



Issue 76

September 2026

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Contemplating Newport

Is this roundabout too hard to Swallow?

Gordon Fleming, DCT planning group member



Swallow Roundabout

It is self-evident that the reconstructed Swallow roundabout, at the western ends of Kingsway and of Riverside Drive, is a failure, both for A90 traffic and for side road flows. It is also clear that traffic lights, as controlled by the city council, have been able to reduce queues on eastbound A90 movements only slightly, and then only by worsening queues for westbound traffic coming down the Kingsway.

Worse, if the Swallow roundabout is already beyond its peak capacity, we must add another, say, 300 cars for commuter households

being planned and built in the nearby Western Gateway. So, we can expect traffic volume to increase by at least one car per household at peak times. This will not only create a greater shambles at Swallow, but worsening congestion is also inevitable at the Myrekirk roundabout, on Coupar Angus Road, and at the mini-roundabout at Camperdown Leisure Park.

Where lies the problem? The long dimension of the Swallow roundabout is about 62 metres, whereas that of the nearby Myrekirk roundabout is about 83 metres. The Swallow roundabout was built within its existing footprint, which simply is not big enough: it is neither long enough, nor wide enough, and it lacks sufficient lanes for turning. Given the huge volume of traffic from the A90 west turning right onto Riverside Drive, the right turn lane on the roundabout should have been made much longer to allow more right turn queueing by vehicles on the roundabout itself. On account of this, other lanes are frequently blocked by waiting cars. From the east side of the roundabout on Kingsway there is no separate right turn lane towards the Western Gateway: this means that the two lanes of westbound A90 traffic cannot flow smoothly through the roundabout at the same time. The Myrekirk roundabout has four lanes westbound and double turning lanes to achieve a more satisfactory solution.



So the best answer, at no small cost retrospectively, would be to rebuild the whole roundabout to make it longer and wider, and to add or extend right turning lanes for traffic turning from the A90 to either Riverside Drive or the Western Gateway. Also, a dedicated lane is required for turning left from Riverside Drive onto the A90 west.

Existing pedestrian route

But size and lanes are not the only problems. Pedestrian provision is another. Every aspect of the Swallow roundabout scheme shows a lack of sufficient provision for pedestrians and cyclists.

Take a look at the picture above and find the red line on the slip road from Kingsway West to Riverside Drive. The designers did not place a pedestrian crossing on this lane because it would reduce traffic flow onto Riverside Drive. Instead, they provided the route shown by the yellow line – that is, no fewer than four traffic-light controlled crossings. Four such crossings has to be more dangerous for pedestrians and cyclists, and the reality is that pedestrians will ignore the complicated route and risk crossing the slip road directly. In any event, there is very likely to be little demand for crossing towards an empty area near Invergowrie.

There are actually much simpler solutions. These alternatives are shown on the picture below, and they would, without any alteration to the roundabout itself, significantly ease traffic flow, and greatly improve pedestrian and cycle provision.



Aerial photos courtesy Google Earth

On this aerial photograph the solid yellow line includes the existing route via a subway under the A90. It is stepless and fine for cycling as well, but it is completely unsigned and hard to find. Make the route work by extending it northwards into the Western Gateway developments and giving it a modest upgrade. It would give far better access into Invergowrie, and would be within walking distance of the Western Gateway, and go some way to providing facilities for that estate.

The solid green line is an existing pedestrian route towards Invergowrie High Street. It could readily be extended to a pedestrian-activated pedestrian crossing on Invergowrie by-pass. The effect on

traffic flow would be marginal. These two routes would eliminate all pedestrian phases on and near the roundabout itself. This would improve traffic flow slightly and make matters easier for pedestrians; it is no substitute for a larger roundabout, which some say should have been built in the first place.

RRS Discovery: New Beams for Old

Doug Binnie, DCT member

A previous article (Newsflash 72, December 2025) described a superb example of collaboration between various local and national companies and organisations, not least Dundee Historic Environment Trust. During the renovation of Burnside Mill, it became apparent that a number of 140-year-old timber pitch pine beams were not required, but were still in excellent condition. There were a couple



Photo: Donald Gordon

of dozen of them, many a remarkable thirteen metres long.

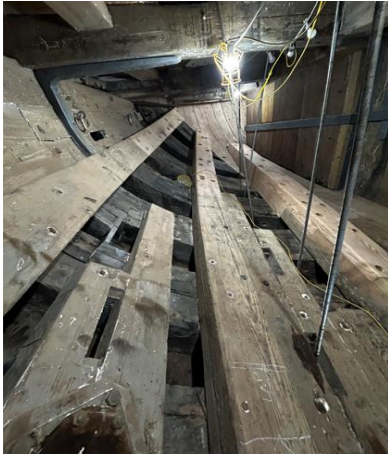
After some discussion, the contractors renovating RRS Discovery agreed that they could use them to replace original, rotting beams on the ship.

