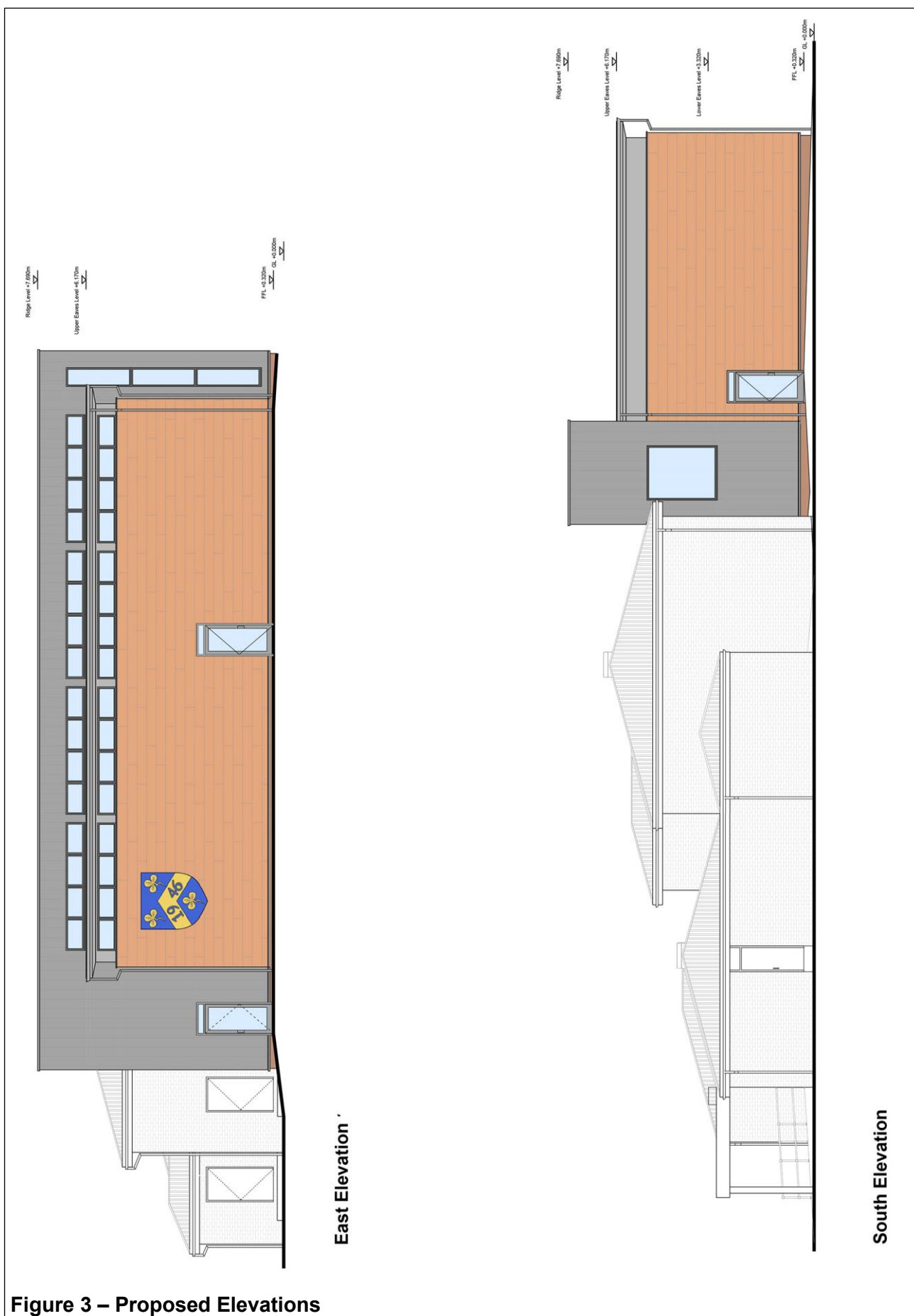
1 DESCRIPTION OF PROPOSAL

- 1.1 Planning permission is sought for the erection of an extension on the east elevation (rear) that wraps around to the north elevation (side).
- 1.2 The proposed flat roof extension would measure 7.5 metres at its highest point, 22.5 metres in width and will extend 12 metres in depth from the existing building. The extension would have a footprint of 280 square metres bringing the overall footprint of the building to 683 square metres. The extension will provide additional space for exercise, a reception area, internal mezzanine and sports therapy room. There are glazed openings and access doors proposed on the south, east and west elevations. The finishing materials would include a brick base course with brown metal cladding and anthracite metal cladding on the external walls. All doors and windows would be aluminium finished in anthracite grey, and the roof would be single ply membrane. The existing 2.4 metre boundary fence finished with wooden posts and metal netting would be removed and replaced with a 2.4 metre security boundary fence finished in green.
- 1.3 It is proposed to demolish part of the existing building to accommodate the new extension. This also requires Conservation Area Consent. A separate application for the demolition is submitted under 25/00368/CON
- 1.4 The applicant has submitted the following in support of the application:
 - Design Statement;
 - Transport Assessment/Statement;
 - Drainage Scheme;
 - Arboriculture Assessment; and
 - Tree Protection and Compensatory Planting Plan.



