

KEY INFORMATION

Ward Longhaugh

Proposal

Proposed new skatepark building with associated ancillary accommodation and car parking

Address

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Dundee,
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Applicant

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Agent

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Registered

28 March 2002

Case Officer

Gordon Reid



New Indoor Skate Park proposed at Pitkerro Road

Proposed new skatepark building with associated ancillary accommodation and car parking is **RECOMMENDED FOR APPROVAL SUBJECT TO CONDITIONS**. Report by Director of Planning and Transportation

RECOMMENDATION

The proposed development of a skate park at Pitkerro Road is considered to be acceptable in terms of the policies and proposals of the development plan.

The application is recommended for APPROVAL subject to conditions.

SUMMARY OF REPORT

- Planning permission is sought for the erection of a new skate park building, ancillary accommodation and car parking at Pitkerro Road, Dundee.
- The proposed development raises issues for consideration in terms of the Housing, Leisure and Tourism, Natural Environment, Movement and Public Open Space Policies and Proposals of the Dundee Local Plan 1998. In addition, it raises issues for consideration in terms of the policies of the Urban Nature Conservation Subject Local Plan 1995.
- No objections were received to the proposed development.
- The applicants advise that the proposal would result in the only purpose built indoor Skate Park in Scotland.
- It is considered that the proposed development is in accordance with the policies and proposals of the Housing, Leisure and Tourism, Natural Environment, Movement and Public Open Space Policies and Proposals of the Dundee Local Plan 1998 and the policies of the Urban Nature Conservation Subject Local Plan 1995.

DESCRIPTION OF PROPOSAL

Planning permission is sought for the construction of a new skate park building with ancillary accommodation and car parking at Pitkerro Road, Dundee.

The facilities are to include a new building of 2170 square metres and parking for 70 cars. The majority of the floor area of the building will be an open area containing the ramps and jumps for the skaters. The ancillary accommodation will include changing facilities, a skater's shop, office/staff facilities, training rooms and viewing areas.

The building is to be finished in a facing block and roughcast at the lower levels and profiled steel cladding at the upper levels coloured either gooswing grey or sargasso. The roof is to be finished in a profiled steel sheeting, coloured gooswing grey.

Access to the facility is to be taken from the existing access from Pitkerro Road.

The applicants have submitted a letter in support of the proposed development.

The applicants have also advised that this would be the only purpose built indoor Skate Park in Scotland.

SITE DESCRIPTION

The application site is located on the west side of Pitkerro Road and is to the north of the junction with Happyhillock Road. The site extends to approximately 1.31 hectares. Part of the site was previously occupied by the Pitkerro Training Centre. The buildings have been cleared from the site. The remainder of the site is open space and was formerly used as a Mill Dam. To the north, west and south of the site are areas of open space. To the east of the site is the Longhaugh Neighbourhood Centre.

POLICY BACKGROUND

National Planning Policy Guideline NPPG11 Sport, Physical Recreation and Open Space advises Councils to meet the sporting and recreational needs of residents, tourists and visitors, while safeguarding the quality of the

natural and cultural heritage. In addition, it advises Councils to ensure that new sports facilities are readily accessible by public transport, cycling and on foot.

Tayside Structure Plan 1993 Tourism, Recreation and Sport Policy 8 seeks to encourage the provision of major sports facilities and, where appropriate, jointly promote such provision with local communities and the private sector.

Dundee Local Plan 1998:

Proposal LT7 Major Leisure and Recreational Developments advises that in the first instance, proposals for these types of developments are encouraged to locate within the



Leisure Parks, within the City Centre and District Centres, or if no suitable site exist, on adjacent sites. New out-of-centre leisure developments will only be acceptable where they meet criteria (A)-(E) of Proposal LT7.

Housing Policy H1 Existing Residential Areas: This policy seeks to ensure that developments do not have an adverse affect on the environmental quality of existing residents.

Public Open Space Policy OS1 Existing Open Space: This policy sets out a presumption in favour of retaining major areas of open space identified on the proposals map.

Natural Environment Policy ENV4 Site Protection: Part of the application site lies within a Category A Wildlife Site, which relates to the Dighty Water. Policy ENV4 seeks to protect these areas from developments likely to have an adverse effect on them.

Natural Environment Policy ENV5 Wildlife Corridors: The proposals fall within a Wildlife Corridor and as such suitable provision should be made for nature conservation.

Movement Proposal MP9 Longhaugh Road: This seeks to realign and regrade Longhaugh Road between Pitkerro and Findowrie Street.

Movement Policy MV20 Cycling Facilities: This policy seeks to encourage the provision of cycling facilities within new developments and in particular cycle stands.

Urban Nature Conservation Subject Local Plan 1995:

Site Protection Policy SP1: This sets out similar requirements to Policy ENV4 of the Dundee Local Plan 1998 as set out above.