Recently, I was back on board RRS Discovery as part of a pre-filming event, organised by Historic Environment



Scotland (HES), and I was able to have a good look at the progress being made. As well as the camera crew, there were other representatives

from the HES media and technical teams, and the contractor who gave us a hugely informative tour. HES are to produce two different films which will include the ship and the jute warehouse in Burnside Street in Lochee and interviews with some of the people involved in making this happen. The purpose of this visit was to allow the HES cameraman to scope out the ship and the contractor's set-up in and around Discovery; and to plan and prepare.



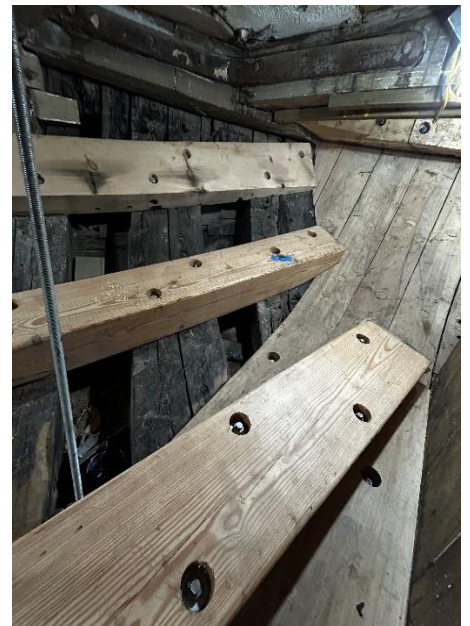
A lot of work is being carried out on the ship, and it is just incredible. Some of the pitch pine from Lochee has now been shaped and fitted within Discovery with accuracy and thoroughness. My description and the photographs cannot do justice to the specialist skills that are on display, and the effort involved, not only in working the dense timber but moving it around and then fixing it in place, sometimes in very restricted spaces.

The Burnside Mill timber, according to Chris Struthers from JPS Restoration, was 'absolutely perfect' and when it was cut open or shaved, looked to my relatively untrained eye as good as the day it was first used about 140 years ago.

It was a pleasure to listen to the conservation contractor explaining how they are carrying out the works, and the manner by which they are overcoming considerable challenges. For example, combatting uncharted

and poor historic repairs, cataloguing and recording previous construction methods and techniques and the types of fixings used, negotiating the huge temporary structural support steel frame, dealing with the conflicting impact of wet and dry weather on all of the timber, not to mention that it is still an operational tourist attraction. Chris described Discovery as '*a historical monument, not just a ship, where they have problems to solve every day, [and] which require ingenuity, creativity and initiative*'.

It was obvious that he relished these challenges, while acknowledging that skills and techniques still have to be learned progressively as well as being demonstrated continuously. The ongoing restoration of RRS Discovery is a live demonstration of conservation in its truest form, and of an incredibly high standard of workmanship, by a very dedicated and committed workforce. It is such a privilege to be given the opportunity on occasion to see them all display their craft, and feeling part of the Discovery's latest journey, as it sits in pride of place at the heart of Dundee's Central Waterfront.



Photos: Doug Binnie

Dundee Bus Station: time for a move?

Marc Winsland, DCT member

My transport career didn't begin with a job as an entry-level assistant at Xplore Dundee in 2015. It began a year earlier as the first Student President of the newly merged Dundee & Angus College, representing students who found themselves travelling further than ever to reach their consolidated courses. Ever since, as an industry professional and a regular passenger, I have been keenly aware of both the successes and shortcomings of our transport offering.

Strength and weakness alike can be found in our place in the interurban network. On a weekday, Dundee waves off nearly 300 coaches and over 400 country buses. In fact, there are almost as many long-distance journeys to and from the city as there are local journeys running within it. To put this in perspective, Glasgow's Buchanan bus station (Scotland's biggest and busiest) handles roughly 1,370 daily departures for a million-strong metro area. But thanks to a dense, student-heavy population with lower-than-average car ownership, Dundee achieves more than 20% of Glasgow's volume despite being less than 15% of its size. It's fair to say we punch above our weight.

