

Proposed Erection of New Offices, Residential Units, Hotel and Commercial Units

KEY INFORMATION

Ward Maryfield

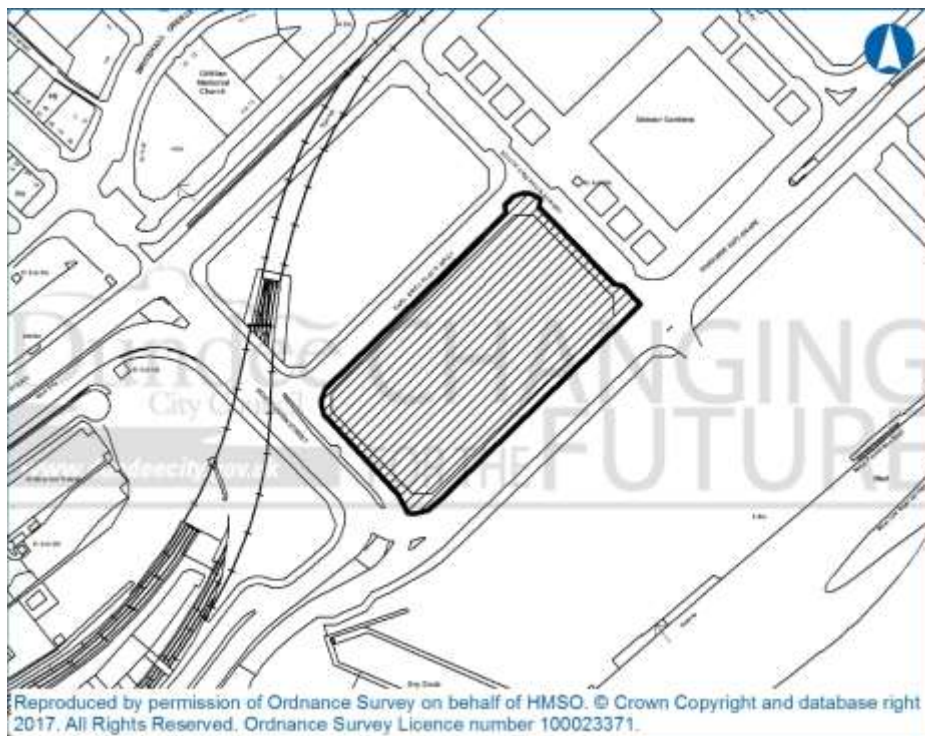
Address
Waterfront Site 6, Riverside,
Esplanade, Dundee

Applicant
City Development c/o
Robertson Construction
Tayside Ltd
Robertson House
1 George Buckman Drive
Dundee DD2 3SP

Agent
Cooper Cromar
The Eagle Building
215 Bothwell Street
Glasgow G27EZ

Registered 24 Feb 2017

Case Officer David Gray



SUMMARY OF REPORT

- The proposals seek permission for a mixed use development on 'Site 6' of the Central Waterfront area. This is the first of the central sites to come forward and will include a hotel, office use, residential and several ground floor commercial/retailing units to promote active frontage and vibrancy to the area.
- The proposals are generally in accordance with the Development Plan and will provide a high quality mixed use development to support the role of the V&A and the Central Waterfront.
- The proposals fail to fully comply with Policy 9 (Design of New Housing) of the Dundee Local Development Plan 2014 as the residential units include 16 one bedroomed flats and no residential parking has been provided. There are material considerations which weigh in favour of the approval of the development.
- 18 letters of objection have been received to the proposals which primarily raise concerns in relation to design, materials and height of the proposed buildings.
- The proposals will play an important supporting role in the development of the Central Waterfront, stimulating the regeneration of the area and providing facilities which will support the economy of the city. Therefore it is recommended that planning permission is granted subject to conditions.
- More details can be found at <http://idoxwam.dundee.gov.uk/idoxpa-web/simpleSearchResults.do?action=firstPage>

RECOMMENDATION

The application fails to fully comply with certain aspect of the Design of Housing Policy 9 in relation to flat size and parking. There are material considerations which weigh strongly in support of the application. It is recommended that the application be APPROVED with conditions.

