

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE –  
31 MARCH 2003**

**REPORT ON: DRAFT DEVELOPMENT BRIEF - RAILWAY STATION**

**REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION**

**REPORT NO: 115-2003**

## **1 PURPOSE OF REPORT**

- 1.1 Dundee Railway Station is generally perceived as being of poor quality, poorly maintained, possessing poor facilities and conveys a poor image of rail travel to a public that expects much more.
- 1.2 With the emergence of the Central Waterfront Masterplan and the fact that the area is in public, Dundee Partnership and Network Rail ownership, the opportunity exists to create a new Station which will provide the city with a prestigious new arrival point and high quality civic landmark which will help to greatly improve the city's image.
- 1.3 As a first stage, a Development Brief is required to provide an incentive to Network Rail, ScotRail and other like minded partners, including the Dundee Partnership and the development sector, to redevelop the Station in order to achieve this important proposal for the city.

## **2 RECOMMENDATIONS**

- 2.1 Approve the content of the Draft Development Brief.
- 2.2 Remit the Director of Planning and Transportation to engage in extensive consultations with Network Rail, Scotrail, Scottish Enterprise Tayside, the local Community Council and other interested parties.
- 2.3 Remit the Director of Planning and Transportation to report back to Committee in three months, with the findings of the consultations.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 There are no direct financial implications arising from the approval of this Development Brief.

## **4 LOCAL AGENDA 21 IMPLICATIONS**

- 4.1 The redevelopment of this site will help to contribute to the vitality and viability of the city centre. With the successful improvement of this site, the distinctive character of the City Centre will be enhanced and assist in addressing a key theme of Dundee 21 "Places, spaces and objects combine meaning and beauty with utility".
- 4.2 The upgrading of the major arrival points in the city centre will have considerable benefits for the visual elements of the environment and accessibility.
- 4.3 The development of this site will discourage commuting by private vehicles.

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

- 5.1 Provision for pedestrians is an important objective and access for the disabled is an issue which will be addressed in the development of this site.

## **6 BACKGROUND**

- 6.1 The vision for the Central Waterfront Masterplan is deliberately ambitious to fit with the aim of Dundee transforming its image and believing in itself. The Masterplan seeks to reintegrate the city centre with its riverfront by eliminating the negative impact and severance associated with the existing roads and ramps in this area and extending the city centre down to the riverfront with a new street pattern and mixed use developments. One of the principal elements of the proposals and a key element of infrastructure is the provision of a new railway station and arrival square.
- 6.2 The Finalised Dundee Local Plan Review Policy 16 states "The City Council will support, in principle, development proposals which comply with the Central Waterfront Masterplan. Proposals conflicting with the Masterplan will not be in conformity with the Local Plan.
- 6.3 This Development Brief guidance has been prepared to:
- provide a starting point for dialogue and negotiation with Network Rail and prospective developers.
  - evolve a shared vision and consensus for action.
  - promote high standards of design.
  - support the process of any land assembly.
  - provide a framework for development control.
  - provide a basis for bidding for public and private sector funding.
- 6.4 For a project of this importance, consultation is expected to be lengthy and considerable.

## **7 CONSULTATIONS**

- 7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning and Director of Economic Development have been consulted and are in agreement with the contents of this report.

## **8 BACKGROUND PAPERS**

- 8.1 8/2001 Dundee Central Waterfront Study Public Consultation and Final Draft Proposal.

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IJ/PJ/EJ

10 March 2003

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# DUNDEE STATION AREA DEVELOPMENT BRIEF

## 1 VISION

- 1.1 Dundee Railway Station is generally perceived as being a public embarrassment and conveys a poor image of rail travel to a public that today expects much higher standards and quality. With the emergence of the Central Waterfront Masterplan and the fact that the area is mostly in the ownership of the Dundee Partnership and Network Rail, the opportunity exists to create a new Station which will provide Dundee with prestigious arrival point and a high quality civic landmark which will place the city's image at a much higher standpoint.

