



# **APPENDIX B**

## **CONSULTATION RESPONSES**

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If you wish to discuss this matter or require any further information, please do not hesitate to contact Bob Jones on 01294-225266.

Yours sincerely

**R SMALL**  
**HEAD OF INFRASTRUCTURE & DESIGN SERVICES**



## COMMUNICATION FORM

Sheet 1 of 1

PROJECT TITLE: The Den, Dalry PROJECT JOB NO: 10/SW/0901/037				DATE: 10/05/11	TIME: 10:30	
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue	
Contact Name(s): [REDACTED] Fernside				Representing: House Owner		
Contact Tel No: [REDACTED]				Time:		
Subject: Revisions to Proposals						
<b>Contents</b>					Action/date	
Jillian Price (JP) and Ian Holland(IH) represented Amey.					Follow up	
<ol style="list-style-type: none"> <li>1 IH explained Amey's involvement and that Transport Scotland had asked Amey to review the existing proposals and they also asked that junction arrangement at the west end of the scheme be reassessed with a view to reducing the number of accesses. IH then showed an alternative to improving the present access. This consisted of a link to the existing road which would become a culdesac under the proposed realignment. Drawing no 030001/002/02/01 was used to show the existing layout and drawing 10/SW/0901/037/006 to demonstrate the changed proposed. In particular drawing 10/SW/0901/037/007 showed the possible access to Fernside.</li> <li>2 [REDACTED] indicated cars occasionally park on the area of hardstanding immediately outside Fernside house. [REDACTED] indicated this was 'very annoying'</li> <li>3 She indicated an initial preference for a low boundary wall outside property. JP said that this would reduce some tyre noise and also reduce the spray in wet conditions.</li> <li>4 She advises that there is a problem with drainage in area – Fernside side garden floods easily.</li> <li>5 No initial objections link from the existing road and the turning head proposals</li> <li>6 IH said that the proposed footway to The Graze would still be constructed but would be within the proposed road verge and on the other side of whatever boundary were to be constructed.</li> <li>7 [REDACTED] indicated she would like to review proposals in detail with son (absent from meeting) before forming preferences. Requested drawings for review.</li> <li>8 JP queried dwelling layout – [REDACTED] indicated two upstairs bedrooms are located to the front (north) of the property while downstairs one bedroom and the living room are to the front.</li> <li>9 [REDACTED] noted that HGV often stop outside the Graze restaurant as they approach the low bridge/low bridge warning sign. The HGV reverse on the A737 to turn at Brownhill Road to follow alternative route.</li> </ol>						Amey
File Number: 10/SW/0901/037				Name: Jillian Price		
Distribution:				Signed:		





**From:** KristianSmith@north-ayrshire.gov.uk [mailto:KristianSmith@north-ayrshire.gov.uk]  
**Sent:** 18 January 2012 12:53  
**To:** Fisher, Heather  
**Subject:** A737 - The Den, Dalry [RESTRICTED]

Dear Heather,

Firstly apologies for the delay in responding, it appears your correspondence of 16th November 2011 (Ref: T04/SW/10/SW/0901/037/CM/HF/23008) was lost in our system (initially due to the generality of the addressee and then in relation to a scanning oversight) and has only today arrived on my desk.

As you may be aware we were previously consulted on the works at The Den by Royal Haskoning back in February 2009. I do not feel that any of the issues have changed since this time and copy that correspondence to you. This sets out an Environmental Health contact (William McNish t: 01294 324 378). I am not aware of any cultural heritage issues associated to the site, although if you tell me otherwise, specifying the detail I may be able to direct you to the relevant contact.

If you have any questions please give me a call.