1 DESCRIPTION OF PROPOSAL

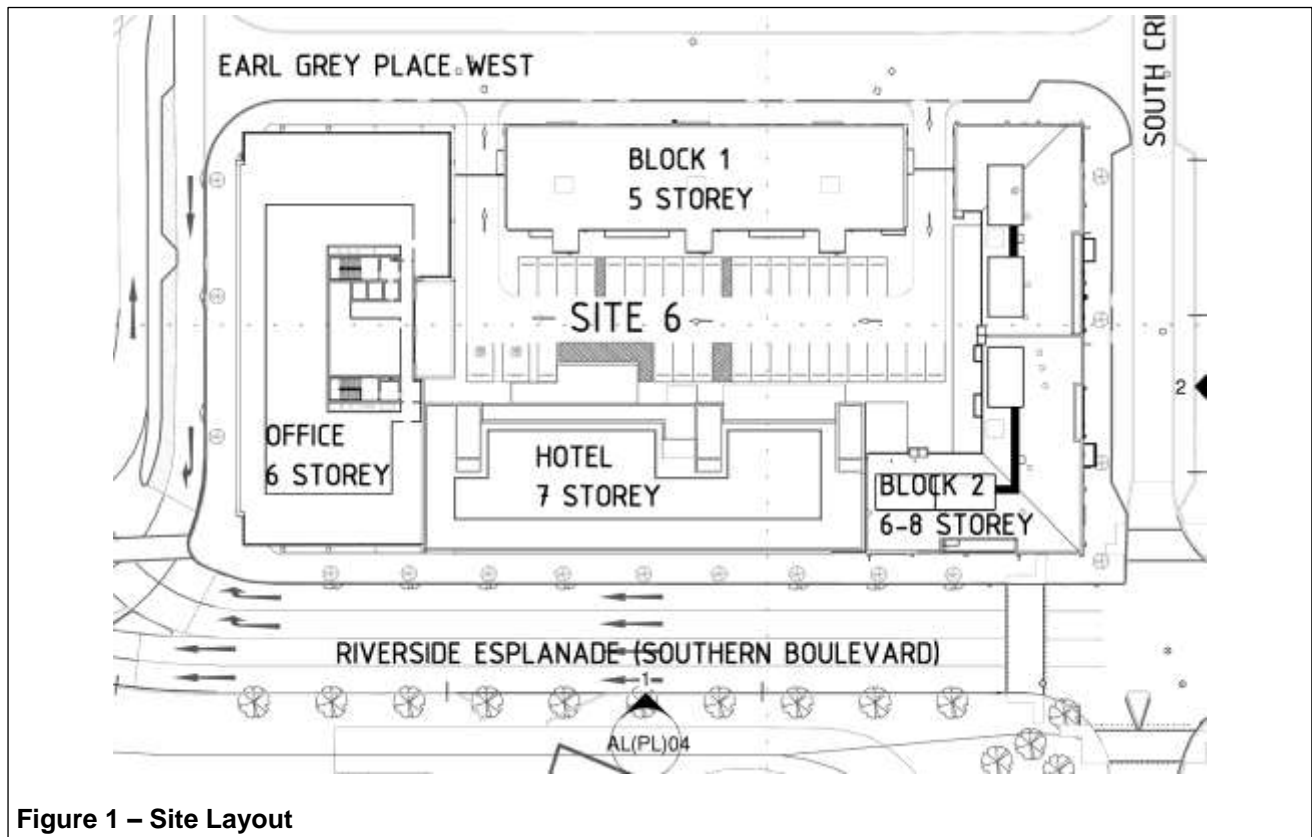


Figure 1 – Site Layout

- 1.1 The application proposes the erection of a mixed use development to comprise new offices, residential units, a hotel, retail/commercial units and associated vehicular access and parking spaces.
- 1.2 The development will take the form of four blocks, each containing a mixture of uses. There shall be a central courtyard area to allow for cycle storage access, servicing and some parking. Vehicle access will be taken from Earl Grey Place West and utilise a one way system to control entry/egress. Parking has been provided for the office use and delivery/drop off zones and disabled parking for the hotel use.
- 1.3 The west block, facing onto the railway station, shall contain at ground floor level two retail/commercial units and the main entrance foyer, reception hall and staff changing facilities for the offices which are to be located on the remaining 5 upper floors of this block. Access for servicing of each of these uses and staff cycle facilities for the office use shall be available to the rear courtyard.
- 1.4 The south block, facing onto the V&A, shall contain a hotel. At ground level this shall contain the main reception area with a bar and restaurant and gym. There shall also be two meeting rooms and the hotel kitchen. The ground floor shall also provide staff areas and various plant type rooms. Rear access to the courtyard shall be available to the plant rooms, kitchen delivery area and refuse storage areas, allowing all servicing to be carried out from this area.
- 1.5 The north block, facing towards "Site 5", shall contain 36 residential flats. The front entrances to the north elevation shall provide access into the lobby area and bike storage. To the rear, there shall be additional bicycle storage and access into the building. Upper floors contain the remaining residential units.

- 1.6 The east block, facing towards Slessor Gardens, shall contain 5 retail/commercial units at ground floor level and two entry lobby areas to allow for access to 52 residential flats which are contained on the remaining upper floors. In a similar way to the other blocks, the ground floor shall allow for access to the rear courtyard. This will allow retail/commercial servicing and refuse storage/access.
- 1.7 The massing of the proposals comprises of buildings between five and seven storeys. The massing and scale of the block on Riverside Esplanade sits at 7 storeys, the residential urban block facing Slessor Park steps down from seven to six storeys to tie in with the scale of the lower five storey residential building along Earl Grey Place West and the office block situated on South Union Street sits at 6 storeys. The residential building to the east of the site sits on a prominent corner and viewpoint and has been designed to sit higher than the hotel building. The massing and height of the whole urban block sits lower than the height of the nearby Malmaison Hotel.
- 1.8 At ground floor level the buildings will be transparent and visually permeable with large glazed areas. Masonry cladding provides the solid material for the facades, along with the use of glazed curtain walling. The selection of materials contains a variety of textures and finishes, including high quality brick for the hotel and north residential block. The materials will also include contrasting colours to break up the building mass and provide visual interest.
- 1.9 The 5-storey residential building to the north of the site is detached from the other blocks which allows access/egress to/from the private courtyard.
- 1.10 As the number of dwelling units proposed exceeds 50 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 2013. Accordingly, the applicant was required to undertake statutory pre-application consultation with the local community. As part of this, the applicants held a public event.
- 1.11 This is evidenced in the Pre-application Consultation Report submitted as part of this application. In addition to the pre-application consultation report. The applicant has also submitted the following documents to accompany the application drawings:
- Design and Access Statement;
 - Landscape Plan;
 - Drainage Impact Assessment and Drainage strategy;
 - Air Quality Assessment;
 - Hotel sustainability report;
 - Office sustainability report;
 - Residential sustainability report;
 - Preliminary Environmental Assessment Report;
 - Transport Statement;
 - Noise Impact Assessment; and
 - Public Consultation Statement.

- 1.12 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 procedures for applications considered to be significantly contrary to the Development plan do not apply.

2 SITE DESCRIPTION

- 2.1 The site is located within the Central Waterfront of Dundee's Waterfront development. The site is identified as 'Site 6' and occupies a prominent position, immediately to the north of the V&A Museum of Design Dundee and is bounded by Riverside Esplanade to the south, Earl Grey Place to the north, Crichton Street to the west and South Union Street to the East.
- 2.2 The site also faces onto the new railway station development which increases the visual importance of the buildings occupying this site.
- 2.3 The site is currently vacant. The area of the site is approximately 0.6 Ha and there are no significant slopes within the site area.



Figure 2 – Site Photo 1



Figure 3 – Site Photo 2

3 POLICY BACKGROUND

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

TAYPLAN STRATEGIC DEVELOPMENT PLAN 2012-2032

Policy 4: Strategic Development Areas

Policy 5: Housing

Policy 7: Town Centres

DUNDEE LOCAL DEVELOPMENT PLAN

Policy 6: Visitor Accommodation

Policy 8: Housing Land Release

Policy 9: Design of New Housing

Policy 7: High Quality Design

Policy 20: city centre Retail Frontages

Policy 45: Land Contamination

Policy 40: Waste Management Requirements for Developments

Policy 42: Sustainable Urban Drainage Systems

Policy 44: Air Quality

Policy 55: Accessibility of New Developments
Policy 29: Low and Zero Carbon Tech in New Development
Policy 47: Environmental Protection

NON STATUTORY STATEMENTS OF COUNCIL POLICY

Dundee Waterfront Masterplan 2001

- 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 In 1998, the Dundee Partnership started preparation on a masterplan to re-integrate the Central Waterfront area with the city centre. The Dundee Partnership approved the masterplan in 2001.
- 4.2 The masterplan outlines the main components of the Central Waterfront project:
- the extension of the city centre down to the waterfront;
 - improved provision for walking, cycling and buses;
 - the reduction of the effect of cars and parking;
 - the creation of a pair of east/west tree lined boulevards; and
 - the provision of a new rail station and arrival square.
- 4.3 Work has been carried out on several of the main projects as part of the Waterfront Development, including the construction of the V & A Museum of Design and the new railway station and arrival square. The current proposals seek to develop 'Site 6' as part of this wider masterplan.