Figure 1 – Proposed Site Plan





2 SITE DESCRIPTION

- 2.1 The site is located within Lochee Conservation Area within a corner plot situated between Loons Road and Wellbank lane. The existing building has single and two storey elements with various ridge heights and roof pitches. The existing building is finished in red brick, a metal steel roof and timber windows and doors. There is an existing metal security fence that surrounds the site on all elevations, and an access gate is located on the north elevation. This can be accessed from Wellbank Lane. The site has existing parking on the west elevation. To the east is a large area of grass with trees along the boundary.
- 2.2 This is a mixed-use area with residential and industrial uses nearby and Lochee District Centre and Stack Leisure Park located within a two-minute walk. The nearest residential properties are located over 20 metres to the north on Wellbank Lane.



Figure 4 – Rear of Building and Boundary Fence



Figure 5 – Front of Existing Building and Car Park

3 POLICY BACKGROUND

- 3.1 The following plans and policies are considered to be of direct relevance:

NATIONAL PLANNING FRAMEWORK 4

Policy 1: Tackling the climate and nature crises
Policy 2: Climate mitigation and adaptation
Policy 3: Biodiversity
Policy 6: Forestry, woodland and trees
Policy 7: Historic assets and places
Policy 9: Brownfield, vacant and derelict land and empty buildings
Policy 12: Zero Waste
Policy 13: Sustainable transport
Policy 14: Design, quality and place
Policy 22: Flood risk and water management
Policy 23: Health and safety

DUNDEE LOCAL DEVELOPMENT PLAN 2019

Policy 1: High Quality Design and Placemaking
Policy 35: Trees and Urban Woodland
Policy 37: Sustainable Drainage Systems
Policy 39: Environmental Protection
Policy 41: Land Contamination
Policy 44: Waste Management Requirements for Development
Policy 51: Development in Conservation Areas
Policy 54: Safe and Sustainable Transport
Policy 56: Parking

NON-STATUTORY STATEMENTS OF POLICY

Historic Environment Policy Scotland (2019)
Lochee Conservation Area Appraisal

- 3.2 There are no other plans, policies and non-statutory statements that are considered to be of direct relevance.

4 SITE HISTORY

- 4.1 20/00408/FULL - was withdrawn in February 2021 for an extension to rear of Lochee Boxing Club to create additional boxing ring hall and storage.
- 4.2 25/00368/CON – for the demolition of part of the building and is currently pending consideration.

5 PUBLIC PARTICIPATION

- 5.1 The statutory neighbour notification procedure has been undertaken and the application advertised in the local press.

- 5.2 Six objections have been received raising the following valid material grounds:
- no additional parking is proposed. This will create further parking and traffic congestion issues as well as a road safety risk to pedestrians and cyclists;
 - the extension to the club will create unacceptable noise levels;
 - no neighbour notification was received; and
 - address is incorrect on the application.
- 5.3 Concerns were also raised in relation to the following matters. However, these are not valid material planning considerations.
- the extension will block the view beyond the club to neighbouring properties;
 - the access roads are not suitable for heavy machinery during construction; and
 - the levels of noise during construction would be unacceptable to nearby residences.
- 5.4 The valid grounds of representation are taken into account in the material considerations section of this report.

6 CONSULTATIONS

- 6.1 **Head of Sustainable Transport and Roads** – has no objection subject to conditions.
- 6.2 **Head of Design and Property Services** – has no objection subject to conditions
- 6.3 **Head of Neighbourhood Services and Environment** – has no objection to the proposal.

7 DETERMINING ISSUES

- 7.1 **Section 25 of the Town and Country Planning Act 1997 as amended provides that an application for planning permission shall be determined in accordance with the Development Plan unless 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.

Principle of Development

- 7.2 **NPF4 Policy 23: Health and safety – (part a)** states that development proposals that have positive effects on health will be supported. This could include, for example, proposals that incorporate opportunities for exercise, community food growing or allotments.
- 7.3 The existing use of the building is a boxing club. This promotes exercise and provides a space for members of the public to use for health and wellness activities. The proposed extension will increase the amount of floorspace thereby increasing the number of people that can use

the boxing gym and take part in exercise. The proposal will therefore have a positive effect on health.