Regards

Kristian Smith  
Senior Planner (East)  
North Ayrshire Council  
Cunninghame House, Irvine KA12 8EE  
Tel: 01294 324 317

View planning applications online at:  
<http://www.eplanning.north-ayrshire.gov.uk/OnlinePlanning/>

**ASSISTANT CHIEF EXECUTIVE (Legal & Protective): Ian T. Mackay**  
Cunninghame House, Irvine KA12 8EE  
Tel: 01294 324300 Fax: 01294 324372

Your Ref: 9T3653    Our Ref: KS/LN/DOCS/DALRY/10-1/ks2502

If telephoning please call: **Mr. K. Smith, 01294 324317 (direct line)**  
e-mail: kristiansmith@north-ayrshire.gov.uk

25 February 2009

Tom Birch  
Environmental Consultant  
Royal Haskoning UK Limited  
10 Bernard Street  
Leith  
Edinburgh  
EH6 6PP

Dear Mr Birch

### **Re-alignment of the A737 at The Den, North Ayrshire – Consultation with Statutory Bodies**

We write in response to your letter dated 26<sup>th</sup> January 2009. In this letter you sought comments in relation to the above proposal.

It is considered that the level of assessment undertaken by you thus far is significant. It is agreed that the principle impacts are likely to be related to visual amenity and noise. There will also be temporary disruption, on various fronts, during the construction phase. It is also considered that there are a number of matters which we would like to see incorporated into the proposals, it is noted that many of these issues have already been partially assessed.

We shall limit our comments to the requirements of the Development Plan, in line with any assessment we would make as the determining Authority. As such we will refer to the policies contained within the adopted Local Plan.

Policy TRA7 (R) – Strategic Road Network. This is overarching in nature and seeks a full assessment of the need for improvements to the trunk road network. Schemes for such improvements should be brought forward at the earliest possible date. Given that the proposals would result in an improvement to the trunk road network the scheme of improvement is welcome and conforms to the Policy.

Policy A1 – Non Conforming Uses Not Otherwise Provided for by Any Policy in the Local Plan. This Policy relates and is used to assess proposals for development not otherwise guided by other policies. It is considered that in relation to this policy that:

- (a) There is a proven need, a resultant economic, and a community benefit arising from the development:
- (b) That the site is suitable, given that alternatives would also require to be located within the countryside and in very close proximity to the existing roadway; and
- (c) The nature of the proposal is compatible with, and has been generally designed to be as sympathetic as possible to, the character of the surrounding area. Please see our comments regarding landscaping below.

Development Control Statement. This contains criteria for assessing all development proposals. In relation to the DCS the following areas would require assessment:

- Regard should be given to the visual effects of the development on the surrounding area and landscape. In this regard means to mitigate the visual impacts of the development on the landscape should be considered. The provision of hedgerows, fences and other sympathetic boundary treatments should be considered.

- Regard should be given to the level and effects of noise and vibration, smell, fumes or emissions. It should be ensured that such impacts on 'sensitive' properties are minimised.
- Consideration should also be given to any potential disturbance by way of vehicular or pedestrian traffic. It is considered that such disturbance, particularly during the 'construction phase', is minimised.
- It should be sought to preserve and where possible replace any trees and hedgerows affected by the proposals. As detailed above, it is felt that the incorporation of such landscaping features into the overall design process should be encouraged. These features are common along the existing route and would help to assimilate the new route into the overall landscape.
- In relation to neighbouring property regard should be taken of privacy. Again it is considered that such disturbance, particularly during the 'construction phase', is minimised.
- Regard should be given to landscape features and the landscape character of the area. Again this reiterates the comments made above relating to existing flora and potential incorporation of landscaping into the design process.
- Good practice advice, as set out in CIRIA's 'SUDS Manual', published in March 2007, should be incorporated into any surface water treatment proposals.

You may also wish to contact North Ayrshire Council's Access Officer, Louise Kirk, to discuss the potential for footpath, cycle, and other access arrangements.

Finally we would recommend that you contact North Ayrshire Council's Contaminated Land Officer, William McNish, to discuss the appropriate methods of dealing with any contamination issues. This may include matters such as the treatment or disposal of any of the defunct sections of the existing road structure.

We hope this response is clear and that you will be able to incorporate our comments into your proposals. If you require any further explanation please do not hesitate to contact our Kristian Smith.

