



John J Watson  
Planning Secretary  
39 Elie Avenue  
Broughty Ferry  
Dundee DD5 3SF

### **Planning report for period 31<sup>st</sup> August – 2<sup>nd</sup> October 2020**

During the above period 14 planning and 5 tree applications were considered and one required attention. Two other issues presented themselves which will be included in this report.

#### **20/00534/FULL – New shared foot/cycle way – The Esplanade, Broughty Ferry, Dundee.**

This application is not straightforward as it involves the transformation of the seafront from Castle Gardens north east to its boundary with Monifieth and beyond. It is linked to the Broughty Ferry Flood Prevention Scheme now under construction but is separate from that scheme in that it is funded by Sustrans as part of the Scottish Government's Policy on Active Travel.

Initial assessment of the application revealed two issues that prevented BFCC reaching a decision on whether it should support or object to the application. This position was indicated to the Case Officer in the form of a Representation which requested the application be withdrawn until greater clarity could be provided on the issues of car parking and traffic management. BFCC indicated that it supported the principle of the proposed development.

As a result of this Representation the Case Officer called a meeting with the applicant, the Roads and Transport Department and Broughty Ferry Flood Prevention Scheme Project Manager to discuss BCCC's concerns. This led to a meeting between the Planning Secretary and these three stakeholders on Monday 28<sup>th</sup> September at the Flood Prevention Project Manager's offices at Broughty Ferry Harbour. Clarity on the content of the application in regards to BFCC's concerns was provided and the subsequent discussion resulted in the stakeholders agreeing to revisit the intention to remove car parking from the Esplanade between a point north east of the Glass Pavilion to Panmure Street on the south east side of the carriageway and to reinstate parking spaces there using innovative means.

The traffic management around Windmill Gardens too will be reconsidered. The result of that meeting allowed BFCC to provide the Case Officer with its preliminary decision which is attached to this report for ratification or otherwise.

#### **Cambustay Hotel**

David Coutts, a member of Care UK/Perseus Cambustay Development Team, contacted BFCC through Secretary Jim on the 22<sup>nd</sup> September to say that the team would like to brief a meeting of the Council on the detail of its intentions to develop the hotel site into a care home. As a result of that contact the Planning Secretary spoke to Mr Coutts on 25<sup>th</sup> September when he agreed that a

meeting with BFCC was not needed and he would keep the organization fully updated as it progressed towards presenting its planning application in due course but probably in October. BFCC welcomed the investment and looked forward to examining the detailed plans.

### **Suburban Ranch**

Local residents expressed concern about activity to clear ground in the area of the Dighty Water corridor between Wyvis Road and Arbroath Road. Elected Members have been investigating this and a letter from David Gray, Senior Manager, Planning, confirmed that the Council had not received any application for planning permission and had no correspondence with those involved since the initial pre-application inquiry. Investigations are now ongoing to consider whether there is a breach of planning control and Neighbourhood Services are also involved in the investigations.

Elected members may be able to provide an update on the situation at the October meeting.

John J Watson  
Planning Secretary  
2<sup>nd</sup> October 2020

Craig Swankie  
Planning Officer  
Dundee City Council  
50 North Lindsay Street  
Dundee  
DD1 1LS

30<sup>th</sup> September 2020

Dear Craig Swankie,

### **20/00534/FULL – New shared foot/cycle way – The Esplanade, Broughty Ferry, Dundee.**

Our response of 15<sup>th</sup> September seeking the withdrawal of the above application is hereby cancelled.

After further consideration and with due regard to those within the community who have expressed opposition to this application, Broughty Ferry Community Council (BFCC) is mindful that it represents the interests of its whole community and is charged *to take such action in the interest of the community as appears to it to be desirable and practicable.*<sup>i</sup>

With that in mind, it focused its assessment on the object of the application, that is to construct a new foot/cycle way from Broughty Ferry to Monifieth which complements the Broughty Ferry Flood Protection Scheme currently under construction. It welcomes this long overdue investment which will improve Broughty Ferry's waterfront and provide residents and visitors alike with an

attractive and safe environment for future generations to enjoy well-being activities. It also notes with gratitude that Sustrans has provided £8m to cover the cost, which spend should not be put at risk.

In its initial assessment BFCC provided its preliminary view that it supported the principle of the development but needed greater clarity on the two issues that precluded it from taking a definitive view. These were the reference to the loss of 90 on-street parking spaces to be removed and in relation to traffic management within the application boundary. However, after discussions with the stakeholders, it now takes the view that these two issues form part of the detail of the application which, in the final analysis, will fall within the remit of DDC's Roads and Transport Department to resolve and should not deter BFCC from providing its definitive view on the object of the application now.

