

# New Pedestrian and Cycle Bridge at Greenmarket

## KEY INFORMATION

**Ward** West End

### Address

Land adjacent to railway and south of Greenmarket, Dundee

### Applicant

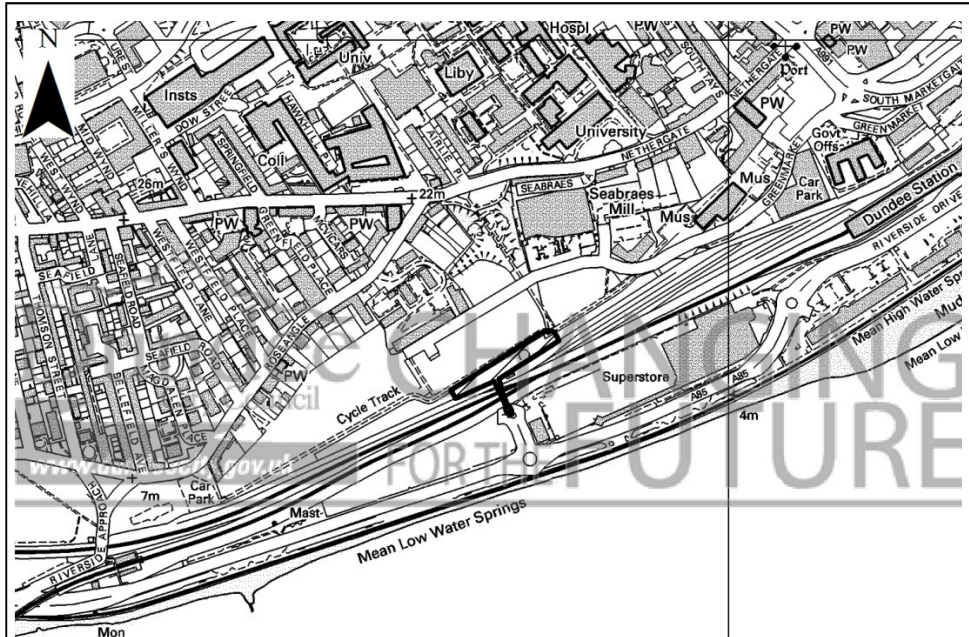
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**Registered** 18 June 2013

**Case Officer** A Ballantine



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## SUMMARY OF REPORT

- Planning Permission is sought for the erection of a new cycle/footbridge and construction of associated approach ramps/stairs and lift.
- Policies 23 (Digital Media Park), 55 (Urban Design), 66b (Protection of Other Open Space), 81 (Pedestrians) and 82 (Cycling Facilities) of the Dundee Local Plan Review 2005 are relevant in the determination of this application. The proposal is in accordance with these Policies.
- The statutory neighbour notification procedure was carried out. One letter of objection has been received.
- In accordance with the Council's mandatory scheme of delegation, this application requires to be reported to the Development Management Committee for determination as it is Council interest application.
- More details can be found at <http://idoxwam.dundee.gov.uk/idoxpa-web/applicationDetails.do?activeTab=documents&keyVal=MOMRKNCG68000>.

## RECOMMENDATION

The proposed cycle/footbridge is considered to be of a high quality design that will improve accessibility and connectivity in the area, linking in with existing pedestrian and cycle pathways. The proposal therefore complies with the requirements of Policies 23, 55, 66B, 81 and 82 of the Dundee Local Plan Review. There are no material considerations that would justify laying aside the provisions of the Development Plan. The application is therefore recommended for APPROVAL subject to conditions.

## 1 DESCRIPTION OF PROPOSAL

- 1.1 Planning permission is sought for the erection of a new cycle/footbridge and the construction of associated approach ramps/stairs and lift. The footbridge is to provide pedestrian access over the railway line between the Digital Media Park and the Riverside area close to the existing Tesco Superstore. At the northern end of the application site, the north landing will provide DDA-compliant stair and ramped access. The ramped access will be incorporated into landscaped mounds and will connect onto the existing pedestrian/cycle pathway. At the southern end of the application site, the south landing will provide stair and lift access. Alterations to the road layout at the southern landing are required to accommodate the bridge, but these works are not part of this application. The bridge will be of a suspension design and includes a mast at the northern landing as well as an arc-like design incorporated in to the main structure. A temporary compound area has also been proposed to the west of the northern landing.