Yours faithfully

Chief Development Management Officer

- cc. Tom Birch, Infrastructure and Design Services, NAC  
 Louise Kirk, Development and Promotion, NAC  
 William McNish, Legal and Protective Services, NAC



Ms Heather Fisher  
Scottish Trunk Roads  
Amey  
Langmuir Way  
Bargeddie  
GLASGOW  
G69 7RW

Longmore House  
Salisbury Place  
Edinburgh  
EH9 1SH

Direct Line: 0131 668 8730  
Direct Fax: 0131 668 8722  
Switchboard: 0131 668 8600  
Robin.Campbell@scotland.gsi.gov.uk

Our ref: AMN/3/72  
Our Case ID: 201103759

12 October 2011

Dear Ms Fisher

**Term Contract for the Management and Maintenance of the Scottish Trunk Road Network – South West Unit – A737 The Den, Dalry  
Pre-application Consultation**

I refer to the letter dated 16 September 2011 requesting comments on the finalised design drawings for the realignment of the A737 at The Den, Dalry. I understand the enclosed drawing (no. 10/SW/0901/013) identifies the alterations made to the side road and access road to The Den. Our comments here concentrate on our statutory remit for scheduled monuments and their setting, category A listed buildings and their setting and gardens and designed landscapes appearing in the Inventory.

Having reviewed the submitted drawing, I can confirm that we are content that the proposed works are unlikely to have significant adverse impacts on the site or setting of assets within our statutory remit.

Please also seek information and advice from your Council's archaeology and conservation service if you have not already done so.

Please do not hesitate to contact me should you wish to discuss any of the issues raised in this letter.

Yours sincerely

**Robin Campbell**  
Senior Heritage Management Officer (EIA)



## COMMUNICATION FORM

Sheet 1 of 1

PROJECT TITLE: The Den, Dalry PROJECT JOB NO: 10/SW/0901/037				DATE: 10/05/11	TIME: 12:00
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue
Contact Name(s) [REDACTED]				Representing: Land Owners	
Contact Tel No: 01294 832116				Time:	
Subject: Revisions to Proposals					
<b>Contents</b>  Jillian Price (JP) and Ian Holland(IH) represented Amey.					Action/date Follow up
<ol style="list-style-type: none"> <li>1 IH explained Amey's involvement and that Transport Scotland had asked Amey to review the existing proposals and they also asked that consideration be given to relocating the junction access to The Den to a position further east. Drawing no 030001/002/02/01 was used to show the existing layout and drawing 10/SW/0901/037/006 to demonstrate the changed proposed.</li> <li>2 [REDACTED] expressed concern at proposed junction to The Den opposite Auchengree road. IH said that it was also the proposal to close the access to the Auchengree Road and thus the proposed new access would in essence be a staggered junction with the access to Meadowhead Farm.</li> <li>3 [REDACTED] also expressed concern that compared to the previous proposals more traffic leaving A737 would pass in front of their property. They were also concerned that cars may leave the A737 and park outside their property at night. IH said this would have been more the case with the existing design in that the road passed their house was a proposed culdesac.</li> <li>4 [REDACTED] indicated a preference for existing design with staggered junction.</li> <li>5 They were unhappy to lose land adjacent to Auchengree Road but agreed that it was of no use to them and that they would look to having it purchased by Transport Scotland.</li> <li>6 They highlighted occasional traffic volume issues within the Den as traffic leaves the A737 at The Den to bypass A737 congestion at Dalry. The traffic takes the road past West Muirside Farm and then joins the B707 and from there south and west.</li> <li>7 [REDACTED] indicated a interim payment for land had been made to him in the past</li> <li>8 They were unaware of the noise barrier proposals and indicated concerns over trees/barriers blocking light to property.</li> <li>9 JP queried dwelling layout - [REDACTED] indicated the bedrooms run from the north to south of the house, with windows located to the south.</li> </ol>					
File Number: 10/SW/0901/037				Name: Jillian Price	
Distribution:				Signed:	





**Infrastructure & Design Services  
Roads**

Perceton House, Irvine KA11 2AL  
Tel: 01294 225200 Fax: 01294 225244

Our ref: R/A737/20

Your ref:

If telephoning please call: [REDACTED]

7 December 2009

[REDACTED]  
Maulside Lodge  
Dalry Road  
Beith  
KA15 1JJ

Dear [REDACTED]

***A737 RE-ALIGNMENT AT THE DEN, DALRY  
ACCOMMODATION WORKS***

I would confirm that on 24/11/2009 a meeting was held between yourselves and Bob Jones of North Ayrshire Council.