5 PUBLIC PARTICIPATION

- 5.1 The Council has carried out the statutory neighbour notification procedure detailed in the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. This application was also advertised in the Dundee Evening Telegraph as a departure to the Development Plan.
- 5.2 In response, a total of 18 objections has been received to the development, including views from Dundee Civic Trust. The detailed concerns raised by the objectors relate to the following issues:
- a Design
- the proposal is contrary to the Design Brief;
 - the Earl Grey Place rear section has little street level interaction and will become an unappealing and lifeless back street;
 - the design does not react to Dundee's status as a "Unesco City of Design";

- poor quality of building design in prominent location;
- all parts of the development lack character, high quality design and relevance;
- particular concerns with the residential block to the north;
- reservations related to the roofscape of this development. It consists of what can only be described as a series of crude black enclosures. This is contrary to the design principles set out in the City Council's Urban Design Framework which states that a visually interesting skyline is necessary;
- the height will diminish the importance of the V&A building;
- concerns with the suitability of materials, particularly the dark colour of the hotel; and
- south elevations of the residential building are over complicated.

b Other concerns

- adverse Impact upon Listed building and the Conservation Area;
- ground floor units not being used to their potential and outdoor seating could create a more continental vibrant feel that is lacking in Dundee;
- lack of plans for sustainability such as solar power photovoltaic panels;
- the scale of the building will dwarf the V & A museum;
- overlooking; and
- trees/landscape affected.

5.3 Members will have had access to these letters and the issues raised are considered in the Observations section below.

6 CONSULTATIONS

6.1 **West End Community Council** – The Community Council object to the application due to the impact of a 6 storey building in front of the V & A building.

6.2 **Comment:** the design of the proposals is fully assessed under the terms of Policy 7 (High Quality Design) of the Dundee Local Development Plan below and in relation to the Central Waterfront Masterplan and its accompanying documents. The principle of building height and scale was established through the Site 6 Development Brief which sought the higher elements of the site in the south and west of the site. The proposals are generally in accordance with this document.

6.3 **Dundee City Centre and Harbour Community Council** – The Community Council have raised concerns in relation to the following issues:

- concerns regarding the car parking strategy and that further information should be provided in relation to the number of spaces required by the mixed use development proposed and the assumptions of where the spaces will be provided;

- concerns regarding the proposed retailing elements of the proposals and the potential impact this will have on the city centre; and
 - concerns regarding the proposed design of the buildings is not up to a suitable standard.
- 6.4 **Comment:** the car parking strategy is fully detailed in the submitted Transport Statement. An assessment of this submission is made under Policy 55 (Accessibility of New Developments) of the Dundee Local Development Plan below and the findings are considered to be acceptable.
- 6.5 The provision of a small amount of retailing within the development is discussed below in relation to Policy 20 (City Centre Retail Frontages) This Policy advises that The Waterfront Masterplan includes a limited element of small scale shopping floorspace at ground floor level and that it should be complementary in nature to the shopping provision in the city centre. The proposed levels are considered to be in accordance with this requirement.
- 6.6 The design of the proposals is fully assessed under the terms of Policy 7 (High Quality Design) of the Dundee Local Development Plan below and in relation to the Central Waterfront Masterplan and its accompanying documents where the proposals are concluded to be of high quality.
- 6.7 **SEPA** – SEPA have been consulted in relation to the Development and following the submission of a range of information from the applicants, they have confirmed that they have no objections to the proposals.
- 6.8 **Scottish Natural Heritage** – have been consulted in relation to the Development and they have confirmed that they have no objections to the proposals.
- 6.9 **Network Rail** – no adverse comments have been received.
- 6.10 **Scottish Water** – no adverse comments have been received.
- 6.11 **Head of Community Safety and Protection – Contamination:** they have advised that the information submitted is satisfactory and that appropriate conditions shall be required to be attached to any grant of permission.
- 6.12 **Noise:** they have discussed aspects of the NIA with the authors of the report and the content is generally acceptable. Conditions will be required to be agreed prior to the commencement of development and will include information regarding levels of mitigation to be provided to the residential properties within the residential properties on the north, east and southern aspects of the development in order for required internal noise levels to be met.
- 6.13 They also request a condition requiring that the installation of suitable and sufficient mitigation prior to the occupation of any of the residential dwelling.
- 6.14 Outwith of the NIA, they request restrictions on deliveries/servicing within the internal courtyard area for the hotel/commercial units/office development be included within the conditions in order to protect the residential aspects of the development. A condition requiring music noise from the hotel/commercial premises to be inaudible within the residential dwellings is also requested.
- 6.15 **Air Quality:** an Air Quality Assessment has been submitted by the applicants which has been reviewed. Conditions are recommended to seek further specific information in relation to the impact of emissions to air associated with the development and the mitigation measures in place to protect residents from air pollution.

7 DETERMINING ISSUES

- 7.1 **Section 25 of the Act provides that an application for planning permission (other than for a national development) 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.

TAYPLAN STRATEGIC DEVELOPMENT PLAN 2012-2032

- 7.2 **Policy 4: Strategic Development Areas** - allocates Dundee Centre and Port as a Strategic Development Area with the intention that this will make a major contribution to the provision of a range of uses including business, commercial, leisure, retail, residential and port related uses. The proposed development and mix of uses is therefore in accordance with Policy 4: Strategic Development Areas.
- 7.3 **Policy 5: Housing** - requires Dundee City Council to allocate a sufficient amount of effective housing land for an annual average build rate of 610 units. Dundee Centre and Port Strategic Development Area is allocated within the Dundee Local Development Plan 2014 for housing and will contribute to meeting the average build rates set out in Policy 5. The proposed development is in accordance with Policy 5.
- 7.4 **Policy 7: Town Centres** - the mix and quality of town centres and their land uses have a critical role in delivering the vision and objectives of the Plan. This Policy also advises that Local Development Plans should also support a mix of uses in city and town centres that will encourage their vitality and the diversity of economic and social activity in both the day and the evening. It is considered that the mix of uses put forward for consideration fulfil this role.

DUNDEE LOCAL DEVELOPMENT PLAN

HOTEL

- 7.5 **Policy 6: Visitor Accommodation** - the provision of a range of high quality visitor accommodation within the city centre is supported. Additional visitor accommodation that is complementary to the existing townscape, will be supported within the Central Broughty Ferry area to further enhance its attractiveness as a location for smaller scale tourism.
- 7.6 **The proposal for a hotel within the city centre is supported by Policy 6.**

RESIDENTIAL

- 7.7 **Policy 8: Housing Land Release** - seeks to ensure that there is a 5 year effective supply of housing land maintained over the Plan Period. The housing strategy as set out in Policy 8 has been to give priority to brownfield land release within the existing urban area and to focus the limited greenfield land release at the Western Gateway Strategic Development Area.
- 7.8 The principle of development on this site for housing is established through its status in the DLDP 2014 as part of H41. The H41 designation allows for housing to be constructed within the Waterfront Development Area with an indicative capacity of around 375 units across the entire area.