However. Exceptional service levels are undermined by a lack of a single, central, unified bus station. Depending on where you're going or who you've booked with, your chariot could leave from one of a handful of locations scattered across town. Yes, we have the Seagate bus station. But the economic centre of gravity has shifted since it was built in 1958, with activity spreading towards the west end and the waterfront. Plus, being on the eastern edge of town, it is at odds with most passenger flows entering and exiting via Riverside to the west - and it's awkwardly far from both the railway station and most local buses.



The bus station should be much closer to the centre of town, and to local, intra-city bus services, and also to the railway station. Moving operations westward aligns with the natural flow of Dundee's central redevelopment. An obvious spot for a hub (though not a storage garage) is Site 2 in the Waterfront, adjacent to the refurbished LIVEHOUSE Dundee venue, close to the centre and to the railway station. Crucially, it would free up the current Seagate footprint for new central housing developments. The visualisation, below, is what the new bus station hub could look like. DCT's preferred position is to have residential properties built on the upper

floors: not only would this help to fund the development, but will play a small part in bring residents back to the city centre.



Visual by author

The existing bus station is one of the few in Britain to be owned by an individual operator instead of the local authority - creating a barrier for competitors. So, Flixbus pitches up at a layby on the West Marketgait (occasionally spilling round onto the Nethergate and causing mayhem for local buses); Ember leaves from Slessor Gardens if you're heading south or from the railway station if going north; and Fly uses a hastily converted loading bay on the threshold of Malmaison. Only one of these locations has a shelter, only a couple have seats, and none are actually designed as full-fledged coach stops. The poor experience for Dundonians is one thing - but what sort of first impression and farewell does it give visitors? Inconvenient though it may be, it rather proves the point that customers and at least some bus operators prefer to be in the centre of the city.

And what of the existing bus station itself? Frankly, the bus station is past its best, and is heavily criticised for lacking essential modern facilities such as reliable public toilets, and poor heating; it has a rundown atmosphere to it.



I am carrying out further work and analysis on this topic, and look forward to sharing it soon. In the meantime, I would welcome any views or experiences members may wish to share: marcwinsland1@gmail.com

Photos: Donald Gordon

Design and disability: on show in V&A and on Dundee's streets

Fionn Stevenson, DCT Chair

I recently visited the fascinating V&A Dundee's Design and Disability exhibition. It starts with an arrestingly large colourful banner that reflects the curators' aim: "Disabled people fightback:

nothing about us without us". It felt good to see the plain language of "disability" used, rather than previous attempts to sanitise this term.

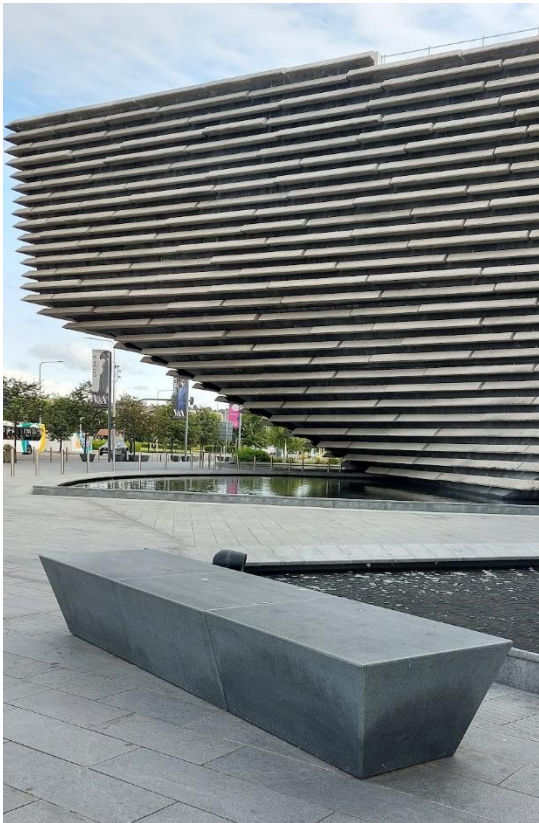


The structure of the exhibition is split into three sections: visibility, creativity and living. These notional categories seem to overlap somewhat and I found it difficult to follow any kind of historical thread. Nevertheless, the exhibition is generously laid out and each object displayed in a manner designed to maximise their impact. Some are clearly positioned

too high for a wheelchair user to appreciate, however.

