

REGULATORY PANEL: 12 OCTOBER 2022

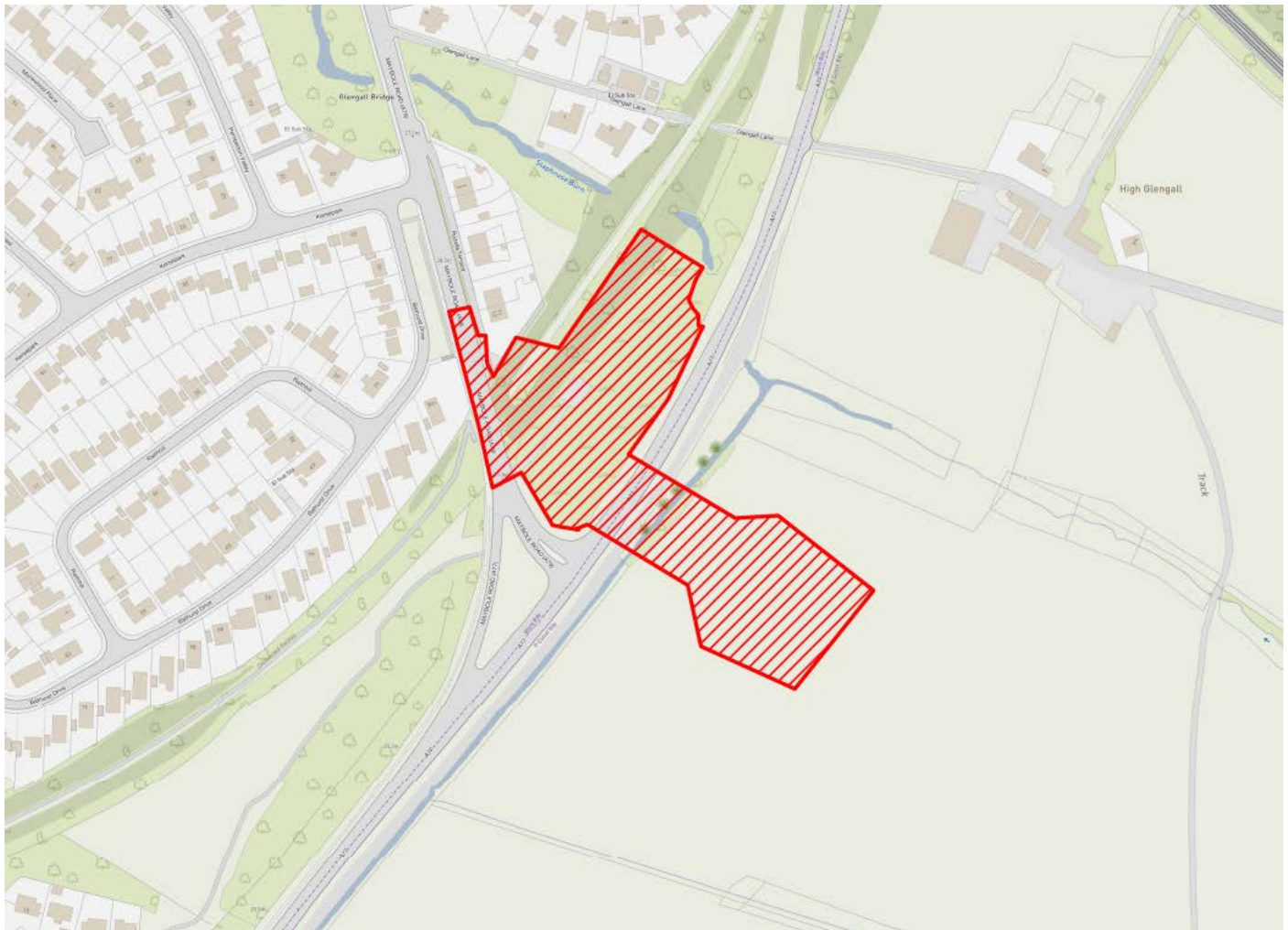
REPORT BY PLACE DIRECTORATE

21/00157/APP

CORTON A77T FROM BANKFIELD ROUNDABOUT - B7034 JUNCTION AYR SOUTH
AYRSHIRE

Location Plan

APPLICATION SITE



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Summary

Planning Permission is sought for the construction of an overbridge suitable for pedestrians and cyclists across the A77 to serve the South-East Ayr settlement expansion area as identified in the Adopted Local Development Plan. Whereas the Planning Permission in Principle and associated Section 75 Agreement for the Corton Phase require that the overbridge is suitable for equestrians as well as pedestrians and cyclists, neither the Council's Site Design Brief nor the relevant policies of the Local Development Plan require provision for equestrian use and the key consultees are supportive of the current proposal. Accordingly, the application is recommended for approval.

