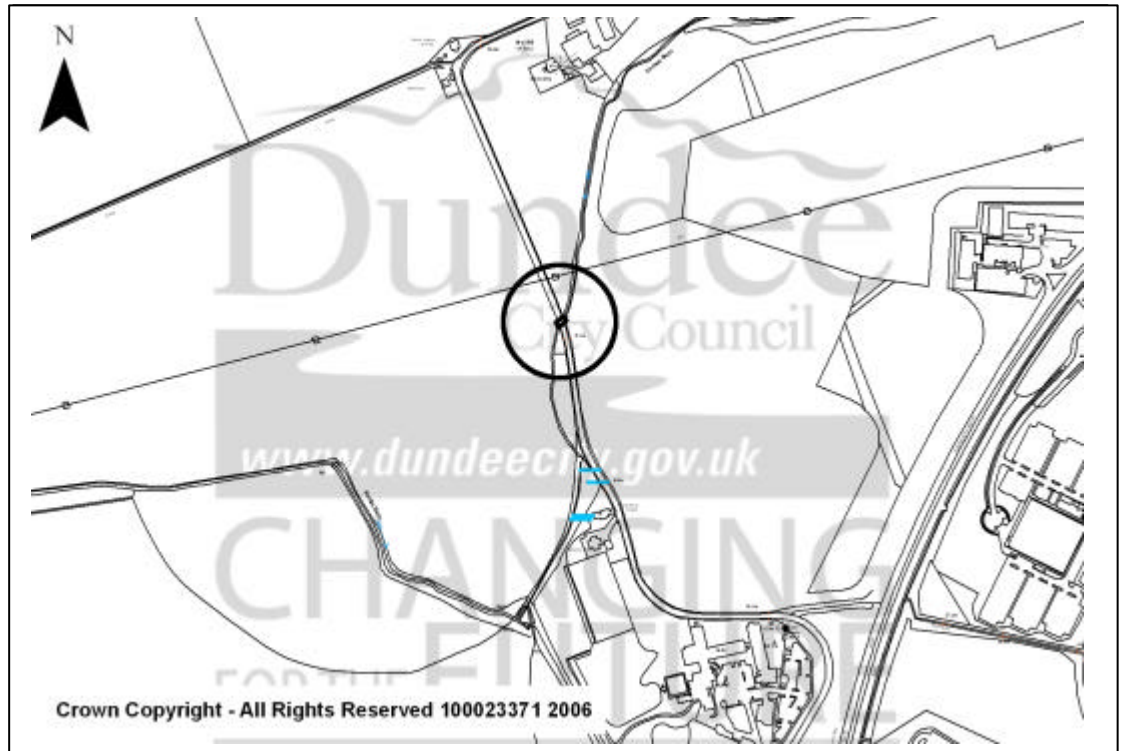


**KEY INFORMATION****Ward** Lochee**Proposal**

Demolition &amp; reconstruction of New Mill of Grey Bridge, Dykes of Gray Road, Dundee

**Address**Bridge over Lochee Burn  
Dykes of Gray Road  
Dundee**Applicant**Gladedale Ltd  
c/o Farningham McCreddie  
Partnership/White Young  
Green - Planning  
4 Chester Street  
Edinburgh EH3 7RA**Agent**Farningham McCreddie  
Partnership/White Young  
Green - Planning  
4 Chester Street  
Edinburgh EH3 7RA**Registered** 30 May 2007**Case Officer** Eve Jones

## Replacement of Bridge Proposed at Dykes of Gray Road

The demolition and reconstruction of New Mill of Grey Bridge, Dykes of Gray Road, Dundee is **RECOMMENDED FOR APPROVAL** subject to **Historic Scotland**. Report by Director of Planning and Transportation

**RECOMMENDATION**

The demolition of the bridge is justified as it cannot accommodate the required upgrading of the road. The application has been assessed in accordance with the provisions of Section 14 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. The application is recommended for **APPROVAL**. However, it must be referred to Historic Scotland for a final decision.