The exhibition narratives challenge conventional understandings of passive disability by joyfully celebrating design items and artworks that are created by disabled architects, artists and designers themselves. It contains a hilarious art video by Katherine Araniello that picks apart tokenistic efforts to include disability within TV using "triumph-over-tragedy" stories. The sheer ingenuity of the design items on display is inspiring, including easy to remove bespoke clothing, gadgets to make opening things easier, and whole neighbourhoods made accessible. The historical photos and artefacts remind the viewer that disability rights have been a hard fought battle – one that continues today. I discovered that protesting wheelchair users in Berkeley, California used sledgehammers to create dropped kerbs in the 1970's. Drastic, but necessary, action.

I left the exhibition feeling glad to have seen the empowerment of the disability community and to have heard their voice. I would have loved to have seen a bit more in the Living section about the design of cities to empower those with disabilities, and may be rather less clothing – but that’s a personal point of view.



Leaving the magnificent V&A Dundee building, I couldn’t help noticing the bespoke hard, angular stone seating immediately outside of it. Ironically, it left much to be desired for disability access, with no supportive back or armrests. This led me to reflect more widely on how well Dundee serves those who have physical constraints, including the elderly and those just trying to do some shopping without a car, who want a rest. Not great, to be honest. I took a walk across to Dundee railway station and again found purpose designed large “stones” that offered the most uncomfortable seating possible. The bus stop shelter next to them offered no relief either— a thin strip of metal to perch on.

Walking up Union Street (in the course of being pedestrianised) I wondered if there would be any decent seating provided in this latest civic design element. Finally, I arrived at Nethergate – the heart of the city. More benches with no back support. To add insult to

injury, the sharp stone capping of the low wall behind them, dug into my back when I took a seat to rest. Perhaps the council does not want us to rest in its streets?



The gentleman in the photo was pleased to know that Dundee Civic Trust is campaigning for better seating provision in our city.



There are British Standards for the design and construction of public outdoor seating, and Active Travel guidance also highlights the need for proper seating. So why is it that time after time, Dundee City Council continues to allow outdoor seating provision which simply does not do the job?

An elegant and (nearly) suitable alternative example. Photo: LAB23. Other photos by Fionn Stevenson

Diagram: Wheels for Wellbeing



Professor Emeritus Graeme Hutton will be giving a Dundee Civic Trust talk on “Obstacles, Observations, Opportunities”, speaking about his experience as an architect and wheelchair user, on 19th November at 7pm at Dundee Art Society, Roseangle.

Let’s pack a Gabion

Roderick Stewart, DCT Board member

It seems that there is an ingenious skill evolving around us which certainly deserves to be noticed, appreciated and encouraged; it is that of neatly packing stone into gabions to give almost the appearance and quality of a drystone dyke.

Gabions are, of course, those rectangular, wire-mesh baskets filled with stone and hitherto used as an easy way to shore up road, rail and river embankments, and for other rudimentary landscape engineering. The early cheap-and-cheerful gabions were unpretentiously filled with a utilitarian jumble of broken stone, but a much more skilled process, closely akin to drystone dyking, is appearing. Stones are being carefully selected for shape and size, sometimes even dressed with a dyking hammer, and then fitted neatly together like an inside-out dyke, with clean, flat surfaces being meticulously placed against the wire mesh to present a pleasingly smooth, tidy exterior. Does this skill have its own name yet? Should it be 'gabion-dyking'?

A notable local example can be enjoyed at the new event space being developed at Aimer Square, Lochee, which is due to be completed in the next few weeks.



Wicker gabions are known to have been used some 7,000 years ago by the ancient Egyptians to protect the banks of the Nile, and the word itself comes from the Italian 'gabbione' meaning a large basket, in turn from the Latin 'cavea', a cage or prison. Marshal Vauban, France's celebrated exponent of siege warfare, describes the use of wicker gabions for fortification in his 'Treatise on Sieges' which led to the famous apothegm, "City besieged by Vauban, city taken; city defended by Vauban, city impregnable."

Lochee's new Aimer Square under construction. The gabion-packer is using his dyking hammer and a straight-edge to ensure a neat fit. Note the 'hearting' of crushed stone.



Photos: Roderick Stewart

Even in remote Glen Fechlin, this utility-enclosure has its gabions carefully packed to give a neat exterior face.



C S Forester gives us a delightfully accessible description of classic siege warfare, with the full gamut of sapping trenches, fascines and gabions, when Hornblower, in 'The

An example of gabions in Ogilvie Road, Broughty Ferry: photo Donald Gordon

Commodore', leads the Royal Navy to assist at the siege of Riga. These early gabions were round wicker baskets filled with earth or rubble and clearly only suitable for short-term use, but the development of galvanised wire mesh in Victorian times led to the current semi-permanent and weather-resistant cuboid style.