## 2 PURPOSE OF BRIEF

- 2.1 The objective of this brief is not to be critical of Network Rail's past attempts at trying to improve the Station as this would be unproductive and could affect future relationships with operators, providers and funders. The intention is therefore to provide an economic incentive to interest Network Rail and other like minded partners, including the Dundee Partnership, to redevelop the Station area in order to achieve this Vision for the future of the area.

- 2.2 This Guidance has been prepared to:

- provide a starting point for dialogue and negotiation with Network Rail and prospective developers.
- evolve a shared vision and consensus for action.
- promote high standards of design
- identify a development opportunity.
- promote and market the area.
- support the process of any land assembly.
- provide a framework for development control.
- provide a basis for bidding for public and private sector funding.

## 3 BACKGROUND

- 3.1 Despite the visionary decision to place the track below ground level as it passes through the city centre following the building of the Tay Rail Bridge, Tay Bridge Station never aspired to be of a scale worthy of the city's status, particularly when considering the city's international standing at the Station's time of construction. The various interventions in the fifties and eighties have resulted in a range of uncoordinated design elements from the various eras, and many now obsolete remnants of long expired functions. As a result Dundee Station is without doubt the most unattractive, uncomfortable and unwelcoming railway station of the six Scottish cities.

- 3.2 Access to the Station, particularly from the city centre is poor. Until the 1970's the Station was integrated with the city centre through a network of streets, and building blocks. However the construction of the inner ring road caused the Station's severance from the city centre by the road network. As a result, and unlike other Scottish cities, the Station is not integrated with the city centre and also has few public transport links.

## **4 SITE FOR DEVELOPMENT**

4.1 As the existing track cannot be realistically altered or realigned, it is expected that the Station's redevelopment can only happen more or less where it is at present. However, there is no fixed site boundary for the redevelopment of the station as the exact extent of redevelopment could involve a larger site because;

- the aspirations for the Station are far greater than exists at present.
- the redevelopment of the Station may involve a larger mixed development
- the surrounding area is largely in public ownership
- there are further development opportunities within the Central Waterfront Masterplan.

## **5 CONTEXT**

5.1 There are two important locational criteria to consider regarding the future redevelopment of the Station. Firstly, the original sandstone listed building and more importantly the platform level are fixed components because of the presence and location of the tunnel. Secondly, any redevelopment of the Station will have to comply with the Central Waterfront Masterplan.

5.2 The Central Waterfront Masterplan seeks to reintegrate the city centre with its riverfront by eliminating the negative impact and severance associated with the existing roads and ramps in this area and extending the city centre down to the riverfront with a new street pattern and mixed use developments. One of the principal elements of the proposals and a key element of infrastructure is the provision of a new railway station and arrival square.

5.3 The Finalised Dundee Local Plan Review Policy 16 thus states "The City Council will support, in principle, development proposals which comply with the Central Waterfront Masterplan. Proposals conflicting with the Masterplan will not be in conformity with the Local Plan".

5.4 Any proposals for this area will assume the removal of the pedestrian overbridges to access the station.

## **6 CENTRAL WATERFRONT MASTERPLAN**

6.1 The vision for the Masterplan is deliberately ambitious to fit with the aim of Dundee transforming its image and believing in itself. It is built around the concept of "the people's waterfront". The aim is to develop a powerful combination built form and open space/water, which will act as a magnet for Dundee's citizens and visitors.

6.2 The main components of the Masterplan are itemised below.

- a The creation of an east/west boulevard to replace cross city centre traffic, presently the inner ring road in order to reduce the dominance of the car and establish a more equitable relationship between the car/public transport/pedestrian/cyclist.
  - b Extension of the urban building blocks south towards the river to link and incorporate existing facilities including the station and Discovery Quay. This will achieve a number of worthwhile objectives including setting an appropriate scale and pattern for development, including the station, creating interesting vistas, framing views and improving microclimate.
  - c Flexible structuring of land uses to provide active street frontages to enhance pedestrian interest.
  - d Provide a quality setting in terms of urban design and the creation of a new public space, which will be recognised as the principal arrival point and image-maker for visitors to the city.
- 6.3 If these can be achieved, then the Station's connectivity with the city centre will be enhanced and a reduction in pedestrian severance will be achieved making the journey to the station more convenient and pleasant.