REPORT BY PLACE DIRECTORATE

REGULATORY PANEL: 12 OCTOBER 2022

SUBJECT:	PLANNING APPLICATION REPORT
APPLICATION REF:	21/00157/APP
SITE ADDRESS:	CORTON A77T FROM BANKFIELD ROUNDABOUT - B7034 JUNCTION AYR SOUTH AYRSHIRE
DESCRIPTION:	ERECTION OF AN OVERBRIDGE SUITABLE FOR USE BY PEDESTRIANS AND CYCLISTS SPANNING THE A77 TRUNK ROAD AND ASSOCIATED WORKS
RECOMMENDATION:	APPROVAL WITH CONDITIONS

APPLICATION REPORT

This report fulfils the requirements of Regulation 16, Schedule 2, paragraphs 3 (c) and 4 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. The application is considered in accordance with the Council's Scheme of Delegation as well as the Procedures for the Handling of Planning Applications. As this application is 'Local' development with 2 representations, it could technically be determined by officers under the Council's Scheme of Delegation. However, due to the key inter-relationship between this bridge application and the various applications for Approval of Matters Specified in Conditions (AMSC) for Corton and in view of the Regulatory Panel's decision on 11 June 2021 to refuse a related planning application to vary certain conditions attached to the Planning Permission in Principle (ref 14/01552/FURM) relating to equestrian use of the bridge it is considered appropriate that the application is considered by the Regulatory Panel.

1. Proposal:

Planning permission is sought for the erection of a bridge suitable for pedestrians and cyclists spanning the A77 trunk road. The bridge will form one of the key active travel links between the South-East Ayr settlement expansion area and Ayr. The bridge is to be 150 metres long between the point where it joins Maybole Road to the point where it arrives at ground level on the Corton side of the A77. The actual elevated portion of the bridge is just over 108 metres in length. The bridge will have a 3 metre wide deck to accommodate all users with space to allow ease of movement and future maintenance requirements from the deck itself. There is to be 1.4 m high metal railings. It stretches directly across the A77 in a straight line (to encourage use) and has a maximum gradient of 1:20 for cyclists and pedestrians. The ground is to be remodelled with embankments at either end to create the correct gradient. The bridge structure and handrails are to be galvanised steel with protective light grey paint finish. The bridge deck will be dark grey non-slip surface. A pedestrian crossing (Toucan crossing) is to be provided at the end of Maybole Road to connect with the Alloway / Burton cycle route.

2. Consultations:

- **Ayrshire Roads Alliance** - do not object subject to conditions.
- **Transport Scotland (Trunk Roads)** do not object subject to conditions- .
- **Annbank And Coylton Community Council** - did not provide comments .
- **Alloway And Doonfoot Community Council** - did not provide comments
- **Sustainable Development (Biodiversity)** - do not object
- **Belmont And Kincaidston Community Council** - did not provide comments.
- **Sustainable Development (Landscape And Parks)** - do not object.
- **Prestwick Airport** - sought further information on the height of the bridge but did not provide any further comments.
- **Scottish Environment Protection Agency** - did not provide comments.
- **West Of Scotland Archaeology Service** - do not object.

3. Submitted Assessments/Reports:

In assessing and reporting on a planning application the Council is required to provide details of any report or assessment submitted as set out in Regulation 16, Schedule 2, para. 4 (c) (i) to (iv) of the Development Management Regulations. The applicant submitted a supporting statement which can be summarised as follows:-

- The application description for the Planning Permission in Principle (PPP) for Corton does not refer to equestrian use for the bridge across the A77. The requirement for equestrian use was introduced erroneously through the conditions attached to the PPP.
- If the bridge is to be used for equestrian purposes the height of the parapets will need to increase to 2.0m
- The bridge and associated approach ramps will be adopted by the Council for maintenance. There would be a requirement for regular cleaning of horse manure.
- Horses and their riders would share the bridge and the two approach paths with pedestrians (including wheelchair users, ambulant disabled users, children, parents with toddlers and babies in buggies). There is potential for health and safety risks.
- A 10 metre wide "Pegasus" crossing would be required on Maybole Road. The crossing would require a holding pen either side of the road and there is insufficient land available to provide these. The Council will therefore be unable to comply with the prescribed standards for the crossing.