Dundee City Council Planning News

Donal Hardy, convenor, DCT Planning Group

Planning activity has remained steady over the summer, with a mix of major applications and smaller proposals which have required careful review. The Planning Group continues its regular monitoring every week, focusing on good design, effective placemaking, environmental responsibility and the protection and conservation of Dundee's built heritage. This update highlights the key cases under consideration, led by the forthcoming committee consideration of the Dundee FC stadium proposal at Camperdown.

Dundee FC Stadium – Camperdown Revised traffic circulation proposals for the Dundee FC stadium were recently highlighted in *The Courier*, prompting renewed scrutiny from the DCT Planning Group. The updated layout introduces a "left-in only" access from the Kingsway, with all vehicles exiting via Dayton Drive. We remain concerned that this arrangement will intensify congestion elsewhere, create unsafe conditions at key junctions, and place additional pressure on the surrounding residential network. The application is not expected to come before committee until November 2026 at the earliest. The Trust intends to have an in-person deputation at committee.

Keiller Centre – Purpose-Built Student Accommodation (PBSA) The Trust has objected to the proposed PBSA redevelopment at the Keiller Centre. The application does not convincingly demonstrate (under Local Development Plan Policy 15) that there is a demand for additional student accommodation. The proposed layout is highly specific, and offers limited long-term adaptability to mainstream or affordable housing. Concerns also remain regarding sustainability, overheating risk in single-aspect rooms, and the modest ambition of the landscape and microclimate strategy. The absence of a proposal for public art further weakens the scheme’s civic contribution. We are not persuaded that the proposal represents an appropriate use of this key city-centre site.

Lochee Old Parish Church The Trust has supported this sensitive conversion of Lochee Old Parish Church into new homes. The proposal offers a constructive and imaginative reuse of a



listed building, and a generally well-considered layout. Our response calls for stronger sustainability measures, full EV-charging provision, and a clearer drainage strategy to ensure the development does not exacerbate more pressure on the existing drainage network.

Roofless, ruinous, Lochee Old Parish Church. Photo: Donald Gordon

Balunie Drive Housing The Trust has objected to the 17-home proposal at Balunie Drive due to weak placemaking, limited street engagement, and a reliance on a buried attenuation tank for rainwater rather than a visible SUDS (sustainable urban drainage system). The site’s proximity to the frequently flash-flooding Dighty Burn raises safety concerns, and the application lacks essential supporting documents including a Design and Access Statement, Sustainability Statement and Flood Strategy.

Conservation Areas – Window Replacements The Trust continues to defend the character of Dundee’s conservation areas by supporting sympathetic timber replacements where original sash-and-case windows are beyond repair. Timber remains the more sustainable, repairable and longer-lasting material, and incremental approvals of uPVC risk eroding the architectural coherence of these neighbourhoods. Conservation areas, and listed buildings, require to have their unique and often historic qualities protected.

Planning Portal – Publication of Comments Finally, DCT welcomes Dundee City Council’s decision to publish public planning comments directly on the online portal from 1 September 2026. This move will deliver an important improvement in local planning transparency, something that we have been advocating over several years.

Elaine Kuwahara

Fraser Macpherson and Michael Crichton, West End Councillors

It was with great sadness and shock that we learned of the sudden passing of Elaine Kuwahara on 22 July 2026.

Elaine was a hugely respected and valued member of the West End community who devoted much of her time and energy to making our area a better place. She served on West End Community Council, represented the community on the Dundee Licensing Forum and was involved in many local issues and initiatives.

She was also a stalwart member of Dundee Civic Trust, taking a keen interest in its work, regularly attending events and never being shy about offering her views and opinions. Her commitment to protecting and improving the character of the West End made her involvement with the Trust particularly fitting.

As local councillors, we were in very regular contact with Elaine. She was thoughtful, knowledgeable and constructive, always willing to raise matters that concerned local residents,



and she had a great sense of humour. She also generously supported charitable causes, including opening her beautiful garden to raise funds for charity.

Elaine was a tireless advocate for the West End and cared deeply about the community in which she lived. Her passing is a tremendous loss, and she leaves a lasting legacy of community spirit, kindness and public service.

Photograph supplied by the family

Adam Swan retiring

Barbara Illsley, former DCT chair, and trustee, DHET

Adam Swan, Director of Dundee Historic Environment Trust (DHET) for the past 22 years, retired from his post at the end of August. Adam was seconded from his role as Conservation Officer with Dundee City Council in 2004 to set up the new Heritage Trust for the city, an exciting and challenging task.