Wildlife Corridor Policy WC01: This sets out similar requirements to Policy ENV5 of the Dundee Local Plan 1998 as set out above.

River Habitats Survey of the Dighty Burn and its Tributaries. This recommended retention of the Dighty Burn as a Site of Importance for Nature Conservation. It also recommended retention of the Wildlife Corridor along the Dighty in the vicinity of the site.

LOCAL AGENDA 21

Key Theme 7 is of relevance and seeks to ensure that access to facilities, services, goods and people is not achieved at the expense of the environment and are accessible to all. Key Theme 12 is also of relevance and seeks to ensure that opportunities for culture, leisure and recreation are readily accessible to all. It is considered that the proposed development achieves the aims of both of these Key Themes.

SITE HISTORY

There is no site history of relevance to the consideration of this application.

PUBLIC PARTICIPATION

The applicants carried out the statutory notification of neighbours and no objections to the proposal were received.

CONSULTATIONS

No adverse comments were received from any of the statutory consultees.

OBSERVATIONS

The determining issues for the Committee in this instance are whether:

- 1 the proposed development is in accordance with the Housing, Leisure and Tourism, Public Open Space, Natural Environment and Movement Policies and Proposals of the Dundee Local Plan 1998.
- 2 the proposed development is in accordance with the Urban Nature Conservation Subject Local Plan 1998.
- 3 the proposed development is in accordance with NPPG11 and the policies of the Tayside Structure Plan 1993.

The proposal is for a purpose built Skate Park with associated facilities to replace the existing facility which, currently operates from an old mill building in Brown Street.

The applicants submitted a letter in support of their proposal which, set out the operational requirements for the Skate Park and the reasons for pursuing the site under consideration.

As the proposal is for a recreational development Leisure and Tourism Proposal LT7 is relevant. This proposal seeks to encourage the location of such facilities within the existing Leisure Parks, within the City Centre and District Centres, or if no suitable site exists, on adjacent sites. Proposal LT7 also advises that new out-of-centre leisure developments will only be acceptable where they meet the criteria contained within the Proposal. The following assesses the proposed development against the criteria of the Proposal.

Criteria (A) seeks that new developments provide significant improvements in the distribution and accessibility of leisure developments. The Skate Park is a specialised facility and has a specific user group i.e. children and young adults. The facility is clearly a destination type facility. As indicated above the existing skate park is located in Brown Street within the Blackness Area and operates extremely well. This is not within or adjacent to an existing centre. The proposed site is located adjacent to a

local centre and is in close proximity to large housing areas namely, Whitfield, Fintry, Douglas and Angus, and Linlathen. The applicants highlight that a considerable number of their members live within these areas. The site is also located next to a main bus route, which serves a local centre and connects into the town centre. The applicants highlight that a significant number of children/young adults who use the existing skatepark also come from outwith Dundee. The site is within easy access of the Kingsway with a direct link to it via Pitkerro Road and to Forfar Road. Therefore given the destination-based nature of the facility it is considered that the location proposed would provide improved accessibility for skate park members who live within the peripheral areas of the city. In addition, it is considered that it would also be more easily accessible to those coming from outwith the City. In achieving the above it is also considered that it would improve the distribution of such developments within the City.

Criteria (B) seeks to ensure that new proposals do not individually or cumulatively prejudice the vitality or viability of the identified Leisure Parks. The proposal is for a recreational use serving a specific user group namely, children and young adult skaters. Given the nature and scale of the operation it is considered that the proposals would not prejudice the vitality or viability of the identified Leisure Parks.

Criteria (C) requires applicants to demonstrate that no suitable sites exist within existing Leisure Parks, within the City Centre and District Centres, or if no suitable site exist, on adjacent sites. In the letter of support submitted by the applicants they state that an extensive search was carried out of the facilities within the existing Leisure Parks, City Centre and District Centres. They concluded that due the specific space and height specifications required to accommodate a modern skate park the existing buildings were not suitable or available. They indicated that they also examined other sites within the City but in the end considered that the current site best matched the requirements and was available at the cost that could be met.

While the proposal is not within any of the centres included by Proposal LT7 it

is adjacent to a Local Centre as defined in the Local Plan namely, the Longhaugh Neighbourhood Centre. Given the above it is considered that the location proposed is acceptable in terms of this criteria.

Criteria (D) seeks to ensure that proposals are well located with regard to the existing road network and are accessible by a choice of means of transport. As already indicated above the proposal is adjacent to the Longhaugh Neighbourhood Centre and would benefit from the existing bus links to that centre. In addition, it is well located to large housing areas and has good access onto the Kingsway and Forfar Road. The site would also be accessible by cycle and foot from the surrounding area.

Criteria (E) seeks to ensure that the proposal is consistent with the policies and proposals elsewhere in the Local Plan. The following paragraphs addresses the other relevant policies and proposals relating to this proposal.