4. Planning History & S75 Obligations:

There is a significant planning history associated with Corton and this is a material consideration in the assessment of the current application. The following planning permissions are particularly relevant:-

Planning History

14/00220/PPPM and 14/01552/FURM: PPP for mixed use development at Corton, the latter of which expires on 30 April 2023. Granted subject to conditions including condition 22 which contains a requirement for an 'overbridge' suitable for pedestrians, cyclists and equestrians.

15/00176/APP: Erection of overbridge suitable for use by pedestrians, cyclists and equestrians spanning the A77 Trunk Road and associated works. Granted 24 June 2015. Expired.

15/01351/FUR: Variation of condition 2 of permission 15/00176/APP to amend reference for MSCM approvals. Expired.

20/00462/APP was Permitted on the 25 January 2021 for a bridge suitable for pedestrian, cyclist and equestrian use. This was in effect a renewal of permission 15/0135/FUR and is still an extant permission (expiry date 25 January 2024)

21/00093/FURM was Refused by the Regulatory Panel (contrary to officer recommendation) on the 11 June 2021 to remove the requirement for equestrian use of the bridge.

Section 75 Agreement

In assessing and reporting on a planning application the Council is required to provide a summary of the terms of any planning obligation entered into under Section 75 of the Town and Country Planning (Scotland) Act in relation to the grant of planning permission for the proposed development.

There is a Section 75 planning obligation in respect of the wider Corton development which, together with other requirements, seeks to secure the provision of the A77 over-bridge, although it does not relate directly to this planning application. The Agreement, however, refers to the provision of a bridge suitable for use by pedestrians, cyclists and equestrians.

Should the current application be approved, the Section 75 Agreement will require to be modified to reflect the omission of equestrian use, if or when an application is submitted under Section 42 of the Act to vary the relevant conditions of the Planning Permission in Principle (ref 14/01552/FURM) for Corton.

5. Scottish Ministers Directions:

In determining a planning application, the Council is required to provide details of any Direction made by Scottish Ministers under Regulation 30 (Directions requiring consultation), Regulation 31 (Directions requiring information), Regulation 32 (Directions restricting the grant of planning permission) and Regulation 33 (Directions requiring consideration of condition) of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, or under Regulation 50 (that development is EIA development) of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. **None.**

6. Representations:

2 representation(s) has/have been received, 2 of which object to the proposed development. All representations can be viewed online at www.south-ayrshire.gov.uk/planning

The issues raised by Representees can be summarised as follows:

1. Road Safety (the Toucan crossing on Maybole Road will cause traffic to back up onto the new roundabout on the A77)
2. The bridge should be constructed on the south side of the new roundabout to join up with the Alloway/Burton cycle track
3. Road safety (the bridge should be suitable for equestrian use to cater for riders using the bridle paths at Rozelle).
4. The proposals do not relate to the original planning approval for Corton
5. The extent of full route and gradients would be extremely tiresome for wheelchair use and would be a cause for concern during frost and snow conditions
6. potential for conflict between pedestrians and skateboarders.

These matters are addressed in the assessment section of this report.

In accordance with the Council's procedures for the handling of planning applications the opportunity exists for Representees to make further submissions upon the issue of this Panel Report, either by addressing the Panel directly or by making a further written submission. Members can view any further written submissions in advance of the Panel meeting at www.south-ayrshire.gov.uk/planning.

7. Assessment:

The material considerations in the assessment of this planning application are the provisions of the development plan, other policy considerations (including government guidance), planning history, objector concerns and the impact of the proposal on the amenity of the locality.