**SUMMARY OF REPORT**

- Listed building consent is sought for the demolition of the New Mill of Gray Bridge on Dykes of Gray Road, Dundee. The bridge is early 19th century and is listed Category C(s) by Historic Scotland.
- The bridge crosses the Lochee Burn approximately 0.6 km north of the Swallow roundabout. There is no noticeable change in the carriageway as it crosses the burn. It has stone parapets to each side. The width of the road at this point is 4.5 metres.
- This application site lies within the identified Dundee Western Gateway where upgrading of Dykes of Gray road is required prior to the commencement of the proposed residential development.
- The planned width of the improved road is 6.1 metres with a further 2 metres for the footpath to the east and 1 metre verge to the west. The bridge cannot be widened to accommodate this and cannot be left as a "pinch point" to act as a traffic calming measure in the interests of road safety. The structure would also require to be strengthened to accommodate the improved road and this will result in loss of the original fabric.
- The demolition of the bridge is justified as it cannot be retained as part of the improved road or have an alternative use as the road requires to cross the burn at this particular point in order to minimise impact on the natural environment of the watercourse.

## DESCRIPTION OF PROPOSAL

Listed building consent is sought for the demolition of the New Mill of Gray Bridge on Dykes of Gray Road, Dundee. The bridge is early 19th century and is listed Category C(s) by Historic Scotland. This is defined as "buildings of local importance, lesser examples of any period, style or building type, as originally constructed or altered."

## SITE DESCRIPTION

The bridge crosses the Lochee Burn approximately 0.6 km north of the Swallow roundabout. There is no noticeable change in the carriageway as it crosses the burn. It has stone parapets to each side, the western one is simply the dry stone wall of the field adjoining the road while the eastern one is a short free standing 6m length of stone wall, approximately 1 metre high and finished with coping stones. The width of the road at this point is 4.5 metres.

The site is in an area of open countryside under cultivation but lies between sites allocated for development in future.

## POLICY BACKGROUND

### Dundee and Angus Structure Plan 2001-2016

The following policies are of relevance:

As a key objective of the approved Dundee and Angus Structure Plan the Dundee Western Gateway provides a focus for planned integrated development, including greenfield housing land release." This application site lies within the identified Dundee Western Gateway.

### Dundee Local Plan Review 2005

Policy 3A Housing Proposals and Appendix 3 H70 Dundee Western Villages.

The site lies between two of the proposed villages which are identified for the development of 230 and 270 houses.

Policy 62 - Demolition of Listed Buildings and Buildings in Conservation Areas.



"Applications for the demolition of a listed building or building that is worthy of retention in a Conservation Area must be fully supported by reports on the condition and marketing history of the building along with a feasibility study which explores the viability of retaining the building in active use."



Where the demolition of buildings is permitted, applications must be supported by acceptable proposals for the redevelopment or treatment of the cleared site."

### Scottish Planning Policies, Planning Advice Notes and Circulars

National Planning Policy Guideline 18: Planning and the Historic Environment.

Memorandum of Guidance on Listed buildings and Conservation Areas (Historic Scotland).

## Non Statutory Statements of Council Policy

There are no non statutory Council policies relevant to the determination of this application

## SUSTAINABILITY ISSUES

There are no specific sustainability policy implications arising from this application.

## SITE HISTORY

There is no planning history of direct relevance to this site.

Associated applications which form part of the development of this village are also considered elsewhere on this agenda as follows:

07/00036/FUL - Erection of 230 houses and

07/00190/FUL - Engineering works for surface water outfall to Liff Burn.

## PUBLIC PARTICIPATION

The application was advertised in accordance with statutory requirements and there were no objections submitted.

## CONSULTATIONS

Historic Scotland have been informally consulted on this application and have indicated that the proposal requires to be the subject of clear justification.

If the Members are minded to approve this application it will require to be referred to Historic Scotland in the first instance.

## OBSERVATIONS

In accordance with the provisions of Section 14 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 the Committee is required to have special regard to the desirability of preserving listed buildings or their settings or any features of special architectural or historic interest which they possess.

In this case, it is proposed to demolish a Category C(s) Listed bridge. The Memorandum of Guidance provides specific advice on this type of situation. This states that no worthwhile building should be lost to

our environment unless it is demonstrated beyond reasonable doubt that every effort has been exerted by all concerned to find practical ways of keeping it.

The case for demolition must include consideration of the following factors:

### Importance

Importance may be because there are few of a type or it forms part of a group. There is no indication in the very short list description of the reason that this bridge is listed other than its age.