7.4 The proposal is in accordance with NPF4 Policy 23a.

Design

7.5 NPF4 Policy 14: Design, quality and place - part a, states that development proposals will be designed to improve the quality of an area whether in urban or rural locations regardless of scale.

7.6 NPF4 Policy 14b - states that development proposals will be supported where they are consistent with the six qualities of successful places: Healthy, Pleasant, Connected, Distinctive, Sustainable and Adaptable.

7.7 LDP Policy 1: High Quality Design and Placemaking - aligns with NPF4 policy 14b, it states all development proposals should follow a design-led approach to sustainable, high quality placemaking. Development should contribute positively to the quality of the surrounding built and natural environment and should be planned and designed with reference to climate change mitigation and adaptation. The design and siting of development should respect the character and amenity of the place, create a sense of community and identity, enhance connectivity and incorporate creative approaches to urban design, landscaping and green infrastructure, appropriate to the local context and the scale and nature of the development. New development will be required to meet the six qualities of successful place in accordance with the guidance provided in Appendix 1.

7.8 The proposed extension draws in features of the existing building such as the brick base course. The overall mass of the building is broken up using cladding which is anthracite grey, providing a modern design in contrast to the existing building. The use of brown metal cladding ties in with the colour of the existing brickwork. The scale of the extension is well broken up by use of contrasting materials and is of a high-quality design, appropriate to the site context.

7.9 The proposal would provide a larger space to promote health and fitness to the community and provide an inclusive place for members of the public to connect. Upgrading the existing building will support its longevity within the community. Each of these points are consistent with the six qualities of successful places which are healthy, pleasant, connected, distinctive, sustainable and adaptable. The proposal will not result in a significantly harmful impact to the visual amenity of the surrounding and would provide health and wellness benefits to the community.

7.10 The proposal is in accordance with NPF4 Policy 14a and b and LDP Policy 1.

Historic Environment

7.11 NPF4 Policy 7: Historic assets and places (part d) - states that development proposals in or affecting conservation areas will only be supported where the character and appearance of the conservation area and its setting is preserved or enhanced. Relevant considerations include the:

- i architectural and historic character of the area;
- ii existing density, built form and layout; and
- iii context and siting, quality of design and suitable materials.

- 7.12 **LDP Policy 51: Development in Conservation Areas** states that within conservation areas all development proposals will be expected to preserve or enhance the character of the surrounding area. This will require the retention of all features that contribute to the character and appearance of the conservation area.
- 7.13 The proposed extension is functional in terms of its layout and design. The design uses brick which is also used in surrounding residential properties. The use of brown cladding contrasts against the brick and ties the materials together and the use of grey cladding breaks up the overall mass of the building when read as a whole.
- 7.14 In response to NPF4 policy 7d, criterion i, the building as exists sits in relative isolation and is not part of the traditional historic character of the area. In response to criterion ii and iii, the scale and layout of the proposed extension is acceptable within the existing site. The proposed materials complement the existing building and the surrounding area. The overall design is acceptable within the site and surrounding area and will be a positive change to the existing building. For the reasons set out above the proposed extension would not have a negative impact on Lochee Conservation Area.
- 7.15 **The proposal is in accordance with NPF4 Policy 7d and LDP Policy 51.**

Transport and Parking

- 7.16 **NPF4 Policy 13b: Sustainable transport** supports development where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:
- i provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
 - ii will be accessible by public transport, ideally supporting the use of existing services;
 - iii integrate transport modes;
 - iv provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
 - v supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
 - vi are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;
 - vii have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and
 - viii adequately mitigate any impact on local public access routes.
- 7.17 In response to criterion i, the site benefits from being connected to an existing network of footpaths within the area. Wellbank lane, is identified as an on-road cycle route on Dundee City Councils cycle maps.
- 7.18 In response to criterion ii, the surrounding area benefits from frequent bus services which operate along multiple routes in Lochee. The closest bus stop is located within 50 metres of the site. There are frequent services at stops on Ancrum Road, Lochee High Street (Grays

Lane) and The Stack. The applicant has stated within the submitted Travel Plan that visitor information and signage providing advice on public transportation and promoting active travel options to club users will be made available online and within the building. The proposal is in accordance with criterion ii subject to a condition.