- 7.9 In this regard, the DLDP 2014 through Appendix 2 provides capacities for each of the housing sites to ensure that sufficient land is allocated. Whilst the capacities for each site are provided, it is still incumbent on any proposed development to demonstrate that the design and layout is in accordance with Policy 9 (Appendix 3). As part of this process it is accepted that the number of units that can actually be accommodated may increase or decrease from that identified for each of the allocated sites. Notwithstanding the above approach, it is noted that this particular application site relates to a relatively small portion of the wider allocated area.
- 7.10 **The proposals are in accordance with Policy 8.**
- 7.11 **Policy 9 and Appendix 3: Design of New Housing** - this Policy advises that “The design and layout of new housing developments in Dundee should be of a high quality and contribute to creating places that build on and enhance the distinct character and identity of the different parts of the city.”
- 7.12 “All new housing development will require to conform to the guidance on the Design of New Housing set out in Appendix 3.”
- 7.13 **House Type** - the Policy advises that all flats/houses have a minimum of 2 bedrooms or a minimum gross internal floor area of 60m².
- 7.14 The application proposes 88 residential units within the development. The proposals provide a range of flat sizes and types, ranging from one bedroom to three bed roomed. The floor areas of the flats varies according to the number of bedrooms and the position within the development.
- 7.15 The residential block to the north of site proposes 36 flats. This is comprised of; 6 duplex style apartments at ground and first floor level which are three bed roomed and measure 106m²; 12 one bed roomed flats with internal floor areas of approximately 49m², the remaining units contain 2 bedrooms and provide floor areas of around 68m², depending upon their position within the development and whether they are capable of providing balconies.
- 7.16 The residential block to the east of the site provides 52 flats. This is comprised of a large variety of flat sizes and types ranging from 49m² up to in excess of 174m² and from one bed roomed to three bed roomed. The presence, style and size of balconies varies considerably. This includes large recessed balconies accessed directly from the main living areas to smaller sized projecting balconies.
- 7.17 The wide variety of flat size and layout on offer across the proposals is welcomed and will offer choice within the overall development. **However, the proposals do not comply with the Plan as there are sixteen 1 bedroom flats with gross internal floor areas of 49m².**
- 7.18 **Car Parking** - the Policy seeks 100% car parking provision for new build properties but notes that flexibility on the level of provision may be applied where car free schemes or alternative arrangements such as car clubs are proposed or where provision is impractical. In terms of residential parking, the application does not propose any spaces and therefore fails to comply with this requirement of the Policy.
- 7.19 **Cycle Provision** - secure indoor bike storage to be provided in accordance with the number of flats being provided. It is proposed to provide 91 residential cycle spaces for the 85 residential units. This level is considered to be acceptable.
- 7.20 **Amenity/Garden Ground** – to be provided where site specific circumstances allow, including separate drying areas. Where garden cannot be provided, balconies that are usable and attractive in terms of size and outlook should be provided.

- 7.21 88 residential units are provided within the development. In this instance, it has not been possible to provide garden ground or amenity space. However, 35 of the units have balconies. The nature of the balconies varies in size, style and position within the flats which makes for an interesting variety. This includes recessed balconies and projecting balconies. This equates to 40% balcony provision, which is provided within residential Block 2 (east facing). A further 8 flats have Juliette balconies. In addition, in this urban location their use as an external drying space is welcome.
- 7.22 The provision of balconies is welcome and they will perform an amenity space function as well as offering impressive views of the wider Waterfront area. Taking into consideration the city centre location, directly adjacent to Slessor Gardens and the ample opportunities for leisure and recreation in close vicinity of the site, the level of balcony provision in the development for residential properties is considered to be acceptable and in accordance with the Policy.
- 7.23 **Privacy** - the Policy advises that an 18m privacy distance between the facing windows of habitable rooms should be afforded to flats. The proposals raise no issues in this regard.
- 7.24 **It is concluded that the proposals are generally of a high standard but are unable to fully comply with the requirements of Policy 9 in terms of the 16 one bed roomed flats less than 60m² and no car parking has been provided for any of the residential units.**

GROUND FLOOR MIXED USES

- 7.25 The Central Waterfront Development aims to create a distinct and vibrant place, while acting as a complementary extension to the heart of the existing city centre. Importantly, new commercial uses within the Central Waterfront should enhance and diversify the overall commercial offer, while avoiding displacement of existing uses within the city centre. New uses should also respond to the changing nature of the city, namely the rise in tourism through the pending V&A Museum of Design.
- 7.26 **Policy 20: City Centre Retail Frontages** – this Policy advises that The Waterfront Masterplan includes a limited element of small scale shopping floorspace at ground floor level and that it should be complementary in nature to the shopping provision in the city centre. As part of the above approach, the proposals seek to encourage footfall generating uses at ground floor to ensure active frontages which will enliven the street scene. Therefore, there shall be some flexibility as to the exact nature of the occupying uses and they may not necessarily be Class 1 retailing. It is considered that uses falling under a range of Use Classes would be appropriate to be located in the ground floor retail/commercial units.
- 7.27 It is expected that Use Classes 1 (Shops), 2 (Financial, Professional and Other Services) 3 (Food and drink) and 11 (Assembly and Leisure) will be the most likely in these locations, depending upon the potential occupiers that come forward. An appropriate condition can be applied to any grant of planning permission to control the nature of the resulting uses in these units.
- 7.28 It is therefore the case that the ground floor retail/commercial units will be for a limited retail offer and in accordance with this Policy. In addition, they have been proposed in strategic locations on important routes to/from railway and bus stations which shall ensure they contribute towards attracting footfall and vitality to these areas.
- 7.29 **The proposed retail uses are in accordance with this Policy.**
- 7.30 **Policy 47: Environmental Protection** – this Policy advises that “All new development or an extension to an existing development that would generate noise, vibration or light pollution will be required to demonstrate that it can be accommodated without an unsatisfactory level of

disturbance on the surrounding area. New development or an extension to an existing development in close proximity to existing sources of noise, vibration or light pollution will need to demonstrate that it can achieve a satisfactory level of amenity without impacting on viability of existing businesses or uses.”

- 7.31 As discussed above in relation to Policy 20, the proposals seek to encourage footfall generating uses at ground floor to ensure active frontages which will enliven the street scene and there shall be some flexibility as to the exact nature of the occupying uses. It is considered that uses falling under a range of Use Classes would be appropriate to be located in the ground floor retail/commercial units.
- 7.32 It is expected that Use Classes 1 (Shops), 2 (Financial, Professional and Other Services) 3 (Food and drink) and 11 (Assembly and Leisure) will be the most likely in these locations, depending upon the potential occupiers that come forward. An appropriate condition can be applied to any grant of planning permission to control the nature of the resulting uses in these units.
- 7.33 The ground floor retail/commercial units have been provided with retail service risers in order to prepare for Class 3 uses that may generate cooking smells and odours and provide for any other service requirements that may arise. The likely range of permissible uses will be unlikely to cause issues of significant noise, vibration or light pollution due to their locations within the development.
- 7.34 It is noted that the site is adjacent to Slessor Gardens which will be used for public events at times. This has the potential to impact upon the amenity of the nearby residential occupiers. However, it is accepted that this is the nature of a mixed use development within the city centre. An informative will be attached to the Decision Notice to advise prospective occupiers.
- 7.35 **The proposals are in accordance with Policy 47.**

DESIGN

- 7.36 **Policy 7: High Quality Design** - this policy states that “all development must 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 and should create and improve links within the site and into the surrounding area beyond the site. Proposals should also incorporate new landscape and planting works appropriate to the local context and the scale and nature of the development.”
- 7.37 The proposed development will be assessed with reference to the following design criteria:
- 1 “Consider and respect site topography and any surrounding important landmarks, views or skylines.”**
- 7.38 Two new landmark buildings, the V&A Museum of Design and Dundee Train Station, sit adjacent to Site 6 on the south and west elevations. It is important that the development of site 6 provides a refined background architecture to support these buildings.
- 7.39 With regard to views and skyline, overall heights were established throughout the Central Waterfront to create an appropriate development scale and height that respects the surrounding context. The Site 6 Development Brief outlined the storey heights as follows:
- North – 4 storeys;

- South – 6 to 7 storeys;
- East – 5 to 6 storeys; and
- West – 6 to 7 storeys.

