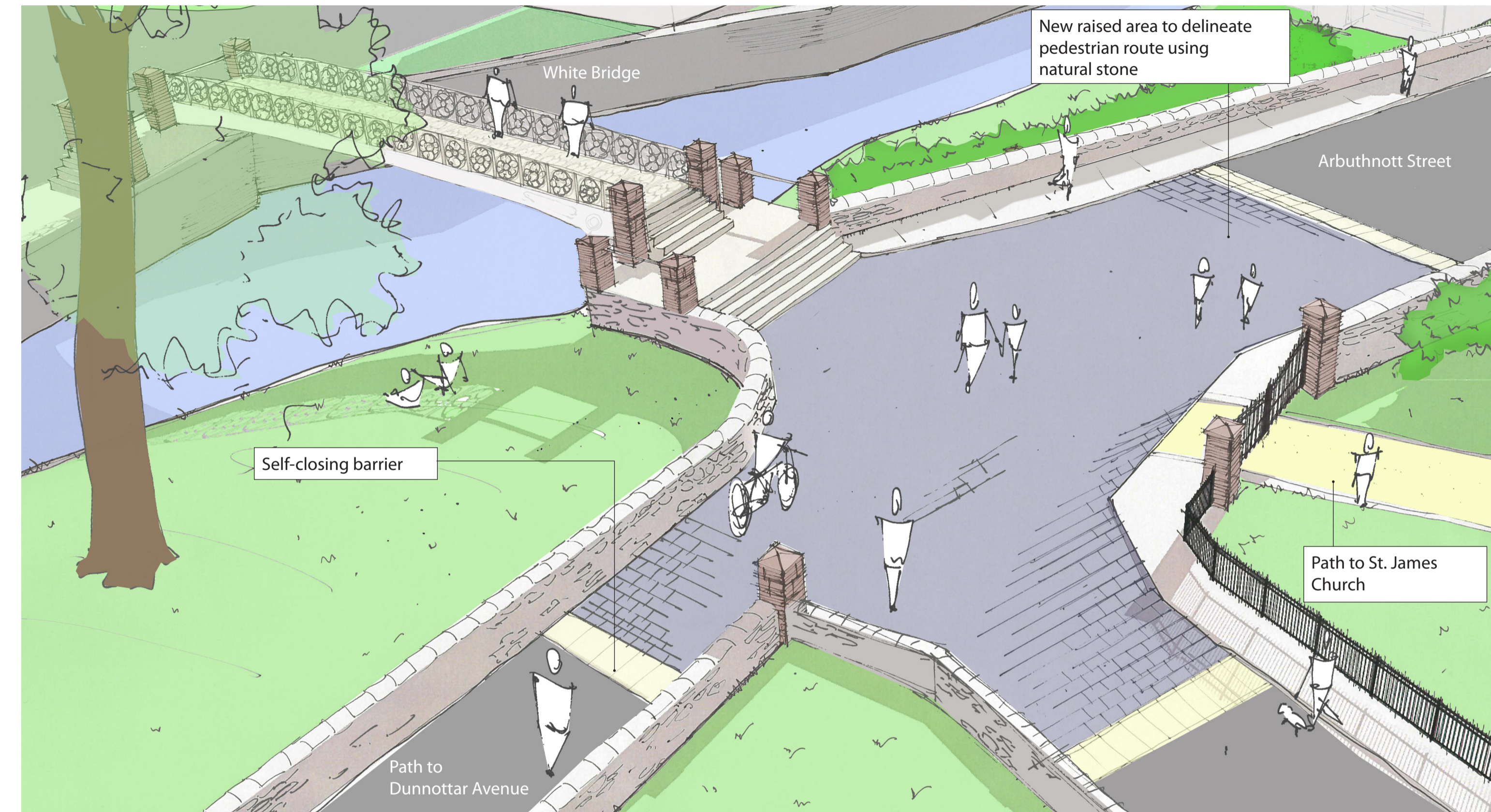


The White Bridge is a listed structure and is a key focal point in Stonehaven, but it is not high enough to pass higher flows. There are other things that affect flood levels in this area too. The river banks upstream of the bridge have been artificially raised in the past and the walls along Cameron Street are too low to contain higher flood flows. We plan a combination of measures at this location to reduce flood risk.

Raising the White Bridge

The White Bridge will be raised by around 1 metre (3') to ensure that there is enough capacity for floodwater to flow underneath. This means that additional steps, ramps or a combination of the two will be required. Ramps will allow step-free, inclusive access but a ramp to the north side along Cameron Street would need to be long and may impact on views.

Two possible options are presented for the south side of the bridge: one with a ramp, the other with steps.



Retaining the setting of the bridge and church

The raising of the White Bridge will affect the open character of the area, as well as the setting of the Category A listed Church of St. James.

Whilst some of these effects will be unavoidable, steps will be made to reduce this impact. Materials that are in keeping with the Conservation Area would be preferred. There is potential to make changes to the road layout and surfacing in front of the church, to give pedestrians priority and use higher quality materials.



An important view is from Ann Street in the New Town towards the river, White Bridge and St. James the Great Church. The open aspect in this view contrasts with the tight-knit built form within the grid of the New Town.

New walls, the raising of the White Bridge and construction of larger access steps may erode the visual and associative qualities of this view. Detailed design and detailing will need to consider how any adverse aspects could be reduced.

Public art

The use of art commissions within public spaces can add interest, depth and visual quality to the environment. These could be incorporated within paving or paths, within the channel or to structures such as the new Green Bridge.

Examples shown are from the LUC scheme in Inverness (Al MacInnes and Fin Macrae) and the Cockshaw Burn flood scheme in Northumberland (David Jacobson).



The award-winning Inverness streetscape scheme (by Land Use Consultants) involved the use of natural stone to define and prioritise areas for pedestrians.

A similar concept could be used at certain locations, such as the entrances to the Green and White Bridges