- 7.19 In response to criterion iii, integration of transport modes is not relevant to the scale of development proposed.
- 7.20 In response to criterion iv, no EV charging is indicated on the site plan. However, EV charging will be secured as appropriate through the building warrant process. There is an existing EV charging hub on St Anne Lane, located 500 metres from the proposal site.
- 7.21 In response to criterion v, the submitted Travel Management Plan states that a secure cycle parking store would be installed to the west elevation of the site. The proposed cycle storage arrangements are acceptable. The proposal is in accordance with criterion v.
- 7.22 In response to criterion vi, a Travel Management Plan has been submitted which addresses how the applicant will manage traffic within the site. A condition is recommended to review this plan after one year to ensure appropriate measures are in place to promote active travel and minimise use of the private car. The proposal is in accordance with criterion vi subject to a condition.
- 7.23 In response to criterion vii, the submitted Travel Management Plan states that a comprehensive parking layout and marking strategy would be prepared which would provide the allocation of a designated disabled parking space.
- 7.24 In response to criterion viii, the proposal would not have any adverse impacts on any local public access routes.
- 7.25 **The proposal is in accordance with NPF4 Policy 13b, subject to conditions.**
- 7.26 **NPF4 Policy 13e:** states that development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.
- 7.27 **NPF4 Policy 13f:** states that development proposals for significant travel generating uses, or smaller-scale developments where it is important to monitor travel patterns resulting from the development, will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations. Travel plans should set out clear arrangements for delivering against targets, as well as monitoring and evaluation.
- 7.28 There are 18 existing car parking spaces at the site. It is acknowledged that no additional onsite parking is proposed for the additional floor space which would be provided. As stated within policy 13e, NPF4 provides a presumption in favour of supporting no to low car parking on sites in urban locations that are well served by sustainable transport modes. In this case, the site is located within proximity to bus stops which serve the 17 and 28 buses, The Stack Leisure Park which serves the number 1 and 10 buses. These are frequent services connecting the site to communities to the north, east and west of the city alongside the city centre. In addition, there is currently no cycle parking at the site, this situation will be improved by providing a cycle parking store within the site. This will be located to the west of the building and will not impact on any existing car parking provision in the site. As required by NPF4 policy 13f and as advised by the Head of Sustainable Transport and Roads, a Travel Plan is secured by condition to ensure active travel options are promoted by the applicant. In light of the presumption in favour of low to no parking, and that the site is well connected and active travel measures will be promoted, no additional parking is required.

7.29 Policy 13e also states that development should not create barriers to access by disabled people. The applicants submit that it is the intention to delineate parking within the site which would include a disabled bay.

7.30 **The proposal complies with NPF4 policy 13e and f subject to conditions.**

7.31 **LDP Policy 54: Safe and Sustainable Transport** - states that all development proposals that generate travel should be designed to be well served by all modes of transport. In particular, sustainable modes of walking, cycling and public transport should be afforded priority and provide for easy access to local amenities, education facilities and other services. Development proposals will be required to:

- 1 minimise the need to travel by private car;
- 2 provide facilities on-site (and/or off-site through developer contributions or by direct delivery) for walking, cycling and public transport networks, including road/ junction improvements and cycle parking. Developments without high quality, safe and convenient links to adjacent walking and cycling networks will not be supported;
- 3 incorporate measures to permit access to public transport networks within a walking distance of no more than 400 metres from all parts of the development;
- 4 have no detrimental effect on the capacity or safe functioning of the existing road or rail networks;
- 5 ensure that safe and adequate provision is made for road freight and waste access, loading and unloading;
- 6 comply with the National Roads Development Guide and any local variations within Dundee City Council's roads design standards; and
- 7 be supported by a travel plan to mitigate transport impacts and improve the accessibility of developments where the council considers that the development will generate significant travel.

Walking and cycling routes should be fully useable prior to the first occupation of a new development. This includes the re-use of existing building

7.32 LDP Policy 54 largely aligns with the principles set out within NPF4 Policy 13b. With regard to criteria 1 and 2 the site will connect into an existing network with access to a wide range of facilities within walking distance,

7.33 With regard to criterion 3, the proposal is located within walking distance to public transport networks, with multiple frequent bus services within easy reach of the site, located on Ancrum Road, at Grays Lane and The Stack.

7.34 With regards to criterion 4, the Head of Sustainable Transport and Roads has reviewed the application and had no objections on the grounds of road safety. With regard to criterion 5 there will be no impact on rail networks arising from this proposal. With regard to criterion 6 no new roads are proposed.

7.35 A Travel Plan was requested by the Head of Sustainable Transport and Roads who has recommended a condition which requests a Travel Management Plan to be put in place before the opening of the proposal. This also requires the Travel Plan to be monitored over the course of a year from first operation of the development. The findings will require to be

submitted to the planning authority. The proposal complies with criterion 7, subject to condition.

7.36 **The proposal complies with LDP Policy 54, subject to a condition.**

7.37 **LDP Policy 56: Parking** - sets out parking requirements for developments out with the city centre.

7.38 Policy 56 states that all new developments are required to comply with Dundee City Council's adopted guidance on road standards; with the national maximum parking standards; and the national minimum disabled parking standards. All parking facilities at commercial developments should include the provision of charging stations for electric vehicles.

