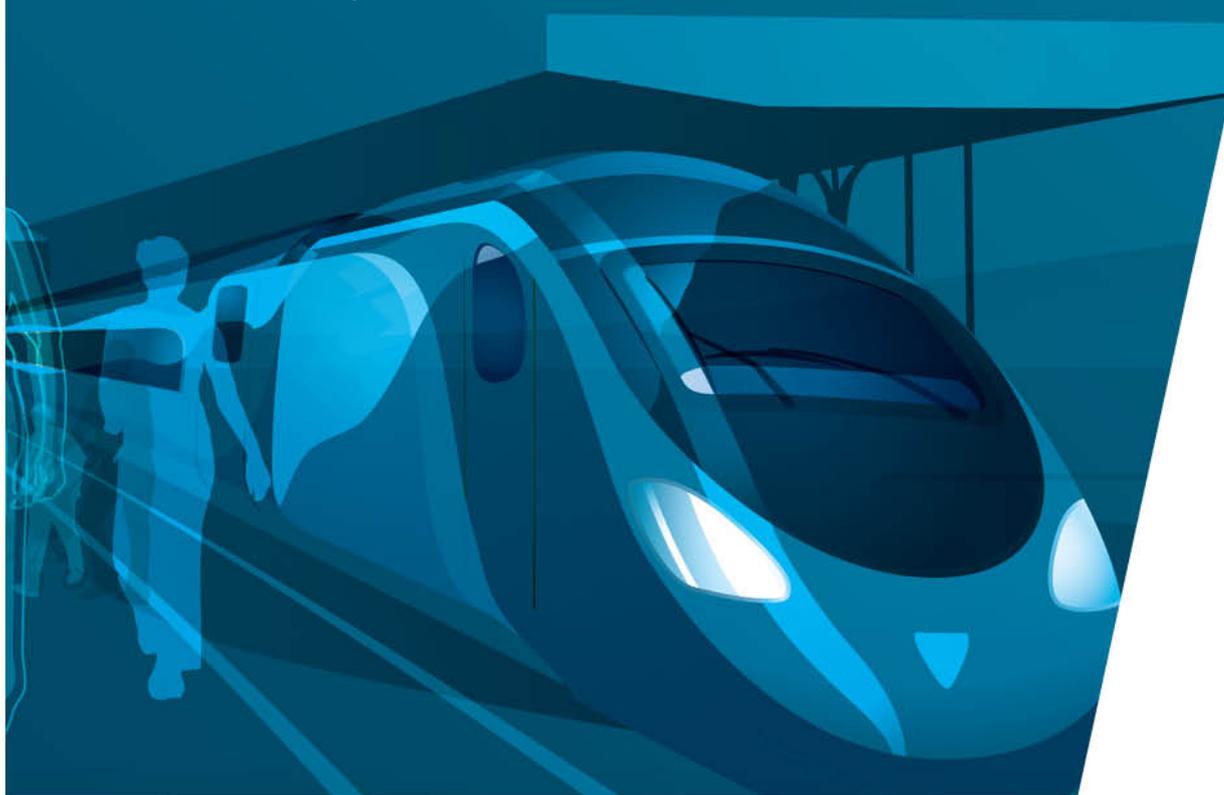


Supporting Statement

*Re-construction of Overbridge
Kerse Road, Stirling*

Document Reference: 2016/016/Kerse Rd OB

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1 Introduction

1.1 This Statement has been prepared by the Network Rail Town Planning Team in support of a planning application to Stirling Council for the following:

“re-construction of overbridge, Kerse Road, Stirling”.

1.2 It should be read in conjunction with the following submissions:

- Existing General Arrangement (60477522-DRG-CV-322 Rev P01);
- Proposed Site Plan (60477522-DRG-CV-323 Rev P01); and,
- Transport Assessment.