## 7 PLANNING AND DESIGN PRINCIPLES

- 7.1 The intention is to develop a bold imaginative design for the Station to a scale worthy of Dundee's standing as a major Scottish city, set in a major new public civic space for the city centre which will be recognisable as the principle arrival point for visitors to the city (see Plan 2).
- 7.2 In compliance with the aspirations of the Central Waterfront, the Station building and its public square setting, should be located in close proximity to adjacent building blocks to avoid its severance from the city centre, as exists at present. Only the width of the proposed civic boulevard should separate the Station and its civic setting from the central core of the city centre.
- 7.3 In terms of the Station development, whilst there are no maximum height limitations, it is expected that any buildings will be to a scale of a minimum of at least four storeys. In order to achieve appropriate scale, additional mixed uses will be considered in addition to those associated with the Station.
- 7.4 Other appropriate uses could include offices, hotel, retail, leisure, bars and restaurants. It is important that only active ground floor uses are developed particularly those which are pedestrian generators and contribute to the city centre's evening vitality. Incorporating out of hours shopping and services eg a mini supermarket could also be appropriate.
- 7.5 In terms of the Station building's design, the requirement is to create a bold new city landmark, executed in an imaginative design, which will express its Station use and function. Whilst the predominant city centre building material is natural stone, this not a prerequisite for this development. Materials can be traditional or contemporary and the use of appropriate innovative materials is welcomed. Bold and imaginative designs are the main criteria.
- 7.6 **Accessibility** – The principal pedestrian access to the Station building should be grand and be directed towards and be clearly visible from the city centre, across the

new public space which is to form its setting. On street taxi ranks and bus drop off points should be provided close to the building. In locating the station closer to the city central core, the main bus interchange in High Street and Whitehall Street will be only approximately 150 metres from the Station.

- 7.7 **Car Parking** – It is not expected that extensive dedicated car parking for the station will necessarily have to be provided. Commuters and rail users will be expected to park in existing or future commuter car parks; on this basis the provision of a new public multi storey car park as part of the development will be considered.
- 7.8 Both within and outwith the building, the layout must demonstrate a clear and legible system of circulation and orientation between the main uses, elements and levels.

## 8 PROVISION OF PUBLIC FACILITIES

- 8.1 Those facilities which can be of use to non rail travelling public and general city centre and evening economy users should be located at street / concourse level, to add to the general vitality of the area.

- Extensive central concourse/arrival area reflecting scale and importance of proposal.
- Ticketing/ Information.
- Tourist information centre.
- Travel Centre.
- Shop units.
- Cafe/bar/restaurant.
- Left luggage.
- Car hire taxi information.
- Travel information arrivals/departures.

- 8.2 Those facilities which can be of use to waiting travelling public should be at platform level. Access between levels must be by both lifts and escalators and be easy and agreeable to use. A visual connection should be possible between levels including platforms:

- departure lounge (climate controlled)
- toilets
- travel information arrivals/departures.

- 8.3 All public facilities and access must be available for use by the disabled and visually impaired. Clear signage, good lighting and passenger information must be available throughout the Station.

## 9 THE URBAN DESIGN GUIDE

- 9.1 Prospective developers should refer to the Council's Urban Design Guide which has been produced to set criteria for developers and designers embarking on new projects, and aims to raise design expectations for development.

9.2 A number of particular references in the Guide are pre-requisite in relation to this site and are brought to developer's attention.

- New Buildings – Should be well designed, flexible and outwardly expressive as to their purpose. An agenda of imaginative and innovative contemporary architecture is sought to discourage 'off the peg' design.
- Public Art – Major buildings in prominent locations will be subject to a future Percent for Art Policy whereby 1% of the project costs will be used to enhance the project.
- Design Statement – These are needed at the Planning Application stage to demonstrate that the local context has been appreciated and fully appraised and that the development proposals are based on consistent design principles.