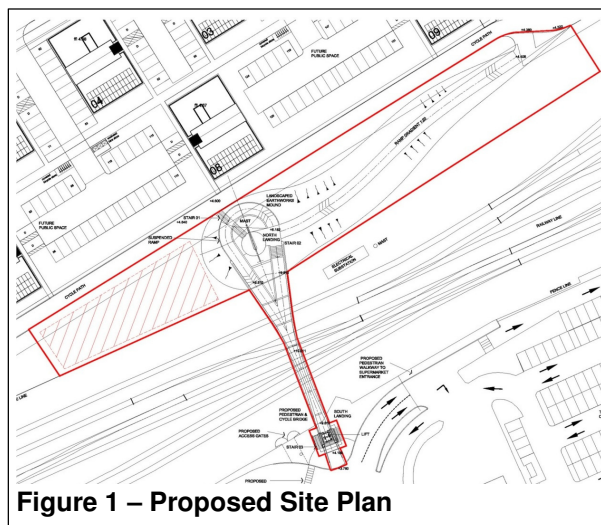


Figure 1 – Proposed Site Plan

## 2 SITE DESCRIPTION

- 2.1 The application site includes land to the north and south of, and including a section of the railway line to the west of Dundee Railway Station. To the north, the application site includes a stretch of enclosed redundant grassed land and a section of the existing pedestrian/cycle pathway at Seabraes. The Digital Media Park is located to the immediate north of the application site where construction of the Seabraes Yards development is ongoing. To the south, there is a small area of hardstanding adjoining the roundabout which serves the Tesco Superstore and Petrol Station and the Riverside flats under construction to the south west. The application site also includes a section of the existing roundabout to the south which is to be altered to accommodate the proposed development.
- 2.2 The north part of the application site falls within the Digital Media Park and an area of land designated as Open Space.



Figure 2 – Site of Proposed Southern Landing



Figure 3 – Existing Cycle Footpath

## 3 POLICY BACKGROUND

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

### DUNDEE LOCAL PLAN REVIEW 2005

Policy 23: Digital Media Park  
 Policy 55: Urban Design  
 Policy 66B: Protection of Other Open Space  
 Policy 81: Pedestrians  
 Policy 82: Cycling Facilities

### PROPOSED DUNDEE LOCAL DEVELOPMENT PLAN

Policy 7: High Quality Design  
 Policy 36: Open Space  
 Policy 53: Active Travel

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 There is no relevant site history.

## 5 PUBLIC PARTICIPATION

5.1 One letter of objection was received raising issue with the design of the proposed cycle/footbridge. The objector also raised concern about the need/cost of the project, but this was not considered to be a valid planning matter.

## 6 CONSULTATIONS

6.1 **Network Rail** – have been consulted on the proposals and have asked that condition(s) relating to lineside access, railway operational requirements, existing lighting and fencing be imposed in the event of granting planning permission.

