

Mrs Beverley Knox,
Planning Officer
City Development Dept.,
Dundee City Council,
Dundee House, Floor 6,
N Lindsay St., Dundee,
DD1 1LS

Dr.D.Hewick,
17 Davidson Street,
Broughty Ferry,
Dundee, DD5 3AT.
01382 774288

27 November, 2015

Dear Mrs Knox,

15/00664/FULL | Construction of 13no. New Houses, and a Change of Use to the existing Phase 1 building (18 units) from Supported Living Accommodation to flatted development | Land To North Of 10 Linlathen Grove Broughty Ferry Dundee

This is a joint application, from the landowner and Redwood Developments Ltd, to seek a change from the original Major application (10/00298/FULM) which was for 60 ‘supported living flats’ whose occupancy was essentially limited to persons over the age of 60. This application did not comply with the development plan, but the ‘uniqueness’ of the concept was considered sufficient to justify approval.

Unfortunately this concept has proved to be a failure in that none of the 18 completed flats has been sold. The developers are now asking the planning authority to do them another favour and wish to change the use of the whole site to mainstream housing. This includes the 18 completed flats plus an additional 13 houses. The latter includes the conversion of a traditional stone-built byre which was originally planned as a form of community centre.

Obviously, a completely different type of resident will now have to be catered for and the applicants have recognised this to some extent in indicating that an Education component will have to be incorporated into a new Section 75 Agreement. Unfortunately, the altered development will become even more car dependent as a consequence of the younger working age occupants and the travelling requirements of school children.

One of the remaining parts of the Section 75 Agreements required ‘**The upgrading of the footpath immediately to the west of the site leading to Linlathen Bridge necessitated to provide safe access to the proposed development**’. The location of the footpath is shown in the attached copy from the applicants’ Design Statement. It is seen from the attached recent photographs that the footpath north of the bridge has not been upgraded and remains in an unpleasant state which certainly does not allow ‘safe access’ from anywhere. A major issue (as can be seen from the state of the ‘path’) is that the landowner/applicant still drives his cattle across

the designated footpath.

The expensively restored Category A-listed bridge, (and one of the prides of Broughty Ferry), is currently a ‘bridge to no-where’ and, currently, can only be approached by the footpath from the south (which itself deserves upgrading).

In their Design Statement the applicants’ agent makes some direct and indirect references to the bridge which are remarkable exaggerations. These are as follows.

Page 3 Para 1 **“The site overlooks the Dighty Burn and is within walking distance from Broughty Ferry town centre.”**

This is an extreme walking distance that also requires access to the bridge.

Page 3 Last Para **“Just over 100m to the South is a landmark Category A Listed Bridge over the Dighty Burn which has been carefully restored and is now open for access to the surrounding areas and links to bus routes, Broughty Ferry, Sainsbury’s and the countryside. This forms part of the North East Countryside Core Path within Dundee providing access to the city and into neighbouring Angus.”**

The bridge is restored, but certainly not ‘open for access’.

Page 10 last Para **“...the applicant has also assisted the council in opening up the land in this area, carrying out enabling development of a new road, painstakingly restoring the Category A Listed Linlathen bridge...”**

It is not clear how either of the applicants were involved in the expensive painstaking restoration which was carried out by Dundee City Council financed by sources that were not linked to the applicants.

These statements give concern over the commitment by the applicants to comply with the requirement to upgrade the footpath to the north of the bridge. **For this reason we object to the application. We will happily withdraw this when/if given the appropriate reassurance.** Obviously, this would require the landowner/applicant to agree to a solution that would keep his cattle away from the footpath. We would also suggest that since the applicants are asking the Council for a favour, that they should additionally provide a contribution towards upgrading/landscaping the footpath to the south (which, on completion, should include suitable ‘tasteful’ signage indicating the location of the bridge and the development. The latter is likely to be beneficial to the developer.)

Regarding other aspects of the application, the design/style of the development is satisfactory. It relates to the character of the existing traditional stone/slate byre with the use of natural stone and slate, and the introduction of a large number of stone boundary walls. Generally, however, we do have concern about the pressure to continue creating car-dependent development (without suitable facilities) north of the A92.

Yours sincerely,
D.S. Hewick [Planning Secretary, Broughty Ferry Community Council]