In his role as Director, Adam has been responsible for the allocation of an impressive total of over £2 million for grants for a range of projects. Members may recall some of the more major developments, such as the former Royal Hotel, Union Street, and the Flour Mill, Commercial Street, but others may have gone under the radar: repairs to Miln's Buildings, Nethergate, to 13 Albert Square, and to the Georgian terrace on King Street. The conversion of the former jute warehouse in Burnside Street to housing for Hillcrest is a current example of a DHET-supported project. [See the reference to Burnside Mill elsewhere in this issue]. Adam's other work has included raising awareness of Dundee's heritage by organising lectures on conservation and creating leaflets for heritage walks, and by promoting, to school pupils and others, the traditional skills needed to maintain historic properties. In all his work, Adam has drawn on his deep knowledge of and enthusiasm for the history of Dundee and its buildings, as well as his conservation expertise, in order to provide high quality advice and guidance to applicants.

Adam has a close association with Dundee Civic Trust. A DCT member, he has organised



Photo supplied by Adam

speakers for joint DCT/DHET events as well as delivering fascinating talks himself, and he has twice acted as a judge for the recently created joint DCT/DHET Conservation Award. This award was won last year by Walker Luxury Jeweller for their shop extension and refurbishment in Union Street. We wish Adam a happy and healthy retirement in Cellardyke and hope to see him at future DCT events.

Looking into Stained Glass Windows

Hugh Macrae, DCT member and former Board Secretary

Scotland's stained glass is not very well documented. Michael Donnelly's *"Scotland's Stained Glass: Making the Colours Sing"*, published in 1997 and the Scotland Issue of *The Journal of Stained Glass* in 2006 cover the ground in part but so far there has not, to my knowledge, been a comprehensive study of this fascinating subject which reaches across the decades. Even less has been documented about stained glass in Dundee, which is surprising given that the riches of stained glass found in the city is good evidence of the wealth that exists in parts of Victorian Dundee.

Most of the examples are in churches around the city, and also in public buildings such as the City Chambers, the McManus Gallery, old Chamber of Commerce, hospitals, universities and

schools; as well as commercial premises and domestic houses. Many of these have now been repurposed for other uses.