7.39 Cycle parking should include facilities in accordance with Dundee City Council's adopted guidance on roads standards and the Appendix 4 design standards. At places of employment, covered secure parking with changing facilities should be provided for employees.

7.40 The proposal is not a new development or use of the site, rather an extension to an existing building. There are 18 car parking spaces currently available on site. No new parking is proposed and existing parking arrangements on site will be utilised.

7.41 The existing parking has been assessed against the Council's Roads Standards document Streets Ahead. The proposed development does not fall within any of the development types provided and therefore the number of required car parking spaces for this development type is not set in policy. The parking arrangements have been reviewed by the Council's Head of Sustainable Transport and Roads who has no objection to the application on the basis that the proposal would have no significant impact on the safe functioning of the road network, and that non-vehicle generating trips are to be encouraged by a Travel Plan which is to be required by condition. Additionally, a secure cycle parking store will be provided within the site on the west elevation. This would further encourage non-vehicle trips and represents an improvement over the current situation as there is currently no cycle parking on site. Due to the site's highly accessible location in terms of public transport and the additional measures including cycle parking being implemented on site, use of existing parking on site is accepted on the basis that the applicant is implementing, promoting and supporting active travel in accordance with NPF4 Policy 13 and LDP Policy 54. The Travel Management Plan notes that a disabled bay will be delineated in future and EV charging will be secured through a warrant as noted within the requirements of NPF4 policy 13b. In light of all of the above the proposal is not contrary to LDP Policy 56.

7.42 **The proposal is in accordance with LDP Policy 56.**

Flood Risk and Drainage

7.43 **NPF4 Policy 22: Flood risk and water management (part c)** - states that development proposals will:

- i not increase the risk of surface water flooding to others, or itself be at risk.
- ii manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing blue- green infrastructure. All proposals should presume no surface water connection to the combined sewer;
- iii seek to minimise the area of impermeable surface.

- 7.44 **LDP Policy 37: Sustainable Drainage Systems** - states that surface water discharging to the water environment from new development must be treated by a Sustainable Drainage System (SuDS) except for single houses or where discharge is to coastal waters. SuDS should be designed so that the water level during a 1:200-year rainstorm event plus allowances for climate change and future urban expansion is at least 600mm below finished floor levels. This incorporates an allowance for the effect of climate change. In addition, proposals will be encouraged to adopt an ecological approach to surface water management, ensure an appropriate level of treatment and exploit opportunities for the system to form an integral part of the Dundee Green Network through habitat creation or enhancement through measures such as the formulation of wetlands or ponds. Proposals should have no detrimental impact on the ecological quality of the water environment.
- 7.45 SUDs are proposed to deal with additional surface water within the site. This is via a surface water soakaway and silt traps located to the east of the proposed extension. The site is not identified as being at risk of surface water flooding on SEPA flood maps. Conditions are recommended by Head of Design and Property Services to require the submission and approval of detailed SUDS proposals prior to the commencement of any works on site.
- 7.46 **The proposal is in accordance with NPF4 Policy 22c and LDP Policy 37 subject to conditions.**

Biodiversity and Trees

- 7.47 **NPF4 Policy 3: Biodiversity (part a and c)** - states that development proposals will contribute to the enhancement of biodiversity including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible. Proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of development.
- 7.48 It is proposed to carry out replanting of shrubs and trees lost on site, this would help maintain the existing biodiversity measures on site. Further details on biodiversity measures to be implemented have not been provided, however, a condition has been recommended to secure details on further measures to enhance biodiversity measures on site in line with the NatureScot Developing with Nature Guidance.
- 7.49 **The proposal is in accordance with NPF4 Policy 3 a and c, subject to condition.**

Trees

- 7.50 **NPF4 Policy 6: Forestry, woodland and trees (part c)** - states that development proposals involving woodland removal will only be supported where they will achieve significant and clearly defined additional public benefits in accordance with relevant Scottish Government policy on woodland removal. Where woodland is removed, compensatory planting will most likely be expected to be delivered
- 7.51 **LDP Policy 35: Trees and Urban Woodland** - states that the Council will support the establishment and enhancement of woodland, tree belts and corridors. New development must ensure the survival of woodland, hedgerows and individual trees, especially healthy mature trees, of nature conservation or landscape value through sensitive site layout both during and after construction, unless removal has been approved in advance by the council. Where appropriate, development proposals must be accompanied by maintenance arrangements and justification for the removal of any trees or hedgerows.