(i) Development Plan

Section 25 of the Town and Country Planning (Scotland) Act 1997 (as amended) indicates that in making any determination under the Planning Acts, regard is to be had to the development plan; the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

The South Ayrshire Local Development Plan 2 was adopted on 31 August 2022. The following provisions of the development plan are considered relevant to the consideration of this application and can be viewed in full at https://archive.south-ayrshire.gov.uk/documents/localdevplan_final.pdf

Sustainable Development
Delivering Infrastructure
Housing Allocation Site (Ayr 4)
Maintaining & Protecting Land for Housing
Landscape Quality
Central Scotland Green Network
Flooding & Development
Archaeology
Natural Heritage
Land use and Transport
Outdoor Access and Core Paths

The provisions of the Adopted South Ayrshire Local Plan must be read and applied as a whole, and as such, no single policy should be read in isolation. The application has been considered in this context.

Sustainable Development

The proposal is consistent with LDP Policy: sustainable development having regard to the design of the bridge and associated ramps which are appropriate in terms of their amenity impact, layout, scale, massing, design and materials in relation to their surroundings and character of the landscape. Furthermore the proposal raises no concerns in regard to natural and cultural heritage, road safety and SUDS. The purpose of the bridge is to facilitate non-motorised modes of transport to link the proposed mixed-use development at South-East Ayr to the existing services and facilities in Ayr and to form connections to the existing Alloway to Burton cycle track and is essential in ensuring that the settlement expansion is undertaken in a sustainable manner.

Delivering Infrastructure & Land Use and Transport

In relation to LDP Policy: *delivering infrastructure* proposals for all forms of development will be expected to contribute to the provision of or improvement of off-site transport or other infrastructure where the need is shown to exist. The bridge is a necessary requirement of the development approved under Planning Permission in Principle 14/01552/FURM for mixed use development at Corton to mitigate the transport impact of the development. Transport Scotland and Ayrshire Roads Alliance do not object to the proposed bridge. In particular, Transport Scotland do not object to the omission of provision for equestrians which was a requirement of the conditions attached to the Planning Permission in Principle and associated Section 75 Agreement for the Corton phase of South- East Ayr. Given the support of both Transport Scotland and the ARA, notwithstanding the omission of provision for equestrian use of the bridge, the proposal does not raise road safety concerns and is considered to be consistent with LDP Policy: *Land Use and Transport*.

Supplementary Guidance – Housing Site Design Briefs

LDP Policy *maintaining and protecting land for housing* requires that developments on allocated sites must meet the Supplementary Guidance for Housing Site Design Briefs. The provision of a pedestrian and cyclist bridge across the A77 is a requirement of the Supplementary Guidance *Site Design Brief* for South-East Ayr. It should be noted that the inclusion of “equestrian use” is not a requirement of the Site Design Brief.

Landscape

The bridge will be a significant “gateway” feature on the approach to the south of Ayr. The aesthetic design of the bridge is of a good standard. The approaches to the bridge will be formed as earth embankments that will be graded and planted to help assimilate the structures into the local landscape. The proposal is considered to be consistent with LDP Policy: *landscape quality*.

Central Scotland Green Network & Outdoor Access and Core Paths

The proposed bridge will facilitate movement across the A77 for pedestrians and cyclists to access services within Ayr and the Alloway Burton Cycle Route which links to Alloway and Greenan. The bridge will also facilitate pedestrian and cyclist movements in the other direction giving improved access to the countryside to the south-east of Ayr. As such the proposal will provide an enhancement to the green networks in the area, consistent with the objectives of the Central Scotland Green Network and LDP Policy Outdoor Access and Core Paths.

Flooding

The application site is located within an area of medium river flood risk and high surface water flood risk. SEPA previously commented on flood risk in 2015 and confirmed that the flood risk mitigation measures designed for the scheme are adequate. The principle of the bridge is not being re-visited and therefore there is no requirement to further consult with SEPA.

Archaeology

In relation to archaeology, WoSAS previously identified a requirement for further archaeological investigation within the application site. However, it has subsequently come to light that an archaeological evaluation of the site was undertaken in 2015 which concluded that there are no archaeological features of interest within the application site boundary. WoSAS have confirmed that no archaeological conditions are required in this instance.

Natural Heritage

The site is not located within any sites designated for nature conservation. The Council's Biodiversity Officer has raised no concerns.

Connectivity

The application proposal does not include connection to the path network on the eastern side of the A77 and consequently it would not be appropriate to start construction on site prior to the implementation of the plans for the various earth regrading and path connections on the eastern side of the A77 which are incorporated in the AMSC application 15/01042/MSCM. A suspensive condition relating to this matter is therefore included in the recommendation.