### **Parking Spaces**

The approach to the provision of parking spaces in the detail of the application is that roadside parking should be removed from the south-east side of the Esplanade carriageway from a point north east of the Glass Pavilion, south-west to near Panmure Street. Beyond this stretch of carriageway lies that part of Broughty Ferry Beach most frequented by locals and visitors during times of holidays, good weather and local events; car parking near the beach is one of the advantages provided. On a peak day evidence can show that very large numbers of cars can be parked along the Esplanade. Where are they going to go should the facility be removed? Residential car parking in surrounding streets is already at saturation point and this proposal could result in conflict that must be avoided. The carriageway is wide enough to allow an innovative approach to providing parking spaces on both sides of the carriageway with suitable passing places that would continue to allow a two-way traffic flow without interfering with the development of the proposed segregated foot/cycle way.

Another point to be considered when developing the thinking on parking spaces is the emergence of the inextricable link between the car and the cycle in that one is used to transport the other to places far from whence they came. Rather than the proposed foot/cycle way catering only for those in the near locality, its attraction will bring in users from further afield. The emergence of this expansion in leisure pursuits dictates that planners should be proactive in dealing with the needs of those involved. Increasing the spaces in the carpark north east of the Glass Pavilion from 40 to the original 80 as it was in the past would demonstrate that proactive approach while at the same time provide a reason to reduce on-street parking to the north east of the current entrance to that car park.

### **Traffic Management**

The approach to traffic management in the area of Windmill Gardens proposed in the application is that the foot/cycleway should be established with the least interference from vehicular traffic. This is influenced by the Scottish Government's Policy on Active Travel. However, the site lends itself to be developed according to a recently built Dutch Style roundabout in Cambridge, albeit in a mini version of that example. It caters for pedestrians, cyclists and vehicular traffic, cyclists and pedestrians given priority over vehicular traffic. The Windmill Gardens provides an island around which such a traffic management solution would be an ideal. The proposal that Mill Street in the

vicinity of Windmill Gardens should cater for cyclists and pedestrians only and be altered to provide new featured seating and green space linking Castle Green with the Gardens is, by itself, attractive if vehicular traffic could be safely routed elsewhere. The question of Castle Lane being open to two-way traffic has been visited a number of times in the past according to two local residents who shared their response to the application under Neighbourhood Consultation with BFCC as follows:

*The new road lay-out which makes Castle Street/Castle Lane a two way system has been investigated more than once in the past and, to the best of our knowledge, was rejected variously because: (a) of the tortuous configuration of Castle Street/Castle Lane roadway in that vicinity; (b) the loss of parking spaces for adjacent houses which, because of the circumstance prevalent when many were built, cannot have alternative arrangements put in place without violating irrevocably the appearance of the Conservation Area; (c) the inadequate vehicle sight lines only remedied if the amenity of some properties to the north is infringed by removal of hedgerow facing north and/or partial demolition of the stone wall around Windmill Gardens in that vicinity.*

A simple rerouting of the proposed new shared path/cycle route through Castle Green Park at Mill Street to divert cyclists into a clockwise one-way route around the gardens via Castle Street and Castle Lane should be actively considered. Equally, in order to facilitate a new traffic management system, Castle Street should be altered to one-way between Brook Street and its junction with Castle Lane where a left turn only into the clockwise traffic flow around Windmill Gardens would result. Castle Street between its junction with Mill Street and Castle Lane should be one-way following the clockwise traffic flow referred to. This proposal would allow both cyclists and vehicular traffic to flow in a controlled manner clockwise down south east and then north west along Mill Street. The proposed new seating and green landscaping linking Castle Green and Windmill Gardens should be revised to cater for an altered traffic management system. An illustrative drawing is attached to this to provide an understanding of what is suggested here.

### **Scottish Government Policy**

#### ***Promoting Sustainable Transport and Active Travel***

BFCC understands the constraints put upon the applicant, particularly in relation to the £8m provided by Sustrans to cover the cost of this project, that requires the applicant to demonstrate compliance with the object to increase active travel in the local and wider community.