## 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.

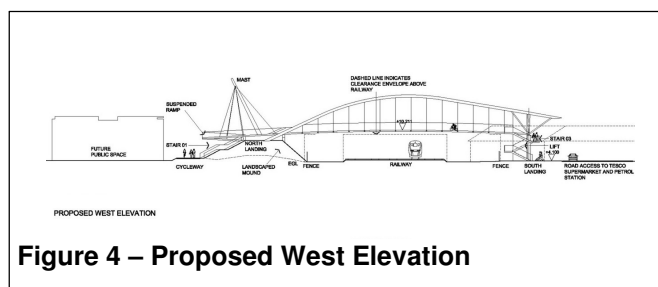


Figure 4 – Proposed West Elevation

**DUNDEE LOCAL PLAN REVIEW 2005**

- 7.2 **Policy 23 – Digital Media Park** – requires all development proposals for this site to have full regard to opportunities for maintaining and improving the quality of the built and natural environment.
- 7.3 It is considered that the proposed cycle/footbridge and associated works will improve the quality of the environment of the Digital Media Park through providing improved accessibility and connectivity for the local community and users of this area of the city. The bridge will connect with the existing pedestrian/cycle pathways improving the local pedestrian/cyclist experience for those using the area. The design of the bridge is also considered to be of a high quality, using a contemporary modern bridge design and high standard specification of materials that is in keeping with the surrounding area.
- 7.4 **The proposal satisfies the requirements of Policy 23.**
- 7.5 **Policy 25 – Urban Design** – requires development proposals to be of a high standard of design that reflects historic street patterns, views and vistas while creating points of interests.
- 7.6 It is considered that the design of the bridge will be of a high standard, using a contemporary modern bridge design with an arc-like structure spanning the railway line and using high quality materials. The bridge is considered to complement the surrounding area, in design terms, and will create a focal point along the popularly-used public cycle/footpath.
- 7.7 **The proposal satisfies the requirements of Policy 25.**
- 7.8 **Policy 66B – Protection of Other Open Space** – seeks to preserve/enhance the provision of open space across the city.
- 7.9 Part of the application site lies within land designated as open space to the north of the existing railway line. This stretch of redundant grassed land is enclosed by a fence and hedging, and does not appear to be available for public recreational use. As indicated on the submitted site plan, this section of open space is to be used temporarily as a site compound during the construction of the bridge. It is considered that the use of this stretch of land temporarily for a site compound will not detrimentally affect the provision of open space within the local area nor irretrievably affect this specific section of open space
- 7.10 **The proposal satisfies the requirements of Policy 66B.**
- 7.11 **Policy 81 – Pedestrians** – requires all developments to consider ease and safety of pedestrian access as a priority over all other modes.
- 7.12 The proposed new cycle/footbridge will significantly improve connectivity and accessibility within the local area. The bridge will link up with existing well-used pedestrian and cycle routes in the area, and will provide the opportunity for pedestrians to move from north to south across the railway line and vice versa without any significant diversions as is the case at the moment. In terms of pedestrian safety, it is considered that once the pedestrian footway is installed at the south landing then the footway will provide a safe route across the railway line for pedestrians.
- 7.13 **The proposal satisfies the requirements of Policy 81.**

- 7.14 **Policy 82 – Cycling Facilities** – supports the provision of both on and off-road facilities for cyclists.
- 7.15 As discussed in the assessment of the proposals under Policy 81, the proposed new cycle/footbridge will significantly improve connectivity and accessibility within the local area for both pedestrians and cyclists. The bridge has been designed to allow cyclists to move from north to south across the railway line and vice versa with the inclusion of the ramped access on the northern landing and a lift access on the southern access. It is considered that the proposed bridge links in successfully with existing cycle routes and paths to the benefit of improved accessibility and connectivity in the area.
- 7.16 **The proposal satisfies the requirements of Policy 82.**

## **OTHER MATERIAL CONSIDERATIONS**

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

### **(A) PROPOSED DUNDEE LOCAL DEVELOPMENT PLAN**

- 7.18 Policies 7 (High Quality Design), 36 (Open Space) and 53 (Active Travel) of the Proposed Dundee Local Development Plan are relevant in the consideration of the proposals. These proposed Policies raise no new policy issues than those already considered in the assessment section above. The proposed bridge is considered to be of a high quality design; will only temporarily affect the small section of open space; and will significantly improve accessibility and connectivity in the area linking in with existing cycle/footpaths. The requirements of Policies 7, 36 and 53 of the Proposed Dundee Local Development Plan are satisfied.

### **(B) VIEWS OF OBJECTORS**

- 7.19 One letter of objection was received in respect of the design of the bridge, with the objector commenting on the need for such an elaborate design.
- 7.20 Issues concerning the design of the bridge have already been considered in the assessment section above, and it is considered that the proposed bridge is of a high standard using a contemporary modern suspension design and arc-like structure that will complement the surrounding area and will provide a focal point in the local area. The concerns of the objector are not supported.
- 7.21 **It is concluded from the foregoing that the material considerations support the approval of planning permission.**

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## **8 CONCLUSION**

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- 8.1 The proposal satisfies the requirements of the Development Plan. There are no material considerations that would justify refusal of planning permission. Therefore, it is therefore recommended that planning permission be granted.

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## 9 RECOMMENDATION

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9.1 It is recommended that consent be GRANTED subject to conditions:

- 1 Details of any relocation of and/or alterations to Network Rails lineside access and the vertical clearance of the bridge shall be submitted to Network Rail for approval before development is commenced and the development shall be carried out only in full accordance with such approved details. The relocated lineside access must be constructed prior to the closure of the existing access.
- 2 An assessment shall be made of the impact of the proposed development on lighting to railway sidings and submitted to Network Rail for approval before development is commenced. If Network Rail consider that the performance of existing lighting is affected then a separate lighting solution shall be submitted to Network Rail for approval and the development shall be carried out only in full accordance with such approved details.
- 3 If not already in place, a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary must be provided and provision for the fence's future maintenance and renewal should be made. Network Rail's existing boundary measure must not be removed without prior permission.

### Reasons

- 1 To protect the existing rail network.
- 2 To protect the existing rail network.
- 3 To protect the existing rail network.