(ii) Other Policy Considerations (including Government Guidance)

Scottish Planning Policy advises that the planning system should support patterns of development that provide safe and convenient opportunities for walking and cycling for both active travel and recreation. The deletion of the equestrian element of the proposed bridge will not adversely impact on walking and cycling interests.

(iii) Objector Concerns

The objector concerns relating to the omission of use by equestrians are addressed in the Assessment above. The comment in relation to the position of the bridge relative to the Alloway/Burton cycle route is noted, however, there requires to be sufficient land area to form the bridge embankment which would not be available on the south side of Maybole Road. In relation to the other matters raised, Ayrshire Roads Alliance have raised no objection to the location of the proposed Toucan Crossing on Maybole Road and Transport Scotland have raised no objection to the design of the bridge in relation to disabled access use or conflict between pedestrians and cyclists or other wheeled users.

(iv) Impact on the Locality

The deletion of the equestrian element of the proposed bridge will not adversely impact on the amenity of the locality.

8. Conclusion:

The deletion of the equestrian element of the bridge will not impact the role of the bridge as a key active travel route connecting South-East Ayr settlement expansion area and Ayr. Transport Scotland and the Ayrshire Roads Alliance have no objection to the proposal. The objections raised have been addressed above. The proposal complies with the relevant framework of planning policy, subject to conditions including a suspensive condition with regards the implementation of the plans for the path connections on the eastern side of the A77 prior to construction works starting on the bridge. It is important to note that the S75 agreement in respect of the wider Corton development will require to be modified to reflect the omission of equestrian use, if or when an application is submitted to vary the conditions for the Planning Permission in Principle.

9. Recommendation:

It is recommended that the application is approved with condition(s).

- (1) That the development hereby granted shall be implemented in accordance with the approved plan(s) as listed below and as forming part of this permission unless a variation required by a condition of the permission or a non-material variation has been agreed in writing by the Planning Authority.
- (2) That the bridge shall be designed, constructed and completed, generally in accordance with the approved drawing No 19251-100-800 Pedestrian/Cycleway Link Layout and Levels to the satisfaction of the planning authority after consultation with Transport Scotland (TS-TRBO) and in compliance with the Design Manual for Roads and Bridges (DMRB), and Transport Scotland's Interim Amendments, Roads For All and the Manual of Contract Documents for Highway Works (MCHW). For the avoidance of doubt pre-construction compliance with the DMRB will include, but not be restricted to,
 - (i) Approval in Principle
 - (ii) Category 3 structural design check
 - (iii) Geotechnical Check (Proposal to be considered as Category B)
 - (iv) Assessment in accordance with GG142 Walking, Cycling and Horse Riding Assessment
- (3) Details of the lighting associated with the bridge shall be submitted for the approval of the planning authority after consultation with Transport Scotland prior to any lighting being installed. Thereafter, the lighting shall be implemented as approved.
- (4) That there shall be no drainage connections to the trunk road drainage system.
- (5) That all landscaping works shall be completed in accordance with the approved landscape drawings within twelve months of the bridge becoming operational. Thereafter the landscaped area shall be retained to this approved standard for a period of five years.
- (6) Prior to the bridge becoming operational, a controlled Toucan crossing shall be provided on Maybole Road, providing a safe means of crossing from the proposed bridge to the Alloway - Burton cyclepath. Final designs for the Toucan crossing shall be submitted to and agreed by the Planning Authority prior to any work commencing on-site and shall be implemented as approved. Any details pursuant to this condition shall be consistent with approved drawing Number 19251-1200-201A.
- (7) The applicant shall provide a profiler, loops, counter cabinet, post, batteries, connectors & solar panel at one end of the bridge. Precise details of the siting and specifications of the count site shall be submitted for the formal prior written approval of the Planning Authority and Roads Authority before any work commences on site and shall be implemented as approved.
- (8) No development shall commence until the applicant or the developer has provided detailed plans showing links with the proposed public roads, footways and cycleways that will form part of the mixed-use development on the eastern side of the A77 within the South East Ayr Settlement Expansion Area.