7.52 The Head of Neighbourhood and Environment Services has reviewed the submitted Arboricultural Assessment and Tree Protection Plan and is satisfied that the measures proposed along with the replanting plan submitted adequately ensure retained trees will be protected and any tree loss will be compensated to the betterment of biodiversity within the site. As submitted within the Tree Protection and Compensatory Planting Plan, it is proposed that all removed trees are replaced on a planting ratio of 3:1 using local and native species. 33 trees are to be planted. Shrubs are to be replanted on a 1:1 basis with 43 shrubs indicated within the submission. The Tree Protection measures are secured by condition for the avoidance of doubt. A condition is recommended to ensure that trees are maintained/replanted where they may fail for a period of five years to ensure that they establish within the site.

7.53 **The proposal is in accordance with NPF4 Policy 6 and LDP Policy 35 subject to conditions.**

Health, Safety and Amenity

7.54 **NPF4 Policy 23: Health and safety** – protects people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing.

7.55 **NPF4 Policy 23e:** states that development proposals that are likely to raise unacceptable noise issues will not be supported. The agent of change principle applies to noise sensitive development. A Noise Impact Assessment may be required where the nature of the proposal or its location suggests that significant effects are likely.

7.56 **LDP Policy 39: Environmental Protection** - requires all new development that would generate noise, vibration, odour, emissions to air, dust, or light pollution to demonstrate that it can be accommodated without an unsatisfactory level of disturbance on the surrounding area.

7.57 As the existing use of the building is a boxing club there already exists the potential to play music. The nearby residential properties are located to the north of the site. Although the extension would extend along the north elevation, there would be no new windows or doors proposed on this elevation that would generate additional noise breakout from the club. A condition is recommended to limit noise from any new plant and machinery to protect neighbouring amenity.

7.58 **The proposal is in accordance with NPF4 Policy 23e and LDP Policy 39 subject to condition.**

7.59 **NPF4 Policy 9: Brownfield, vacant and derelict land and empty buildings (part c)** - states that where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.

7.60 **LDP Policy 41: Land Contamination (part a)** - states that development of potentially contaminated or statutorily identified contaminated land will be considered where:

- 1 a site investigation is submitted establishing the nature and extent of contamination; and
- 2 the Council is satisfied that remediation measures proposed for the development, adequately address contamination risks to all receptors, such that the land demonstrably does not meet the statutory definition of contaminated land and is suitable for the planned use.

7.61 The site has been identified as being located within an area of former a railway goods yard associated with the Camperdown Works. Due to the industrial history of the site, an advisory note is recommended.

7.62 **The proposal is in accordance with NPF4 Policy 9c and LDP Policy 41.**

Climate and Nature Crises

7.63 **NPF4 Policy 1: Tackling the Climate and Nature Crises** - states that when considering all development proposals significant weight will be given to the global climate and nature crises.

7.64 **NPF4 Policy 2: Climate Mitigation and Adaptation** - states that development proposals that minimise greenhouse gas emissions, adapt to current and future risks for climate change and retrofit measures that reduce emissions or support adaptation to climate will be supported.

7.65 The proposal is for the extension to an existing building by utilising the existing building the impact in terms of greenhouse gas emissions is reduced as the provision of an extension uses less materials and land than a new development. The site is not at any specific risk from climate change and would not cause harm to the surrounding environment. Biodiversity enhancement measures are secured by condition.

7.66 **The proposal is in accordance with NPF4 Policies 1 and 2.**

Waste Management

7.67 **NPF4 Policy 12: Zero Waste (part a)** – states that development proposals will seek to reduce, reuse, or recycle materials in line with the waste hierarchy.

7.68 **NPF4 Policy 12b:** - states development proposals will be supported where they:

- i reuse existing buildings and infrastructure;
- ii minimise demolition and salvage materials for reuse;
- iii minimise waste, reduce pressure on virgin resources and enable building materials, components and products to be disassembled, and reused at the end of their useful life;
- iv use materials with the lowest forms of embodied emissions, such as recycled and natural construction materials;
- v use materials that are suitable for reuse with minimal reprocessing.

7.69 In response to part b, criteria i, ii and iii the proposal utilises an existing building, part of this is to be demolished a condition is recommended to secure details on the reuse of materials. The applicant submits that the materials are durable and low-maintenance alu-clad finishes which will ensure long-lasting performance, contributing to the extension's overall sustainability and resilience. It is likely that such materials can be taken off, and reused, if this was necessary. The proposals are in accordance with criteria iv and v.

7.70 **The proposal is in accordance with NPF4 Policy 12b.**

7.71 **NPF4 Policy 12c** - states development proposals that are likely to generate waste when operational, including residential, commercial, and industrial properties, will set out how much waste the proposal is expected to generate and how it will be managed including:

- i provision to maximise waste reduction and waste separation at source, and

- ii measures to minimise the cross contamination of materials, through appropriate segregation and storage of waste; convenient access for the collection of waste; and recycling and localised waste management facilities

7.72 In response to parts a and c, as the proposal relates to a building that is already in use provisions for waste management are already in place.