At this meeting a draft plan was provided showing aspects of this proposed road scheme adjacent to land in your ownership.

Following discussions, I understand that you would require the following accommodation works to be provided as part of the scheme:

- a) all boundary fencing between land remaining in your ownership and the proposed A737 road and the "Auchengree side road" shall consist of a 1.375m (i.e. 4.5ft) high strained wire fence with timber posts and sheep netting (but no strands of barbed wire);

Also, for your information, a plan was tabled showing the landtake included in the previous Strathclyde Regional Council CPO (1990) and the envisaged additional landtake required for the current road scheme.

If you wish to discuss this matter or require any further information, please do not hesitate to contact Bob Jones on 01294 225266.

Yours sincerely

***R SMALL  
HEAD OF INFRASTRUCTURE & DESIGN SERVICES***

49066

[REDACTED] 7 Dec 09





## COMMUNICATION FORM

Sheet 1 of 1

PROJECT TITLE: The Den, Dalry PROJECT JOB NO: 10/SW/0901/037				DATE: 10/05/11	TIME: 19:00
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue
Contact Name(s): ██████████ Maulside Lodge				Representing: Land Owners	
Contact Tel No: ██████████				Time:	
Subject: Revisions to Proposals					
<b>Contents</b>  Jillian Price (JP) and Ian Holland (IH) represented Amey.  1 IH explained Amey's involvement and that Transport Scotland had asked Amey to review the existing proposals and they also asked that consideration be given to relocating the junction access to The Den to a position further east. Drawing no 030001/002/02/01 was used to show the existing layout and drawing 10/SW/0901/037/006 to demonstrate the changed proposed.  2 Owner indicated no access requirements from Achengree Road and no objection to closure of Auchengree road/A737 junction.  3 Owner has no objection to land take south of the A737 but would have objections to any further land take as this would render horse breeding business unviable on remaining land.  4 Owner highlighted drainage issues in area – water from A737 floods adjacent fields. This area subsequently cannot be used by horses. An outfall had been led into the woodland area.					Action/date Follow up
File Number: 10/SW/0901/037				Name: Jillian Price	
Distribution:				Signed:	





## COMMUNICATION FORM

Sheet 1 of 1

PROJECT TITLE: The Den, Dalry PROJECT JOB NO: 10/SW/0901/037				DATE: 14/12/11	TIME: 14:00
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue
Contact Name(s) Meadowhead Farm				Representing: Land Owners	
Contact Tel No:				Time:	
Subject: Revisions to Proposals					
<p><b>Contents</b></p> <p>Jillian Price (JP) and Tracy Smith (TS) represented Amey.</p> <p>1 JP summarised historic and current designs, emphasising the siting of the proposed road within a cutting with embankments specifically tailored to negate the requirement for a noise barrier. Drawing no 030001/002/02/01 was used to show the historic proposals and drawing 10/SW/0901/0137_revE revised design. JP demonstrated the CadnaA noise model, and detailed how the noise barrier is not required due to design of cutting. Residents indicated no objections to the removal of the noise barrier from design.</p> <p>2 TS summarised proposed landscaping design. Residents enquired about hedges to be used as boundary treatments</p> <p>3 Residents raised the following:</p> <ul style="list-style-type: none"> <li>• Concerns in relation to fly-tipping at Auchengree Road. JP/TS suggested they should report this to the council in the meantime and request monitoring of the site until new works are carried out. (JP/TS to discuss with Ian Holland in relation to erecting a gate to prevent this taking place and owners having access to keys to open the gate. There are a number of access gates along this road to the surrounding fields and the community woodland. There are a total 7 access points from the road not including the road junction leading onto the A737. This was not discussed with residents).</li> <li>• What is the boundary treatment to be for stopping-off the Auchengree Road/A737 Junction?</li> <li>• Why road can't go through woodland? – speak to Ian</li> <li>• What will the exact gradient be for the road leading up to Meadowhead Farm (25 and 25A the Den)?</li> <li>• Who owns the title for Auchengree Road? The Council currently cleans out the ditch adjacent to the boundary wall at Maulside Lodge.</li> <li>• Resident requested hedges along the northern boundary of the scheme extents. He further showed both TS &amp; JP a letter originally from the Council that stated hedges would be planted. TS explained that the landscaping was not finalised as yet however any maintenance of the hedges on the boundary would more than likely need to be the responsibility of the adjacent landowner – Resident in this case. TS to look at whether the inclusion of hedges would be appropriate.</li> </ul> <p>4 TS also spoke briefly to resident whilst taking photos 15/12/11 and he had a further few questions including:</p>					<p>Action/date Follow up</p> <p>Amey</p> <p>Amey</p> <p>Amey</p> <p>Amey</p> <p>Amey</p> <p>Amey</p>