Background

- 1.4 The Scottish Government is committed to a substantial rolling programme of electrification of the railways that will bring significant economic, social and environmental benefits. The electrification of the Stirling/Dunblane/Alloa line represents the next logical step in this programme. This involves the installation of overhead line equipment along the existing railway corridor.
- 1.5 Recent changes have been made to the safety requirements for the distance between new electrified wires and the soffit of overbridges. There is also a requirement for parapets to be solid and of a height of 1.85m.
- 1.6 The bridge is not capable of these modifications. Consideration was given to lowering the track below the bridge or raising the existing deck but both of these options were considered to be technically unfeasible. The structure is therefore required to be re-constructed.
- 1.7 The overbridge is a Stirling Council owned structure. As such, the permitted development rights normally afforded to Network Rail do not apply on this occasion and a planning application is therefore submitted.

2 Proposed Development

Site Location

- 2.1 The overbridge is located on Kerse Road, to the south east of Stirling Town Centre and the Craigs Roundabout. It carries traffic on the A905 over the Stirling to Larbert railway line.

Site Description

- 2.2 It is a single span heavily skewed structure which was constructed around 1968, replacing a previous bridge at this location. Vehicle containment is provided by the main girders of the bridge with pedestrian walkways cantilevered from the main structure. Pedestrian parapets are on both the main span and above the wing walls. The parapets consist of a combination of steel and weld mesh and are approximately 1.1m in height. A recent survey of the structure identifies a number of defects which would require maintenance work to be carried out in the short to medium term.

Proposed Works

- 2.3 The proposed works will involve the removal of the existing bridge and the installation of new concrete wingwalls, abutments and deck with 1.85m high containment parapets and Rekli finish panels.
- 2.4 It is anticipated that these works will be carried out from the end of May 2017 for a period of approximately 12 months. This will be managed through a total closure and diversions. Network Rail is in detailed discussions with Stirling Council in relation to the management of this and a Transport Assessment considering the temporary measures will accompany this application.

3 Planning Policy

3.1 Stirling Local Development Plan (LDP) was adopted in 2014 and provides the local planning policy context for the proposals.

3.2 Primary Policy 1 of the LDP states that all development must:

“(a) Be designed and sited, not only with reference to their own specifications and requirements, but also in relation to the character and amenity of the place, urban or rural, where they are located”.

This is a site specific development which replaces an existing structure. It is located within a railway cutting and therefore not in a prominent position within the townscape. The design is appropriate to the urban and light industrial character of the area and will replace a bridge which is deteriorating in its general appearance.

3.3 *“(b) Be of quality, having regard to any relevant design guidance, landscape character guidance, Conservation Area Character Assessments and Settlement Statements”.*

The quality of design is appropriate in terms of the requirements of local road and rail infrastructure. It is similar in appearance to the nearby railway overbridge at Shore Road to the north, replaced in 2013. There is no design guidance, assessments or statements that are relevant to the proposal.

3.4 *“(c) Be located so as to reduce the need to encroach onto greenfield sites and to maximise sustainability benefits. Developments should utilise vacant and under-used land and buildings within settlements at higher densities where appropriate”.*

The proposal does not impact on greenfield land.

3.5 *“(d) Safeguard and enhance built and natural heritage, contribute to the implementation of the Council’s Open Space Strategy and Green Network objectives, and respect the Green Belts”.*

In addition to Primary Policy 1 d), Policy 1.3 states that all development proposals will be assessed in terms of their impact on, and potential to contribute to the local Green Network.

The railway and A905 road are identified as ‘Green Corridors’ within the Local Development Plan. The proposal seeks to replace an existing structure using the same footprint. Therefore there is unlikely to be an impact on the Green Network objectives.

4 Conclusions

- 4.1 The proposed works represent the re-construction of an existing structure in order to meet the needs of electrification of the railway line and to provide a modern and structurally sound structure on a key arterial route for the benefit of the wider community.
- 4.2 The design is appropriate to the character of the area and the requirements of local road and rail infrastructure. It will replace a bridge which is deteriorating in its general appearance and will be similar in appearance to the nearby railway overbridge at Shore Road.
- 4.3 Finally, the proposed works will utilise the footprint of the existing structure and therefore will not impact on the Green Corridor objectives.
- 4.4 For the reasons outlined above, we respectfully request that planning consent be granted.

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