Part of the application site is located within an area covered by Housing Policy H1. This policy seeks to ensure that the environmental quality of existing residents is safeguarded. The site is surrounded to the north, west and south by areas of public open space. To the east of the site is the Longhaugh Neighbourhood Centre. Given the location and the nature of the use it is considered that the proposal would not have a detrimental affect on the environmental quality of residents in the surrounding area.

The remainder of the site is located within an area defined as Public Open Space by the local plan. Policy OS1 sets out a presumption in favour of retaining these areas. The development does not include proposals for building on this area at this time. As such it is considered that the proposed Skate Park is in accordance with the aims of this policy.

Part of the application site lies within a Category A Wildlife site. Policy ENV 4 of the Local Plan and SP1 of the Urban Nature Conservation Subject Local Plan apply to these areas and set out a presumption against adverse development of these areas. At its closest point the proposed footprint of the building is some 35 metres away from the edge of the Dighty Water. As such it is considered that it would not

have an adverse effect on the Wildlife site. However, it is noted that an area of potential expansion would encroach into the Wildlife Site and may be more likely to adversely affect this designation. Any expansion would however be subject to separate consideration in a future application.

The proposal also falls within a Wildlife Corridor and as such Policy ENV5 of the Local Plan and WC01 of the Urban Nature Conservation Subject Local Plan apply and seek to ensure that suitable provision is made for nature conservation. In its current form the proposed development would not adversely affect the viability or continuity of the Wildlife Corridor. However, any future expansion of the building would be more likely to do so.

Proposal MP9 sets out the intention to realign and regrade the road between Pitkerro and Findowrie Street. While this proposal is included in the local plan it is now no longer intended to pursue this particular road scheme.

Policy MV20 seeks to provide facilities for cyclists within new developments. Given that children and young adults mainly use the Skate Park it is considered that there should be suitable provision for the parking of cycles. A condition can be attached to require the applicant to submitted details of cycle parking provision and its implementation.

The proposed development is considered to be in accordance with the development plan policies of the local plan. The proposal, for the reasons set out above, is also considered to be in accordance with the guidance contained within NPPG11 and Tourism, Recreation and Sport Policy 8 of the Structure Plan 1993.

The proposal contains a small ancillary shop within the main building for the sale/repair of skating and related products. The shop is to be accessed from within the building and will open the same hours as the Skate Park. No separate external access to the shop unit is proposed. Given the size of the unit and the nature of its operation it is considered to be acceptable. However, it is considered that a condition be attached to the consent to ensure that the shop operates in the manner proposed.

The access to the site requires to be improved to serve the development. The applicants have set out a suggested layout including reducing the height of the boundary wall. To ensure that the access is satisfactory in terms of pedestrian and traffic safety it will be necessary to attach a condition requiring the submission of a more detailed layout.

DESIGN

The design of the proposed building is considered to be of a good quality and will result in the improvement of the environment of an existing brown field site.

CONCLUSION

In the first instance a proposal of this type should be directed to the Leisure Parks, City Centre or District Centre. The applicants have submitted a letter in support of their application and justifying the location proposed. It is considered that given the nature and scale of the proposed Skate Park the location proposed is acceptable in terms of Proposal LT7. In addition, it is considered that the proposal is acceptable in terms of the Public Open Space, Housing, Natural Environment and Movement Policies of the Local Plan and the policies of the Urban Nature Conservation Subject Local Plan. Finally, the proposal is also considered to be acceptable in terms of the guidance contained within NPPG11 and Tourism, Recreation and Sport Policy 8 of the Structure Plan 1993.

RECOMMENDATION

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 that details of the provision for cycle parking be submitted to the Council for approval prior to the commencement of the development and if approved the development shall be carried out only in full accordance with such approved details
- 3 that a scheme of landscaping be submitted to the Council for

approval prior to the commencement of development and if approved the development shall be carried out only in full accordance with such approved details.

- 4 The range of goods to be sold from the shop unit shall be limited to skating and related equipment.
- 5 The gross floor area of the shop unit shall extend to no more than 40 sq. metres and no separate external access to the shop unit will be allowed.
- 6 The proposed development shall be restricted to the use as a skate park with ancillary accommodation only and for no other use notwithstanding the provisions of the Town and Country Planning (Use Classes)(Scotland) Order 1997, as amended.
- 7 That details of the location and layout of the proposed access shall be submitted to the Council for approval before development commences and if approved the development shall be carried out only in full accordance with such approved details

Reason

- 1 to comply with Section 58 of the Town and Country Planning (Scotland) Act 1997.
- 2 to ensure that appropriate facilities are provide for cyclists within the proposed development site.
- 3 to ensure a satisfactory standard of appearance of the development.
- 4 to ensure that the proposals accord with the retail policies of the development plan.
- 5 to ensure that the unit does not expand in floor area without the permission of the Council and that it does not operate independently from the proposed skate park.
- 6 to allow for the future consideration of alternative proposals for this site/building by the Council.

7 in the interests of pedestrian and traffic safety