7.40 These storey heights are a general guide and were decided upon in respect of the existing buildings around Whitehall Crescent. The proposed development has adhered to these heights with the exception of the east elevation, which rises to 8 storeys. However, as the floor to ceiling heights vary significantly, the proposed 8 storeys still respects the buildings of Whitehall Crescent. Therefore, the various building heights are deemed to be appropriate to the site context.



Figure 4 - Office Block 3D Image – View From Northwest

- 2 “Contribute to a sense of identity by developing a coherent structure of streets, spaces, and buildings that are safely accessible, respecting existing building lines where appropriate.”**

7.41 Street layouts, widths and building heights and lines were established within the Central Waterfront masterplan and planning guidance. The proposed site layout respects the general principals of this guidance. Safe access to the site is established through the approved masterplan of the entire Central Waterfront area.

- 3 “The design should complement its surroundings in terms of appearance, height, scale, massing, materials, finishes and colours.”**

7.42 Height - with reference to the skyline comments above for criterion 1, the proposed heights are deemed to be appropriate.

7.43 Scale and massing - with reference to the “Planning and Urban Design Framework” and the “Site 6 Development Brief” the proposed development does not fully adhere to the proposed scale and massing guidance, specifically regarding the division of the site plots. Smaller plots were promoted to break down the scale and mass of the sites; increase variety; create a more human scale; and to strengthen the vision for a vibrant unique sense of place. The north (facing Site 5) and south (facing V&A) elevations do adhere to the plot division, but the west

(facing Train Street) and east (facing Slessor Gardens) elevations do not make a clear distinction between the plots. However, it is noted that the guidance does state that in particular townscape situations variations to the parameters may be acceptable.

- 7.44 The east block varies the building height and by including recessed/projecting balconies and a variety of window arrangements helps to break up the façade. Conversely, the west elevation presents a more refined and uniform façade, which is fully symmetrical and constant in height. Design variety between both ends of the site block is welcomed to help balance the overall variety of the Central Waterfront and this will help to break down the scale and mass of the sites which was an aim of the above supporting documents.
- 7.45 Appearance - of the four blocks which make up Site 6 there are roughly two styles presented through the principal elevations. The office and the hotel block are refined, rigorous and set into a grid arrangement, while the two residential blocks are more articulated and varied, particularly in the building height, fenestration and façade depth. This variety is welcomed in line with the design and planning guidance.
- 7.46 The initial submission gave rise to some concerns associated with the areas of blank wall to the north elevation of the west office block. Understandably the plant based function located within this section of frontage does not lend itself to active frontages. The architect has indicated a willingness to provide amended plans to alleviate these concerns which continue the architectural language/materials of the upper floors down to ground level. This matter will be the subject of a planning condition and with this in mind, the elevation shall be improved.



Figure 5 – Office Block 3D Image – View From Southwest

- 7.47 Materials, Finishes and Colours - the proposed material palette fulfils the aspirations of the planning guidance, including a mix of masonry, glass, stainless steel and grey finished zinc and aluminium.
- 7.48 There shall be a varied colour palette of materials including dark and light colours with varied textured finishes. This will help to break up the overall mass of the development and provide visual interest.

- 4 “All buildings, streets, and spaces (including green spaces) should create safe, accessible, inclusive places for people, which are easily navigable, particularly on foot, bicycle and public transport and designed with future adaptability in mind.”**

7.49 As per the Planning Guidance, safe pedestrian access to the offices, retail/commercial units, residences and the hotel is provided from the surrounding streets. The final details for the position of any access gates can be the subject of a planning condition but where possible, it would be advantageous that these not be recessed, in order to avoid the creation of blind spots which may be difficult to police and risk becoming unattractive spaces. Therefore, it is recommended that the gates are positioned in line with the building frontage. This also presents an opportunity to design appropriate gates which complement the ground level frontage. The required public art contribution could be integrated with the gate design and the applicant has indicated a willingness for gates to be designed that make this a public art contribution. This will also be the subject of a condition in the event the application is approved.



Figure 6 – Residential Block 3D Image

- 5 “Existing buildings, structures and natural features that contribute to the local townscape should be retained and sensitively integrated into proposals.”**

7.50 Above ground Site 6 is a blank canvas with no existing features to be considered.

7.51 This Policy also advises that “All developments in Dundee with construction costs of £1 million or over will be required to allocate at least 1% of construction costs for the inclusion of art projects in a publicly accessible/visible place or places within the development.”

7.52 As noted above, the applicant has indicated a willingness to provide a public art project within the overall development and this can be the subject of a planning condition in the event the application is approved.

7.53 **Taking the above factors into consideration, it is concluded that the proposals are in accordance with the aspirations of Policy 7 and will provide buildings of high quality that will be a complementary extension to the heart of the city centre.**

GENERAL ISSUES

- 7.54 **Policy 45: Land Contamination** – the policy requires that:
- 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.”
- 7.55 Reports have been submitted and it is concluded that the development can address the issue of land contamination and these matters can be the subject of appropriate conditions.
- 7.56 **Subject to those conditions, it is concluded that the proposal satisfies the requirements of Policy 45.**
- 7.57 **Policy 40 Waste Management** - the proposals have been assessed in relation to the provision for waste disposal. There are no concerns with the proposals and there is sufficient space within the site to accommodate the necessary provisions.
- 7.58 **It is therefore considered that provision of the above will fulfil the required bin stores to meet the Council’s waste strategy. The proposal satisfies Policy 40.**
- 7.59 **Policy 42: Sustainable Urban Drainage Systems** – the applicant has provided details in relation to the proposed drainage strategy on site. The range of submitted information has been reviewed and it is considered that the proposals are acceptable in principle provided that full details are submitted and agreed with the Council prior to the commencement of any work on site. Full details regarding a range of drainage and flooding information will be required to be agreed prior to the commencement of development on site.
- 7.60 **The proposal satisfies the requirements of Policy 42.**
- 7.61 **Policy 29: Low and Zero Carbon Technology in New Development** - the policy requires that, for specified developments, carbon emissions will be reduced by defined percentages through the installation and operation of zero-carbon generating technologies.
- 7.62 The applicant has provided sustainability statements in relation to each of the main uses being proposed. This includes the use of an air source heat pump system and solar pv panels. The information is considered to be acceptable and fulfils the Policy requirements.
- 7.63 **The proposals are in accordance with Policy 29.**
- 7.64 **Policy 44: Air Quality** - as discussed above in relation to the consultee comments, an Air Quality Assessment has been submitted by the applicants which has been reviewed. Conditions are recommended to seek further specific information in relation to the impact of emissions to air associated with the development and the mitigation measures in place to protect residents from air pollution. With these measures, the proposals are considered to be in accordance with the aim of the Policy to ensure that suitable mitigation measures to reduce impacts are provided.