7.73 **The proposal complies with NPF4 Policy 12, subject to condition.**

7.74 **LDP Policy 44: Waste Management Requirements for Development-** states proposals require to demonstrate that they adequately address the Scottish Government's Zero Waste Policy and that sufficient provisions are made to maximise opportunities for waste reduction and waste separation at source and enable the separate collection of recyclable material as outlined in the Waste (Scotland) Regulations 2012.

7.75 For similar reasons highlighted within the policy assessment above under NPF4 Policy 12 the proposal is in compliance with LDP Policy 44. A condition is recommended to secure details on how construction waste is to be dealt with to ensure waste on site is minimised.

7.76 **The proposal complies with LDP Policy 44, subject to condition.**

STATUTORY DUTIES

Planning (Listed Buildings and Conservation Areas) Scotland Act 1997 as amended

7.77 Section 64(1) of the Planning (Listed Buildings and Conservation Areas) Scotland Act 1997 as amended states that with respect to any buildings or land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

7.78 For similar reasons to those set out above, the application complies with the relevant provisions of The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

7.79 It is concluded from the above assessment that by approving the application the Council would be discharging its statutory duties in an appropriate manner.

MATERIAL CONSIDERATIONS

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

A - REPRESENTATIONS

7.81 In total six letters were received objecting to the proposal. The objections raised the following valid material grounds:

- no additional proposed parking will create further parking and traffic congestion issues to neighbouring residences related to the club as well as create a road safety risk to pedestrians and cyclists;
- the extension to the club will create unacceptable noise levels;
- no neighbourhood notification letter was received; and
- address is incorrect on the application.

The grounds of objection are considered and assessed as follows:

- 7.82 **Objection** - no additional proposed parking will create further parking and traffic congestion issues to neighbouring residences related to the club as well as create a road safety risk to pedestrians and cyclists.
- 7.83 **Response** - all parking matters have been addressed within the transport section of the report above. A further travel and Traffic Management Plan was submitted in support of the application which details how the traffic congestion within the area is proposed to be managed. The Head of Sustainable Transport and Roads has reviewed the application and has no objection on the grounds of road safety or traffic impacts. Users of the facility will predominantly be local. In addition, the site is very well located in terms of active travel options, and additional active travel measures are provided. The Head of Sustainable Transport and Roads is satisfied that the applicant's proposed promotion of active travel measures will improve the existing situation and allow further floorspace to be created without exacerbating any existing parking issues which may be generated through the erection of an extension to the existing facility.
- 7.84 **Objection** - the extension to the club will create unacceptable noise levels.
- 7.85 **Response** – it is noted that as the use of the building is a boxing club and with the additional space there is a potential for music to be played from the premises, there are no windows or doors proposed to the extension, on the north elevation, closest to neighbouring properties. There would be no increase in terms of noise breakout. A condition is recommended to control the level of noise from any potential mechanical and electrical plant and equipment.
- 7.86 **Objection** - no neighbourhood notification letter was received
- 7.87 **Response** - the Council has followed the neighbour notification process in accordance with statutory requirements. All relevant properties within 20 metres of the site boundary were notified, and public notices were displayed at the site. It was also advertised in local press.
- 7.88 **Objection** – address is incorrect on the application.
- 7.89 **Response** - the applicant originally submitted the application form with the incorrect address. On receipt of the representation highlighting this, a new application form was submitted and the details corrected to rectify this. The site indicated on the notification letters related to the correct address.

B - OTHER RELEVANT STATUTORY OR NON-STATUTORY STATEMENTS OF POLICY

Lochee Conservation Appraisal

- 7.90 The proposal takes into account the Lochee Conservation Appraisal in terms of design and respecting the character of the Lochee Conservation Area. The proposal reflects the aims of the Lochee Conservation Area Appraisal.

Historic Environment Policy Scotland (2019)

- 7.91 Historic Environment Policy for Scotland (2019) should be taken into account when determining applications for development which may affect the historic environment. The Historic Environment Policy for Scotland sets out principles and policies for the recognition, care and sustainable management of the historic environment. It seeks to influence decision making that will be sufficiently flexible and adaptable to deal with wide-ranging and ongoing

changes to society and the environment, and to achieve the best possible outcome for the historic environment, maximising its benefits.