Reasons:

- (1) To ensure that the development is carried out in accordance with the approved plans unless otherwise agreed.
- (2) To ensure that the standard of structure complies with the current standards and that the safety of trunk road users is not affected.
- (3) To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished
- (4) To ensure the efficiency of the existing trunk road drainage network is not affected.
- (5) To ensure landscaping works are completed at an appropriate stage in the development of the site.
- (6) For the purposes of road safety and functional operation of the local road network.
- (7) In the interest of monitoring traffic flow generated by the development as stipulated in the Transport Assessment and in the interest of road safety.
- (8) In the interest of the proper planning of the area and to avoid piecemeal development.

Advisory Notes:

(1) AYRSHIRE ROADS ALLIANCE

Costs of Street Furniture: The Council as Roads Authority advises that any costs associated with the relocation of any street furniture will require to be borne by the applicant / developer.

Costs of TROs: The Council as Roads Authority advises that promotion of Traffic Regulation Orders resulting from this development will require to be fully funded by the applicant - including any relevant road signs and markings.

Roads (Scotland) Act: The Council as Roads Authority advises that all works on the carriageway to be carried out in accordance with the requirements of the Transport (Scotland) Act 2005 and the Roads (Scotland) Act 1984.

Construction Consent: Please note that Construction Consent from the Roads Authority will be required for the formation of any new road. The formation of any new road will require to comply with the specifications of the Roads Authority which are detailed in the latest Roads Development Guide publication.

Signage to TSRGD: The Council as Roads Authority advises that only signs complying with the requirements of 'The Traffic Signs Regulations and General Directions 2002' are permitted within public road limits.

Road Opening Permit (Advisory): That a Road Opening Permit shall be applied for, and obtained from the Roads Authority, for any work within the public road limits prior to works commencing on site.

New Roads and Street Works Act 1991: In order to comply with the requirements of the New Roads and Street Works Act 1991, all works carried out in association with the development on the public road network, including those involving the connection of any utility to the site, must be co-ordinated so as to minimise their disruptive impact. This co-ordination shall be undertaken by the developer and his contractors in liaison with the local roads authority and the relevant utility companies.

(2) SUSTAINABLE DEVELOPMENT (BIODIVERSITY)

That the applicant is made aware that works should not lead to contravention of either the Protection of Badgers Act 1992 or the Wildlife & Countryside Act 1981 as amended by the Nature Conservation (Scotland) Act 2004; (this includes ensuring that any foraging badger would not become trapped/injured during construction).

That the applicant is made aware that works should not lead to contravention of the Habitats Directive / Conservation (Natural Habitats, &c.) Regulations 1994 (as amended).

That the area of construction be checked prior to the commencement of any works for any ground nesting birds or nesting hare, thereby ensuring that they are not contravening the Wildlife & Countryside Act 1981 as amended by the Nature Conservation (Scotland) Act 2004.

If there is a requirement for any tree felling then it may be appropriate for the developer to conduct a survey (in season) for potentially roosting bats / nesting birds.

If a bat survey demonstrates that bats and / or a known roost are likely to be affected by the proposed development and planning permission is to be granted then a condition should be placed on the decision notice requiring the developer to apply for, and obtain, a European Protected Species Licence (EPS) before work commences.

If a bat survey demonstrates that development is likely to affect bat foraging and/or commuting habitat then where possible linear features such as tree lines should be retained, and compensatory planting should be considered.

If there are any woodland edges likely to provide important foraging habitat, where possible an experienced ecologist should provide input to the lighting schemes so as not to impact on foraging bats and provide darkened corridors for commuting and foraging.

Any temporary lights used during construction should be fitted with shades to prevent light spillage outside the working area. Temporary lights should not illuminate any tree lines or hedgerows due to lighting potentially affecting wildlife commuting and foraging.

Where possible the developer considers the inclusion of bird and bat boxes within the development.

If there are any woodland edges likely to provide important foraging habitat, where possible an experienced ecologist provides input to the lighting schemes so as not to impact on foraging bats and provide darkened corridors for commuting and foraging.

If an EPS licence is required further survey will be required in order to gain sufficient information in order to supply a sufficient baseline and to inform the necessary mitigation plan required to support a licence application. Application forms can be found on the SNH website along with guidance.

Should any EPS be found either prior to or during the period of development then a qualified ecological consultant should be contacted immediately for advice before proceeding with works. Advice from SNH may be required and the ecologist should be able to determine this.

Should any European EPS be found either prior to or during the period of development then the need for EPS licensing should be reviewed.