## **10 THE DEVELOPMENT PROCESS**

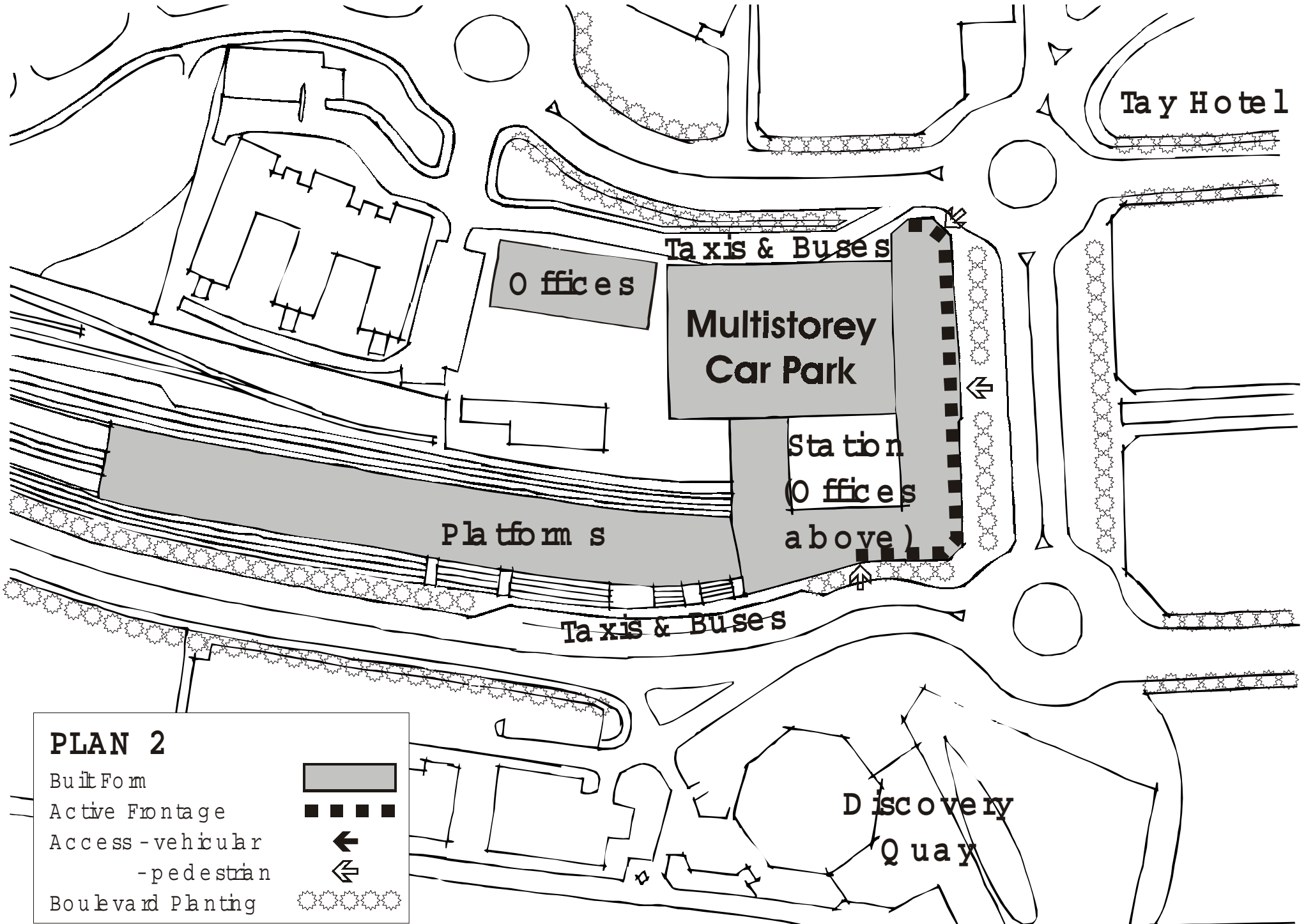
10.1 In due course, consideration will be given to establishing what processes should be followed in developing the station area. Among these considerations are:

- Site disposal.
- Design and Development process.
- Planning obligations.
- Project management.

# Dundee Central Waterfront Masterplan 2001 - 2031







**PLAN 2**

- Built Form
- Active Frontage
- Access - vehicular
- pedestrian
- Boulevard Planting