### **View**

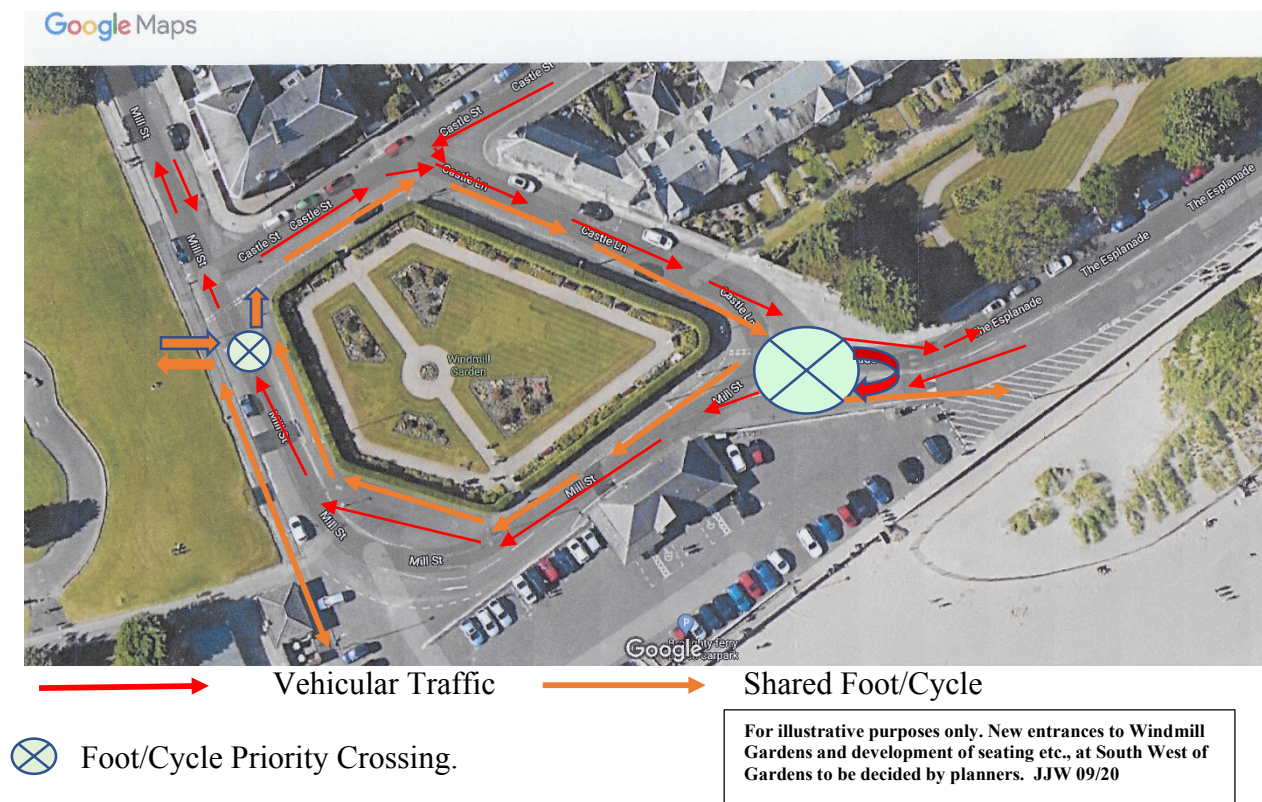
Broughty Ferry Community Council, having carefully considered its options regarding this application and, having regard to the substantial secured investment involved, provides its **preliminary view that it supports the application subject to the following conditions:**

- 1. That the proposal to remove 90 on-street parking spaces be deleted from the application.**
- 2. That the plans for the segregated foot/cycle way on the south east of the Esplanade carriageway from a point to the north east of the Glass Pavilion south west to Panmure Street be redrawn to include on-street parking on both sides of the**

carriageway between these two points using innovative means to maintain the two way traffic flow currently enjoyed.

3. That the plans for the development of the area around Windmill Gardens be reconsidered to include the retention of a controlled vehicular traffic flow around the Gardens and the necessary segregation and movement priority of pedestrian and cycle traffic. An illustrative diagram is attached to this to provide a simple detail of BFCC's preliminary view in this regard.

John J Watson  
Planning Secretary  
September 2020



<sup>i</sup> BFCC Constitution, Section 3 (c)





Dundee City Council  
City Development Department  
Dundee House  
50 North Lindsay Street  
Dundee  
DD1 3RB

Broughty Ferry Community Council

Our Ref: 20/00534/FULL  
Your Ref: D7400 P8641  
Date: 29 September 2020  
E-mail: [craig.swankie@dundeecity.gov.uk](mailto:craig.swankie@dundeecity.gov.uk)  
Tel: (01382) 433204

Dear Sir/Madam

**Town and Country Planning (Scotland) Act, as amended and Related Legislation**

**Proposal:** New shared foot/cycle way;  
**Location:** The Esplanade, Broughty Ferry, Dundee,,

Thank you for your representation comments relating to the above development, received on 23 September 2020. Your letter has been copied to the Ward Members of the City Council, within whose area the development is proposed.

Consideration will be given to the valid points raised in your letter, when a written report and decision are made in respect of the application. It is possible to check the progress of the application and whether the application will be considered by the Development Management Committee or under delegated powers by contacting me on the above telephone number.

For full information about how the Council will process this application, whether it is likely to be one of the few applications determined by the Development Management Committee and if so how to request the opportunity to address the Committee can be found in the document "Public Participation and Applications for Planning Permission on the Council's Website at <http://www.dundeecity.gov.uk/citydevelopment/planninggeneraladvice>

You will be informed of the decision by the Council on this proposed development within 7-10 working days of a decision being made.

Should you require any further information or advice on the progress of the application please contact me on the aforementioned number.

Yours faithfully

Craig Swankie  
Planning Officer

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