### Condition

The bridge has rubble walls and has been damaged by vehicle collisions in the past. It will not be physically capable of supporting the works required for the upgrading of the road. As noted above, the current width of the road is 4.5 metres. The planned width of the improved road is 6.1 metres with a further 2.0 metres for the footpath to the east and 1 metre verge to the west. The bridge cannot be widened to accommodate this and cannot be left as a "pinch point" to act as a traffic calming measure as this would be contrary to the interests of road safety. The structure would also require to be strengthened to accommodate the improved road and this will result in loss of the original fabric.

Due to the low profile of the arch as it crosses the burn, the bridge affects the flow of the stream and the current site floods at a frequency of 1:2 years. The removal of the roadway and arch of the bridge as part of the provision of a new bridge will result in a flooding incidence of 1:25 years.

### Alternative Uses

The upgraded Dykes of Gray road will have a footpath on the east of the road and retention of the bridge as a footbridge to accommodate the footpath has been investigated. This would require a substantial length of the road to be relocated to the west. This would in turn encroach on a significant length of the Lochee Burn which runs parallel to the road in a deep channel after it passes under the bridge. Retention of the bridge would therefore be at the cost of substantial damage to the environment of the burn. As noted above, this would not remove the currently increased

incidence of flooding resulting from the structure of the existing bridge. Re-alignment of the road to the east would require extensive works to negotiate the existing Electricity pylon.

The precise nature of the bridge to replace this structure has yet to be confirmed. There are two alternatives. A culvert construction will involve total removal of the bridge and would involve some impact on the bed of the existing stream which will in turn require license approval from SEPA. The design of such a bridge may allow some use of original stone on the parapets or the flanking walls.

A clear span bridge will have less impact on the stream environment and may allow part of the original structure to remain but the roadway, parapet and centre of the span will require to be removed to improve the flooding situation in the area as detailed above. There may then be opportunity for limited use of stone in part of the construction works.

In this respect, it is considered that the proposal is in accordance with the guidance contained in the Memorandum of Guidance on Listed buildings and Conservation Areas relating to demolition of Listed Buildings.

### Other Material Considerations

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

#### The Development Plan

The provisions of the Dundee Local Plan Review 2005 relevant to the determination of this application are specified in the Policy background section above.

Policy 62 states that applications for the demolition of a Listed Building must be fully supported by reports on the condition and marketing history of the building.

The applicant has submitted justification for works to the bridge which is supported.

In this respect, the proposal is considered to comply with Policy 62.

Policy 62 of the Dundee Local Plan Review also states that applications must be supported by acceptable proposals for the redevelopment or treatment of the cleared site.

As noted above, the road requires to be upgraded in the interests of road safety, reduction of flood risk and to accommodate the allocated residential development identified in both the Dundee Angus Structure Plan and the Dundee Local Plan Review 2005. The site is the only suitable site where the road can cross the Lochee Burn without causing damage to a long length of the watercourse and the bridge is unable to accommodate the road improvements which are required. The options for the design of the replacement bridge require the partial or total demolition of the original structure.

It is concluded that the material considerations support approval of this application.

### Design

There are no design issues in respect of this demolition.

## CONCLUSION

It is concluded from the foregoing that the provisions of Section 14 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 have been met. The demolition of the bridge is justified as it cannot be retained as part of the improved road, it increases the current risk of flooding on the road, it cannot have an alternative use as the road requires to cross the burn at this particular point in order to minimise impact on the natural environment of the watercourse. The material considerations also support the application.

### Recommendation 1

This consent shall not be issued unless and until Historic Scotland has formally decided that the listed building application will not be called in for determination by the Scottish Government.

### Recommendation 2

The application is Recommended for APPROVAL subject to conditions.

## RECOMMENDATION

It is recommended that consent be GRANTED subject to the following conditions:

- 1 The works must be begun not later than the expiration of 5

years beginning with the date of this consent.

- 2 A Method Statement for the demolition of the structure is required to be submitted to ensure that the environment of the watercourse is protected and the stone can be salvaged to form flanking walls to the abutments of the new bridge where possible.

## Reasons

- 1 To comply with Section 16 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997
- 2 In order to ensure the protection of the environment of the stream and the retention of original stone for re-use elsewhere on the site.