- Resident proposed a footpath to allow access from the road approaching Meadowhead Farm to the land adjacent to others property. TS showed that the proposals had already catered for an informal footpath which he was satisfied with. Amey
- Their water pipe is within the CPO'd land and he was concerned that Transport Scotland may be responsible for the maintenance of this pipe if within their land. Is it possible for that land to be returned to resident? Amey

File Number: **10/SW/0901/037**

Name: Jillian Price/Tracy Smith

Distribution:

Signed:



## COMMUNICATION FORM

Sheet 1 of 1

PROJECT TITLE: The Den, Dalry PROJECT JOB NO: 10/SW/0901/037				DATE: 14/12/11	TIME: 15:30
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue
Contact Name(s) 1 The Den				Representing: Land Owners	
Contact Tel No:				Time:	
Subject: Revisions to Proposals					
<b>Contents</b>  Jillian Price (JP) and Tracy Smith (TS) represented Amey.					Action/date Follow up
<ol style="list-style-type: none"> <li>1 JP summarised historic and current designs, emphasising the siting of the proposed road within a cutting with embankments specifically tailored to negate the requirement for a noise barrier. Drawing no 030001/002/02/01 was used to show the historic proposals and drawing 10/SW/0901/0137_revE revised design. JP demonstrated the CadnaA noise model, and detailed how the noise barrier is not required due to design of cutting. Resident indicated no objections to the removal of the noise barrier from design</li> <li>2 TS summarised proposed landscaping design and highlighted that she had been informed that resident did not wish his views screened to the north. He agreed this was the case but would be satisfied with plants approximately 1 – 1.5 m high – hedge height. TS further explained that various hedging plants were proposed for this scheme however it may be beneficial to plant other native species as they would require less maintenance to keep at that height. It was explained that there would still be the views of the top of HGV's etc and they will not be totally screened from view by the embankment nor new or existing planting. The road is also quite close to the property which increases their visibility. Resident was satisfied with the removal of the noise barrier as he agreed it would have caused negative visual impact for him and his family.</li> <li>3 Resident had no issues that did not appear to be resolved.</li> </ol>					
File Number: <b>10/SW/0901/037</b>				Name: Jillian Price/Tracy Smith	
Distribution:				Signed:	