- 7.92 It is concluded for the reasons set out above that the proposed works would comply with national planning guidance concerned with the historic environment, including the policies of the Historic Environment Policy Scotland.
- 7.93 The issues raised in the representations have been considered and addressed in the report and the grounds raised are not of sufficient weight to justify refusal of planning permission.
- 7.94 **It is concluded that there are no material considerations of sufficient weight in this case to justify refusal of planning permission.**

8 CONCLUSION

- 8.1 The application for is in accordance with the Development Plan. There are no material considerations of sufficient weight that would justify refusal of planning permission. Therefore, it is recommended that planning permission be granted subject to conditions.

9 RECOMMENDATION

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

- 1 **Condition** - the development hereby permitted shall be commenced within three years from the date of this permission.

Reason - to comply with Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 **Condition** - prior to the commencement of development, a detailed surface water drainage/SUDS design including drawings, calculations, full modelling, simulation results, design risk assessment, signed Dundee City Council Design Compliance and Independent Check Certification, Evidence of compliance with the Simple Index Approach as described in section 26.7.1 of the CIRIA SUDS Manual (C753), and where appropriate SEPA comments, shall be submitted to and approved in writing by the planning authority. All works approved by virtue of this condition shall be carried out prior to the occupation of the development hereby approved.

Reason - in the interests of flood protection.

- 3 **Condition** - prior to the commencement of development, maintenance responsibilities along with a maintenance schedule for the surface water drainage system/SUDS features shall be submitted to and approved in writing by the planning authority. Thereafter, all works and other measures approved by virtue of this condition shall be carried out in perpetuity.

Reason - in the interests of flood prevention and visual amenity.

- 4 **Condition** - the total noise from the mechanical and electrical plant/services shall not exceed NR45 during daytime and shall not exceed NR35 during night-time, as measured 1 metre external to the facade of adjacent residential property. NR45 is applicable for the period 07:00 to 23:00 hours and NR35 is applicable for 23:00 to 07:00 hours."

Reason – in the interest of protecting residential amenity.

- 5 **Condition** - no development shall commence until a Travel Plan, which sets out proposals for reducing dependency on the private car, has been submitted to, and approved in writing by, the Planning Authority. The Travel Plan shall include:

- 1 details for the management, monitoring, review and reporting of these measures; and
- 2 details of the duration of the Travel Plan.

The approved Travel Plan shall thereafter be implemented from the date of first occupation of any part of the development. The plan shall first be submitted for review within one year of first occupation of the development hereby approved.

Reason - in the interests of promoting sustainable transport

- 6 **Condition** - prior to the commencement of development, a scheme of features or measures to enhance biodiversity, such as those measures set out in the NatureScot Developing with Nature guidance, shall be submitted to and agreed in writing by the Planning Authority. The approved details thereafter shall thereafter be implemented prior to first use of the facility, and then retained and maintained for their designed purpose in accordance with the approved scheme.

Reason – to ensure that a satisfactory biodiversity enhancement scheme is proposed and implemented, increasing biodiversity within the site.

- 7 **Condition** – all works and protective measures necessary to safeguard the trees that are to be retained on the site during development operations shall be undertaken as per BS 5837:2012. The protective measures shall be retained in a sound and upright condition throughout the development operations and no building materials, soil or machinery shall be stored in or adjacent to the protected area, including the operation of machinery.

Reason – to protect those trees which are of significant amenity value to the area and which would ensure a satisfactory standard of appearance of the development

- 8 **Condition** – all soft and hard landscaping proposals shall be carried out in accordance with the approved planting scheme and management programme. Any planting which, within a period of 5 years from the completion of the development, in the opinion of the Planning Authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted. Once provided, all hard landscaping works shall thereafter be permanently retained.

Reason - to ensure the implementation and management of a satisfactory scheme of landscaping which will help to integrate the proposed development into the local landscape in the interests of the visual amenity of the area.

- 9 **Condition** – no development shall commence until a Construction Waste Management Plan has been submitted to, and approved in writing by the Planning Authority. For the avoidance of doubt this shall include details on how materials from any duntakings to accommodate the extension shall be re-used or recycled, in the first instance, within the development site.

Reason – In order to ensure that materials are re-used or recycled to minimise waste.

Informative

Due to the industrial history of the area in which this property is built, the possibility of residual waste material from the previous land uses remains. The applicant may wish to consider specialist advice. It is advised that care is taken during site redevelopment, and that consideration is given to the disposal of any made ground (soils with brick, concrete, ash etc) excavated for foundations. The council shall be immediately notified in writing if any ground contamination is found during redevelopment works, and thereafter a scheme to deal with the contamination shall be submitted to, and agreed in writing by, the Council Planning Authority. The scheme shall include a full timetable for the remediation measures proposed. Verification shall be provided by the applicant or their agent, on completion, that remediation has been undertaken in accordance with, and to the standard specified in, the agreed remediation scheme.