Transport

- 7.65 **Policy 54: Active Travel** - seeks to minimise the need to travel by private car and ensure that developments make suitable provision for walking and cycling.

7.66 **Policy 55: Accessibility of New Developments** - expects that all development that generates travel should be designed to be well served by all modes of transport. In particular, walking, cycling and public transport should be afforded priority.

7.67 To this end, the submitted Transport Statement advises that the site benefits from excellent transport links. The general findings of the Transport Statement can be summarised as follows:

Pedestrian

7.68 The site is highly accessible to pedestrians, several residential and commercial developments, hotels and recreation areas are easily accessible from/to the development site through a network of extra width footways and crossings.

7.69 Streets in the vicinity of the development are suitable for use by pedestrians: being lit and having at least one footway contiguous to the carriageway. The road surrounding network is subject to a 30 mph speed limit.

7.70 Bus stops and Dundee railway station are located in the vicinity of the site are within walking distance (10-minute walk), whereas more extensive bus services are available within a 15-minute walk.

Cycle

7.71 The development site is approximately 200m and 300m north of National Cycle Routes 77 (NCR77) and 1 (NCR1) respectively.

7.72 On the local road network, there is a dedicated off-street cycle route which runs parallel to Greenmarket. The existing staggered barrier controls the speed of cyclists, enhances the safety of pedestrians and prevents motorised vehicles from using the cycle path.

Public Transport - Bus

7.73 The site of the proposed development is highly accessible by public transport as it is located within Dundee city centre. There are currently 45 bus routes, operated by Xplore Dundee, Stagecoach, Teejay Travel, Fishers Tours and Moffat Williamson which serve the area within a maximum six-minute walk from/to the site. Xplore Dundee operates most of the intra-city services, with other more rural services operated by Stagecoach Strathtay. The applicant has provided a summary of the services operating within proximity of the site to demonstrate this.

Public Transport – Train

7.74 The site of the proposed development is easy reachable by train. Dundee railway station is located immediately to the south-west of the site and offers direct services to most of the major cities in the UK. It is equipped with bicycle lockers, short stay car park and taxi drop-off spaces.

Strategic Road Network

7.75 The central area of Dundee city centre is surrounded by the A991 ring road. Both South Union Street and Thomson Avenue (Northern Boulevard) which border the proposed site, form part of the A991. Going to the west, the A991 meets the A85 at the level of the Dundee Railway Station which links the east and west coasts of Scotland.

- 7.76 In terms of the site proposals, the Transport Statement details a number of measures in place to ensure good accessibility to the site. This includes;
- level access for disabled to retail units;
 - car and cycle parking within the courtyard;
 - rear servicing; and
 - bus drop off layby for use by the hotel.
- 7.77 With specific regard to car parking the Transport Statement notes that the reduction of the need for private car travel is a main goal. The central location of the development combined with the high availability of public transport links make this goal achievable.
- 7.78 It is considered by the applicant that 35 car park spaces (including 3 spaces for the disabled) and 175 cycle spaces will be sufficient to be provided within the rear courtyard. The use of the car parking spaces will be controlled by the owner. The applicant further advises that the level of parking provision is consistent with the overall relationship between road capacity, parking needs and existing public parking provision.
- 7.79 Electric car charging points shall be made available within the courtyard area of the site which shall be to the enhancement of the overall quality of the scheme. This matter shall be the subject of a planning condition to ensure they are provided as part of the development.
- 7.80 The findings of the Transport Statement are accepted. Appropriate conditions in relation to the provision of a Travel Plan, street lighting alterations and provision of CCTV will be required to be attached to any approval to ensure that the site is accessed safely and to promote sustainable transport.
- 7.81 The proposals also comply with the roads design standards as set out in the Streets Ahead document.
- 7.82 **The proposal satisfies the requirements of Policies 54 and Policy 55.**
- 7.83 **In conclusion, the application fails to fully comply with the requirements of Policy 9 (Design of New Housing) as a result of the provision of 16 one bed roomed flats and the proposals fail to provide 100% residential car parking.**

OTHER MATERIAL CONSIDERATIONS

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

A - DUNDEE WATERFRONT MASTERPLAN

- 7.85 The Central Waterfront is the focal point of the Dundee Waterfront project. The ambitious £0.5 billion development involves the demolition of bridge ramps, roads and buildings, which previously separated the city centre from the waterfront. In their place, a new grid iron street pattern, green civic space and attractive boulevards are reconnecting the city with the waterfront. New hotels, office and residential accommodation, cafes, restaurants and retail/commercial outlets are proposed as part of the masterplan to support the expanding city. In addition improvements and enhancements are proposed to Dundee railway station to accommodate the increasing travel to the city by commuters and visitors.

- 7.86 The delivery of the Dundee Central Waterfront Development is supported by a set of related documentation, setting out the vision, objectives, planning requirements and technical infrastructure information. Aside from the technical specifications and infrastructure information, the following documents are of particular relevance to the current proposals;
- 7.87 The Central Waterfront's Planning and Urban Framework and "Site 6 Development Brief".
- 7.88 These documents set out in greater detail the principles of design and planning requirements for the Central Waterfront and provides a basis from which development proposals can be assessed.
- 7.89 The following relates to aspects of the design and planning guidance which are not covered by Policy 7:
- 7.90 Courtyard Access and Servicing - as per the planning guidance, all goods and waste management services to the site are to be managed via the inner courtyard. Ground floor retail/commercial units have multiple entrance points, which would allow subdivision of the space.
- 7.91 Where practicable, site frontages should be continuous in appearance with any division between buildings being minimised. Where divisions occur they should be for service access only and fitted with secure gates that will be of a design that contributes towards the public art provision. This matter has already been discussed where it was noted that the applicant is willing to provide such gates.
- 7.92 Sustainability - designers are encouraged to strive towards the more ambitious BREEAM "Outstanding" rating. The design statement highlights that the Hotel and Office developments are to achieve a BREEAM "Excellent" rating. It also highlights that any additional energy efficiency measures (eg photovoltaics) required to secure the "Excellent" rating will be identified following a BREEAM Predictive assessment of the building.
- 7.93 **In conclusion, the proposals are considered to offer a high standard of development and will contribute to the delivery of the Dundee Waterfront Masterplan to the enhancement of the city.**

B - SUPPORTING STATEMENTS

- 7.94 The applicant has submitted a Design and Access Statement, as required by statutory legislation. Whilst some minor details within those reports have been superseded by more recent changes to the layout, the general principles behind these documents are acceptable as material considerations in support of the application.