## COMMUNICATION FORM

Sheet 1 of 1

PROJECT TITLE: The Den, Dalry PROJECT JOB NO: 10/SW/0901/037				DATE: 15/12/11	TIME: 13:00
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue
Contact Name(s) 27 The Den				Representing: Land Owners	
Contact Tel No:				Time:	
Subject: Revisions to Proposals					
<p><b>Contents</b></p> <p>Jillian Price (JP) and Tracy Smith (TS) represented Amey.</p> <p>1 JP summarised historic and current designs, emphasising the siting of the proposed road within a cutting with embankments specifically tailored to negate the requirement for a noise barrier. Drawing no 030001/002/02/01 was used to show the historic proposals and drawing 10/SW/0901/0137_revE revised design. JP demonstrated the CadnaA noise model, and detailed how the noise barrier is not required due to design of cutting. Resident indicated no objections to the removal of the noise barrier from design</p> <p>Resident expressed preference for current design with staggered junction, as this minimised vehicles travelling past the east of her property.</p> <p>2 TS summarised proposed landscaping design. TS explained that the previous proposed landscaping highlighted trees north of her property. Residents existing boundary treatment (fence) at her property, the area of garden and hedge at No. 29, resident which is between her boundary treatment and the existing woodland where the road will cut through there should be no impact from the proposed vegetation due to the proposed embankment and the existing woodland and fence will help to screen any views she may have had.</p> <p>3 Resident had no further queries or comments.</p>					Action/date Follow up
File Number: <b>10/SW/0901/037</b>				Name: Jillian Price/Tracy Smith	
Distribution:				Signed:	



## COMMUNICATION FORM

Sheet 1 of 1

PROJECT TITLE: The Den, Dalry PROJECT JOB NO: 10/SW/0901/037				DATE: 14/12/11	TIME: 10:00
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue
Contact Name(s) 29 The Den				Representing: Land Owners	
Contact Tel No:				Time:	
Subject: Revisions to Proposals					
<p><b>Contents</b></p> <p>Jillian Price (JP) and Tracy Smith (TS) represented Amey.</p> <p>1 JP summarised historic and current designs, emphasising the siting of the proposed road within a cutting with embankments specifically tailored to negate the requirement for a noise barrier. Drawing no 030001/002/02/01 was used to show the historic proposals and drawing 10/SW/0901/0137_revE revised design. JP demonstrated the CadnaA noise model, and detailed how the noise barrier is not required due to design of cutting. Resident indicated no objections to the removal of the noise barrier from design</p> <p>2 TS summarised proposed landscaping design. Resident did not wish further screening from new vegetation. TS explained current immature woodland currently screens views, and any further plating would not affect the views due to existing planting. Landscape plans can be modified to ensure planting does not cause further problems for receptor.</p> <p>3 Resident would discuss proposals with family and contact JP/TS/IH with any further queries or comments.</p> <p>4 Resident raised the following to be addressed by Amey asap</p> <ul style="list-style-type: none"> <li>• Who would maintain redundant section of A737? If responsibility passes to the Local Authority, when would this happen? Amey</li> <li>• Who is responsible for maintenance of pavement to the front of #29? Amey</li> <li>• Requests further details of pedestrian access between Fernside and The Graze? Amey</li> <li>• Requests clarification of landownership of land to the rear (north) of #29 and the new alignment. Are trees to remain, and who accepts responsibility for maintenance? Amey</li> <li>• Requests further details of informal cycle/pedestrian cycle link at Auchengree Road. Amey</li> </ul> <p>5 Resident highlighted issue of vehicles parking on pavement in front of #29 and #27. Amey</p> <p>6 Resident noted regular clearing of watercourse/ditch adjacent to Auchengree Road (at A737) occurs, presumably by local authority.</p>					Action/date Follow up
File Number: <b>10/SW/0901/037</b>				Name: Jillian Price/Tracy Smith	
Distribution:				Signed:	