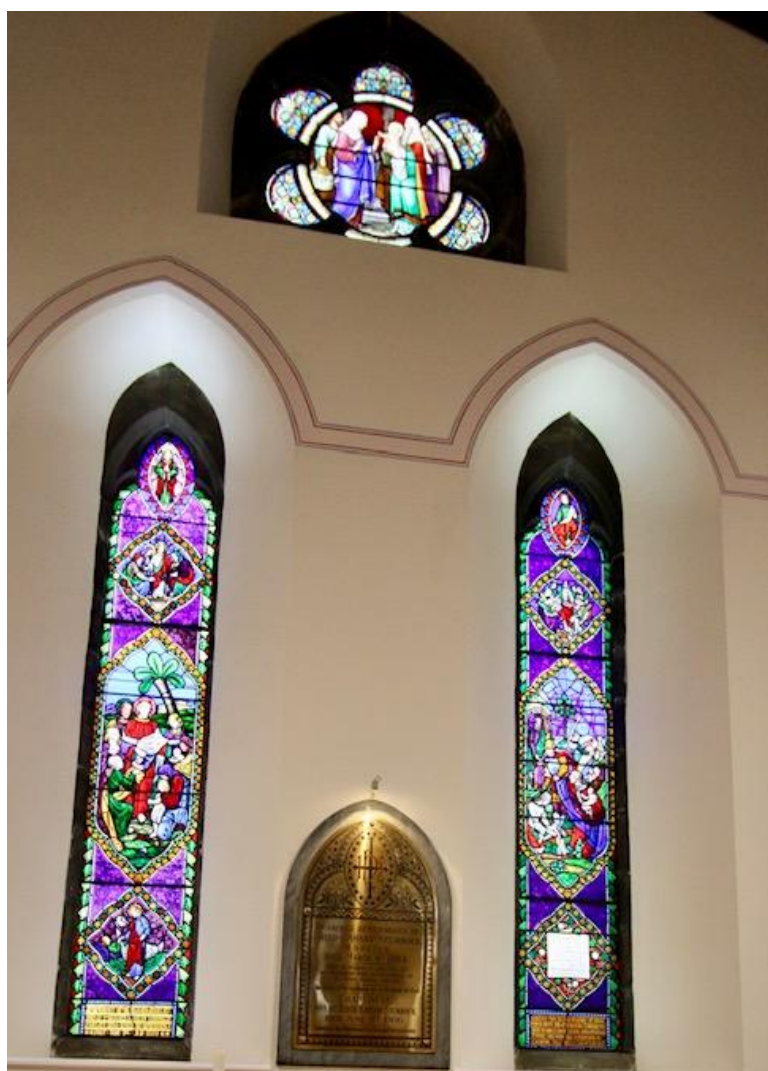


Photo: DCT member John Alexander

The earliest example I can find so far dates from the 1850s and the tradition of stained glass making continues to the present day. Significant examples include the Mary Slessor tribute in the McManus by William Aikman, as well as probably the finest collection of Burne Jones and Morris windows in Britain which is in St Stephen's & West Church in Broughty Ferry. St Mary's Scottish Episcopal Church, also in Broughty Ferry is well endowed too. Designers and makers range, in addition to the above mentioned, from Cottier & Powell of London, through Ballantine of Edinburgh, William Wilson and Stephen Adam, to Alex Russell of Dundee College of Art, and Mary Wallace, Susan Bradbury and Liz Rowley in the modern day.

Over the next two years I plan to research, document and photograph the best examples of the city's stained glass. I already have an extensive list of buildings but would welcome any suggestions from members and

others for inclusion in my research, particularly of domestic houses. Confidentiality is assured and nothing will be published in any way without the owner's consent.

If you have any suggestions, please email me on hughmacrae111@btinternet.com or ring me on 07843 491803.

Who owns a *Lamb's Dundee: Its Quaint and Historic Buildings*?

Roderick Stewart

Connor Bertie, a Courier journalist, is compiling a list of the surviving copies of A C Lamb's monumental book, "Dundee, Its Quaint and Historic Buildings", and is appealing to anyone knowing the whereabouts of any of the original numbered editions. Newsflash readers are more likely than most to know of these, so any member aware of copies of Lamb is encouraged to contact Mr Bertie direct at cbertiewriting@outlook.com, giving the impression edition and number listed.

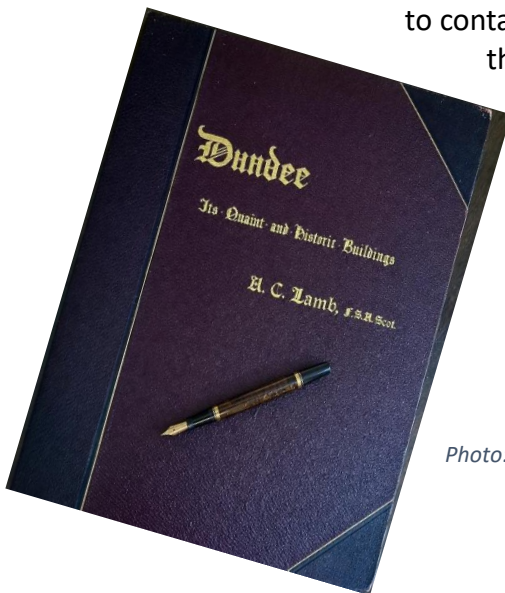


Photo: Lamb's owner and DCT Board member Graham Nicholson

Another request: Help Save Dundee's Mercat Cross Unicorn

DCT member Matthew Jarron

In many towns and cities in Scotland a unicorn can be found on the top of a mercat cross, indicating royal approval to hold markets and fairs. Dundee's unicorn was made in 1971 by the celebrated sculptor Scott Sutherland RSA, using fibreglass and bronze resin to replace a much

older stone version. However it is now in a bad state of decay – its horn is now lost and further weather damage is likely to cause it to break up completely.

Abertay Historical Society is now collaborating with Dundee City Council and the University of Dundee to restore the mercat cross unicorn. They intend to commission sculptor Roddy Mathieson to create a new unicorn based on a cast of the previous one, this time made of jesmonite, which is more durable than fibreglass and more environmentally friendly than bronze. Once removed and repaired, the old unicorn will be gifted to The McManus, where it will join its medieval counterpart.



For further information and to make a donation, please visit:

[Save Dundee's Mercat Cross Unicorn - a Creative & Arts crowdfunding project in Dundee by Abertay Historical Society](#)

Photos: Public Art Dundee

Forthcoming Events at DCT

Winter Evening Talks – Thursday 15 October 2026 - Dundee's War Memorial

Dundee Civic Trust winter evening talks will re-start on **Thursday 15th October 2026**, at our usual time and place, 7.00pm (19.00) at Dundee Arts Society Roseangle Gallery, when Matthew Jarron will describe:

"The Origins of Dundee's War Memorial"

The war memorial beacon on the top of Dundee Law recently celebrated its centenary. For over a hundred years it has been one of the city's most iconic landmarks, yet its location and its distinctive design were the subjects of considerable debate and controversy in the years immediately following the end of the Great War. In this talk, Matthew relates the complex saga of the memorial's design and creation.