C - AREAS WHERE THE DEVELOPMENT DOES NOT COMPLY WITH THE DEVELOPMENT PLAN

- 7.95 In this instance no residential car parking is proposed. However, with reference to the above Site 6 Development Brief, the Central Waterfront location benefits from excellent public transportation accessibility; good local cycling infrastructure; and multi-storey car parks within walking distance. In addition, it is considered that 100% provision would be impractical on this site. The residents will have access to the city centre parking permit scheme which will provide access to secured parking. Thus, concessions over residents parking are acceptable in this instance.
- 7.96 The proposals show the creation of 16 one-bedroomed flats across the development. The applicant advises that they intend to create a number of one bedroomed flats of approximately

49m² to broaden the offer within the development. They further advise that similar properties have proven very popular in other cities and help broaden the availability in terms of rentals and purchase prices. The combination of one, two and three bedroomed flats both in Mid Market Rent and For Sale will bring choice to the market and encourage a mixed community in this location. Lastly, they highlight that the flat layouts are spacious and in many cases open plan with finishes to a high specification. Taking into consideration the above points and the need to ensure a range of sizes and tenures within the city centre, it is considered that in this instance a relaxation in terms of the number of one bedroomed flats is appropriate.

D - VIEWS OF OBJECTORS

Design Issues

- the proposal is contrary to the Design Brief;
- the Earl Grey Place rear section has little street level interaction and will become an unappealing and lifeless back street;
- the design does not react to Dundee's status as a "Unesco City of Design";
- poor quality of building design in prominent location;
- all parts of the development lack character, high quality design and relevance;
- particular concerns with the residential block to the north;
- the height will diminish the importance of the V&A building;
- concerns with the suitability of materials, particularly the dark colour of the hotel;
- reservations related to the roofscape of this development. It consists of what can only be described as a series of crude black enclosures. This is contrary to the design principles set out in the City Council's Urban Design Framework which states that a visually interesting skyline is necessary; and
- south elevations of the residential building are over complicated.

7.97 **Response:** this matter is discussed fully in relation to Policy 7 (High Quality Design) of the Dundee Local Development Plan below and in relation to the Central Waterfront Masterplan and its accompanying documents above. The principle of building height and scale was established through the Site Planning Brief which sought the higher elements of the site in the south and west of the site.

7.98 The architects have proposed buildings which adopt a restrained, timeless yet contemporary architectural approach and thereby provide a new sense of scale in this specific urban context. The selection of materials provides a sufficient variety within the site and are of particularly high quality to ensure that the resulting buildings are to the enhancement of the surrounding Waterfront area.

7.99 In addition, the applicants have reconsidered the appearance of the plant enclosures. Amended plans have been provided which show a reduced visual impact.

7.100 **The concerns of the objectors in this regard are not supported.**

Adverse Impact upon Listed building and the Conservation Area

- 7.101 **Response:** the principle of development in this location is established through the Dundee Waterfront Masterplan and accompanying documents, including a Site Planning Brief for the site. The closest Listed Building (Malmaison) and the Central Conservation Area is approximately 100m away. It is considered that this is sufficient distance to ensure that there is a minimal impact arising from the development proposed at Site 6 of the Waterfront. Expanding the urban grain of the existing city centre assists in establishing a complementary relationship with the historic context and there are therefore no concerns that the development of the site will impact negatively upon nearby Listed Buildings and the Central Conservation Area.

Ground Floor Units Not Being Used to Their Potential and Outdoor Seating Could Create a More Continental Vibrant Feel That Is Lacking In Dundee

- 7.102 **Response:** this will be dependent upon the nature of uses that come forward for the ground floor retail/commercial units. Class 3 (Food and Drink) uses would be encouraged at ground floor level since they will assist with the vitality and vibrancy of the street. As part of these uses, outdoor seating is likely to come forward.

Lack of Plans For Sustainability Such as Solar Power Photovoltaic Panels

- 7.103 **Response:** the proposals include provision for an air source heat pump within the development as well as the provision of solar power pv panels on the roofs. The proposals will meet with the requirements set out in Policy 29 in relation to the relevant standards.

The Scale Of The Building Will Dwarf The V & A Museum

- 7.104 **Response:** the design of the proposals is fully assessed under the terms of Policy 7 (High Quality Design) of the Dundee Local Development Plan below and in relation to the Central Waterfront Masterplan and its accompanying documents. The principle of building height and scale was established through the Site Planning Brief which sought the higher elements of the site in the south and west of the site. The proposals are generally in accordance with this document and the overall height proposed is considered to be appropriate given its gateway location into the city.

Overlooking

- 7.105 **Response:** as discussed in relation to Policy 9, the proposed residential units will be afforded a suitable level of privacy in accordance with the requirements of the Development Plan. In addition, the site is the first of the Central Waterfront sites to come forward for development and therefore there are no nearby residential properties that might be affected by issues of loss of privacy.

Trees/Landscape Affected

- 7.106 **Response:** the site is a cleared site, ready for development with no features or vegetation on site that would be affected. Therefore there are no concerns in this regard.

E - SCOTTISH PLANNING POLICY

- 7.107 The SPP is a statement of Scottish Government policy on land use planning and contains, amongst other things, concise subject planning policies, including the implications for development planning and development management.

- 7.108 The SPP states that by locating the right development in the right place, planning can provide opportunities for people to make sustainable choices and improve their quality of life. Well-planned places promote well-being, a sense of identity and pride, and greater opportunities for social interaction.
- 7.109 Delivering high-quality buildings, infrastructure and spaces in the right locations helps provide choice over where to live and style of home, choice as to how to access amenities and services and choice to live more active, engaged, independent and healthy lifestyles.
- 7.110 It is considered that the proposed development would achieve several aims of the SPP by providing a use which would support the wider economy of the city, play an important role in attracting visitors and investment to Dundee's new waterfront; opening up public access and stimulating the regeneration of the area.
- 7.111 **It is concluded from the foregoing that the material considerations weigh in favour of the proposed development and are of sufficient weight to justify the granting of planning permission contrary to the provisions of the Development Plan. It is therefore recommended that planning permission be granted.**

8 CONCLUSION

- 8.1 The Waterfront development and the V&A at Dundee provide an important centre of design for Scotland in a building of international design significance. The economic impact of the development will be considerable and have a transformational effect on the perception of Dundee both nationally and internationally.
- 8.2 The proposals will play an important supporting role to this, stimulating the regeneration of the area and providing facilities which will support the economy of the city. Therefore, it is recommended that planning permission is granted subject to conditions.