Should any vegetation require to be removed this should be undertaken outwith the breeding bird's season, specifically March to August, inclusive. If this is not possible, and works are due to take place between March and August, then nesting bird checks should be undertaken by a suitably qualified ecologist, immediately prior to any tree or vegetation removal works commencing.

Where possible that any native hedgerows are retained, or replaced with native species hedgerow enhancements. This could consist of mostly hawthorn, with a mix of hazel, holly, dog rose, willow and elder.

That where possible any landscape planting considers the use of native nectar rich species and fruiting species. These might include Blackthorn (*Prunus spinosa*), Crab apple (*Malus sylvestris*), Elder (*Sambucus nigra*), Hawthorn (*Crataegus monogyna*), Hazel (*Corylus avellana*), Holly (*Ilex aquifolium*), Rowan (*Sorbus aucuparia*) and Silver birch (*Betula pendula*).

* Applicable to sites > 13km distance from Prestwick Airport.

All holes and excavations greater than 1m deep should be covered whilst unattended to prevent animals falling in, or ramps should be used in order to provide a means of trapped species to escape. Where this is not possible these areas should be fenced off to prevent accidental entry.

The ends of any pipeline should be capped when unattended, or at the end of each working day to prevent animal access.

(3) SEPA REGULATORY ADVICE FOR THE APPLICANT

Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).

Management of surplus peat or soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011. Proposed crushing or screening will require a permit under The Pollution Prevention and Control (Scotland) Regulations 2012. Consider if other environmental licences may be required for any installations or processes.

A Controlled Activities Regulations (CAR) construction site licence will be required for management of surface water run-off from a construction site, including access tracks, which: is more than 4 hectares, is in excess of 5km, or includes an area of more than 1 hectare or length of more than 500m on ground with a slope in excess of 25 degrees. See SEPA's Sector Specific Guidance: Construction Sites (WAT-SG-75) for details. Site design may be affected by pollution prevention requirements and hence we strongly encourage the applicant to engage in pre-CAR application discussions with a member of the regulatory services team in your local SEPA office.

Below these thresholds you will need to comply with CAR General Binding Rule 10 which requires, amongst other things, that all reasonable steps must be taken to ensure that the discharge does not result in pollution of the water environment. The detail of how this is achieved may be required through a planning condition.

Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory services team in your local SEPA office at: SWS@sepa.org.uk

(4) GLASGOW PRESTWICK AIRPORT ADVICE

Notification of the use of cranes and associated equipment during construction phase would have to be granted permission in advance by the Airport if the crane is to be used within 6km of the aerodrome /airfield and its height exceeds 10m or that of the surrounding structures or trees.

(5) TRANSPORT SCOTLAND ADVICE

The applicant should be informed that the granting of planning consent does not carry with it the right to carry out works within the trunk round boundary and that permission must be granted by Transport Scotland Roads Directorate. Where any works are required on the trunk road, contact details are provided on Transport Scotland's response to the planning authority which is available on the Council's planning portal.

Trunk road modification works shall, in all respects, comply with the Design Manual for Roads and Bridges and the Specification for Highway Works published by HMSO. The developer shall issue a certificate to that effect, signed by the design organisation.

Trunk road modifications shall, in all respects, be designed and constructed to arrangements that comply with the Disability Discrimination Act: Good Practice Guide for Roads published by Transport Scotland. The developer shall provide written confirmation of this, signed by the design organisation.

The road works which are required due to the above Conditions will require a Road Safety Audit as specified by the Design Manual for Roads and Bridges.

Any trunk road works will necessitate a Minute of Agreement with the Trunk Roads Authority prior to commencement.

List of Determined Plans:

Drawing - Reference No (or Description): 19251-100-800 Layout _ Levels

Drawing - Reference No (or Description): 19251-100-801 Longitudinal Profile

Drawing - Reference No (or Description): 19251-100-802 Site Plan

Drawing - Reference No (or Description): 19251-100-804 Proposed Bridge

Drawing - Reference No (or Description): 19251-LP-800 Location Plan

Drawing - Reference No (or Description): 4739-01 Pedestrian Footbridge Elevation _ Section

Background Papers:

N/A.

Equalities Impact Assessment:

An Equalities Impact Assessment is not required because the proposed development is not considered to give rise to any differential impacts on those with protected characteristics.

Person to Contact:

Mr Alan Edgar, Supervisory Planner - Place Planning - Telephone 01292 616 683