Matthew Jarron is Curator of the University of Dundee Museums, comprising over 35,000 artefacts, artworks and specimens displayed in a variety of venues including the Tower Foyer & Lamb Galleries, the D'Arcy Thompson Zoology Museum and the Tayside Medical History Museum. Matthew is also Secretary of the Abertay Historical Society, co-ordinator of the Public Art Dundee project, a former chair

of the Scottish Society for Art History and the author and/or editor of several books including *Independent & Individualist: Art in Dundee 1867-1924*.

As ever, non-members will be very welcome and there will be the usual opportunity to meet informally over a glass of wine afterwards, kindly provided by Euan McNicoll, wine merchant: euamcnicoll@btinternet.com

Looking Ahead:

Wednesday 30 September: Fionn Stevenson, “ [Making your home feel more comfortable in hot and cold weather Tickets, Wednesday, September 30 • 3 PM - 4:30 PM | Eventbrite](#)” Community Centre, 15 Alexander Street. Note time and venue. Click on link or visit www.eventbrite.co.uk for tickets and information

19 November 2026: Graeme Hutton, “Obstacles, Observations, Opportunities” (joint lecture with Dundee Institute of Architects)

21 January 2027: Dundee Marine Manager Andrew Blake, “The Development of Dundee Harbour” (joint lecture with Friends of Dundee Heritage Trust)

18 February 2027: Mylene Herd “Old Walls, Traditional Skills and Community Stories” (joint lecture with Dundee Historic Environment Trust)

18 March 2027: Joe Morrow, Lord Lyon “Lyon Court”

15 April 2027: (TBC) + AGM

Contact Us! We are happy to hear from you at info@dundeecivictrust.co.uk . If you are one of our many hundreds of readers, but not a DCT member, why not join us and support the valuable work that we do, both with a modest annual (or lifetime) payment, as well as boosting our numbers and further increasing our influence? A membership application form is on the next page.

Editorial Team: Donald Gordon, Stephen Brand, Brian Cram, Graham Nicholson, Fionn Stevenson, Roderick Stewart.



Dundee Civic Trust is a Scottish Charitable Incorporated Organisation SC001399, established in 1973. For information about Dundee Civic Trust visit our web site at www.dundeecivictrust.co.uk



Dundee Civic Trust MEMBERSHIP

encouraging the best

Application Type: ☐ New Member ☐ Member Renewal

Name

(Corporate/Educational applicants only) Name or title of Contact

Address

Address

Town/City

Post Code

Telephone

Email

Membership Type:

☐ Individual or Educational
(£20 per annum)

☐ Joint Membership (£30 per annum)

☐ Under 25yrs (£5 per annum)

☐ Corporate (£50 per annum)

☐ Life (£150)

☐ Joint Life (£200)

Personal Data

☐ I understand that Dundee Civic Trust will handle my personal data, as stated in the Privacy Notice. (See about this on the Trust's website) www.dundeecivictrust.co.uk

Gift Aid (Boosts the Trust by 25p in every £1.00 at no cost to yourself)

☐ I want to Gift Aid my annual subscription and any subscription I make in the future, or have made in the past 4 years, to **Dundee Civic Trust (SCIO)**. I consent to having my personal data processed for this purpose. I am a UK tax payer and understand that if I pay less Income Tax and/or Capital Gains Tax than the amount of Gift Aid claims on all my subscriptions in that tax year, it is my responsibility to pay the difference.

If you pay Income Tax at the higher or additional rate and want to receive the additional tax relief due to you, you must include all your Gift Aid donations on your Self-Assessment Tax Return or ask HM Revenue and Customs to adjust your tax code.

Payment I wish to pay by: [please tick box]

☐ Cash (in person only) ☐ Cheque made out to **Dundee Civic Trust (SCIO)**

☐ Bank Transfer (details below) [please ensure that your name is clearly shown in online payments]

Bank of Scotland

Account: Dundee Civic Trust (SCIO) **Sort Code:** 80 22 60 **Account No:** 12485969



Scan the QR Code to go to the Join Us page on the website.

Dundee Civic Trust is a Scottish Charitable Incorporated Organisation, established in 1973

The membership year runs from 31 October each year.

Date:

Please return this form to:

membership@dundeecivictrust.co.uk

If you are unable to access the website, please hand the form in at any of our functions.



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