9 RECOMMENDATION

- 9.1 It is recommended that consent be GRANTED subject to conditions:
- 1 Details of the proposed vehicle accesses, including any gates/barriers and on-street parking including proposed road markings must be agreed prior to any works on site and the works must be formed and constructed to Dundee City Council standards and specifications.
 - 2 A Travel Plan must be in place and agreed with the Local Authority within one year of any part of the development opening.
 - 3 Details of alterations to street lighting shall be agreed with Dundee City Council Street Lighting Partnership and system must be provided by the applicant to Dundee City Council standards and specifications.
 - 4 Details of CCTV type and location shall be agreed and supplied on site by the applicant prior to any part of the development opening.
 - 5 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 risks at 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.
- 6 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.
 - 7 Prior to the first occupation of each of the ground floor commercial/retail units within the development, full details of the occupying use shall be submitted to the Council for approval in writing and thereafter occupied in accordance with the agreed use.
 - 8 Prior to the commencement of development on site, full details for the treatment/finish of the north elevation of the office block located on the west of the site shall be submitted to the Council and approved in writing. The works shall thereafter be carried out in accordance with the agreed details.
 - 9 Prior to the commencement of development on site, full details of the finishing materials shall be submitted to the Council and approved in writing. The development will thereafter be implemented in full accordance with the agreed details.
 - 10 Prior to the commencement of development on site, full details for the provision of electric car charging points within the site shall be submitted to and approved in writing. The works shall thereafter be completed in accordance with the agreed details.
 - 11 Prior to the commencement of development, a plan shall be provided to the Council for approval in writing showing a comprehensive scheme of landscaping, including, where appropriate, Secured By Design measures. The works shall thereafter be carried out in accordance with the agreed details.
 - 12 Prior to the commencement of any development full details of public art provision for the development shall be submitted to and approved in writing by the planning authority. For the avoidance of doubt, the public art provision shall be completed only in full accordance with such approved details prior to the first use of the unit or within such a further period of time that has been agreed in writing with the planning authority.
 - 13 All deliveries to and servicing of, including loading, unloading or lay-up, the hotel, commercial units and office developments carried out within the internal court yard area, shall only be permitted between 07:00 to 21:00 hours Monday to Saturday, and 9.00 to 18.00 hours on a Sunday.
 - 14 All amplified music/vocals from the hotel and commercial units shall be controlled as to be inaudible within residential properties within the development.
 - 15 Prior to the first occupation of any of the flats hereby approved, all levels of the facades of the proposed residential development, identified as "Block 2", facing on to South

Crichton Street and Riverside Esplanade (Southern Boulevard) shall be fitted with windows and ventilators which achieve a minimum sound insulation performance standard of:

- Rw(Ctr) 45 (-5)dB for windows (when closed), and
- Dnew(Ctr) 47 (-3)dB for ventilators (when set in open position).

unless otherwise agreed in writing with the Council.

- 16 Prior to the first occupation of any of the flats hereby approved, all levels of the facades of the proposed residential development, identified as 'Block 1' and 'Block 2', facing on to Earl Grey Place West shall be fitted with windows and ventilators which achieve a minimum sound insulation performance standard of:

- Rw(Ctr) 35 (-5)dB for windows (when closed); and
- Dnew(Ctr) 42 (-11)dB for ventilators (when set in open position)

unless otherwise agreed in writing with the Council.

- 17 Prior to the first occupation of any of the flats hereby approved, all levels of the facades of the proposed residential development, identified as 'Block 1' and 'Block 2', facing on to the internal court yard area of the proposed development shall be fitted with windows and ventilators which achieve a minimum sound insulation performance standard of:

- Rw(Ctr) 33 (-4)dB for windows (when closed), and
- Dnew(Ctr) 42 (-11)dB for ventilators (when set in open position)

unless otherwise agreed in writing with the Council.

- 18 Total noise from all mechanical and electrical services plant serving the residential, hotel, office and commercial aspects of the development, shall not exceed Noise Rating (NR) 35 during daytime hours, and NR25 during night time hours, when measured internally (with windows closed for the purpose of the assessment) at any residential property. For the avoidance of doubt, daytime hours shall be from 0700 to 2300 hours, and night time hours shall be from 2300 – 0700 hours.

- 19 Before any work on the site is begun, an assessment of the impact of emissions to air from or associated with the development, including associated road transport, combustion sources, construction and demolition, carried out by a method agreed by the planning authority shall be submitted to and approved in writing by the planning authority. The assessment report shall make reference to the standards and objectives of the National Air Quality Strategy and specify mitigation measures. The approved mitigation measures shall be completed before the use of the development commences.

- 20 Before any work on the site is begun, an assessment of the impact of local air quality on sensitive receptors within the proposed development carried out by a method agreed by the planning authority shall be submitted to and approved in writing by the planning authority. The assessment shall make reference to the standards and objectives of the National Air Quality Strategy and specify mitigation measures. The approved mitigation measures shall be completed before any of the dwellings are occupied.

- 21 Prior to the commencement of any works on site, evidence of Scottish Water approval for the proposed drainage system for the development hereby approved shall be submitted to the Council for written approval.
- 22 Prior to the commencement of any works on site, a detailed surface water drainage/SUDS design including drawings, calculations, and where appropriate full modelling, simulation results, design risk assessment, signed Dundee City Council Design Compliance and Independent Check Certification, and where appropriate SEPA comments shall be submitted to the Council for written approval. Thereafter, all works approved by virtue of this condition shall be carried out prior to the first occupation of the development hereby approved.
- 23 Prior to the commencement of any works on site, maintenance responsibilities along with a maintenance schedule for the surface water drainage system/ SUDS features shall be submitted to the Council for written approval. Thereafter, all works approved by virtue of this condition shall be carried out in perpetuity

REASONS

- 1 In the interests of vehicle and pedestrian safety.
- 2 In the interests of promoting sustainable transport.
- 3 In the interests of vehicle and pedestrian safety.
- 4 In the interests of vehicle and pedestrian safety.
- 5 In order to ensure the site is fit for the purpose proposed.
- 6 In order to ensure the site is fit for the purpose proposed.
- 7 In order to accord with the retail strategy of the Development Plan for the city centre and to provide flexibility and control of the range of occupying uses at ground floor level.
- 8 In order to ensure a high quality of finish to the development.
- 9 To ensure the development is finished to a high standard.
- 10 In order to provide for sustainable transport.
- 11 In order to ensure that the landscaping proposals necessary to enhance the amenity of the development are of a high standard.
- 12 In order to provide for public art in interests of visual amenity and the appearance of the site.
- 13 In order to protect the amenity of the residential properties within the development.
- 14 In order to protect the amenity of the residential properties within the development.
- 15 In order to protect the amenity of the residential properties within the development from road traffic noise.
- 16 In order to protect the amenity of the residential properties within the development from road traffic noise.

- 17 In order to protect the amenity of the residential properties within the development.
- 18 In order to protect the amenity of the residential properties within the development.
- 19 To ensure that local air quality is maintained.
- 20 To protect residents and other sensitive receptors in the development from air pollution.
- 21 In the interest of flood protection.
- 22 In the interests of flood protection.
- 23 In the interests of flood prevention and visual amenity.