## COMMUNICATION FORM

Sheet 1 of 1

PROJECT TITLE: The Den, Dalry PROJECT JOB NO: 10/SW/0901/037				DATE: 10/05/11	TIME: 15:00
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue
Contact Name(s): [REDACTED] Meikle Auchengree Farm				Representing: Land Owner	
Contact Tel No: [REDACTED] 01294 834625 - shop				Time:	
Subject: Revisions to Proposals					
<b>Contents</b>  Jillian Price (JP) and Ian Holland(IH) represented Amey.  1 IH explained Amey's involvement and that Transport Scotland had asked Amey to review the existing proposals and they also asked that consideration be given to relocating the junction access to The Den to a position further east. Drawing no 030001/002/02/01 was used to show the existing layout and drawing 10/SW/0901/037/006 to demonstrate the changed proposed.  2 Raised initial concerns over suggestion to close Auchengree Road <ul style="list-style-type: none"> <li>• Reduce access for customers to business</li> <li>• This road is required for access during winter snow.</li> </ul> Agreed potential reduced access to Farm Shop caused by closure of Auchengree Road could be possibly mitigated with appropriate signage at the Brownhill Road/A737 junction (the Graze)					Action/date Follow up
3 Presently has no signs advertising the walking paths available at Auchengree Farm					
4 He owns land at the existing south turning head and is considering application for planning permission to build a house here.					
File Number: 10/SW/0901/037				Name: Jillian Price	
Distribution:				Signed:	



**Infrastructure & Design Services  
Roads**

Perceon House, Irvine KA11 2AL  
Tel: 01294 225200 Fax: 01294 225244

**Our ref:** R/A737/20

**Your ref:**

**If telephoning please call:** Mr Bob Jones (01294 / 225266)

4 December 2009

██████████  
Meikle Aughengree Farm  
Glengarnock  
Beith  
KA14 3BU

Dear ██████████

***A737 RE-ALIGNMENT AT THE DEN, DALRY  
ACCOMMODATION WORKS***

I would confirm that on 27/10/2009 a meeting was held between yourself and Bob Jones of North Ayrshire Council.

At this meeting a draft plan was provided showing aspects of this proposed road scheme adjacent to land in your ownership.

Following discussions, I understand that you would require the following accommodation works to be provided as part of the scheme:

- a) a boundary fence alongside the proposed A737 road consisting of a 1.275m high strained wire fence with timber posts, sheep netting and one strand of barbed wire;
- b) the existing drainage pipe outfalling from the existing ditch on the eastern boundary at the 'waste ground' to be replaced and connected to the proposed ditch adjacent to the A737 road;
- c) land drainage to be provided on the field side of the new boundary fence over the length of the new boundary with the A737 road.

Also, for your information, a plan was tabled showing the landtake included in the previous Strathclyde Regional Council CPO (1990) and the envisaged additional landtake required for the current road scheme.

If you wish to discuss this matter or require any further information, please do not hesitate to contact Bob Jones on 01294 225266.

Yours sincerely

***R SMALL  
HEAD OF INFRASTRUCTURE & DESIGN SERVICES***

49060

██████████ 4 Dec 09





**Infrastructure & Design Services  
Roads**

Perceton House, Irvine KA11 2AL  
Tel: 01294 225200 Fax: 01294 225244

Our ref: R/A737/20

Your ref:

If telephoning please call: Mr Bob Jones (01294 225266)

4 December 2009

[REDACTED]  
29 The Den  
Dalry  
KA24 4JG

Dear [REDACTED]

***A737 RE-ALIGNMENT AT THE DEN, DALRY  
ACCOMMODATION WORKS***

I would confirm that on 27/10/2009 a meeting was held between yourself and Bob Jones of North Ayrshire Council.

At this meeting a draft plan was provided showing aspects of this proposed road scheme adjacent to land in your ownership.

Following discussions, I understand that you would require the following accommodation works to be provided as part of the scheme:

- a) access is to be provided off the "Auchengree side road" to the remaining land in your ownership at this location. This access will include a 4.0m wide steel gate inserted into the existing boundary fence;
- b) all boundary fencing between land remaining in your ownership and the proposed A737 road and the "Auchengree side road" shall consist of a 1.275m high strained wire fence with timber posts, sheep netting and one strand of barbed wire;
- c) any land drainage exposed during the works to be outfalled into the proposed drainage systems.

Also, for your information, a plan was tabled showing the landtake included in the previous Strathclyde Regional Council CPO (1990) and the envisaged additional landtake required for the current road scheme.

If you wish to discuss this matter or require any further information, please do not hesitate to contact Bob Jones on 01294-225266.

Yours sincerely

***R SMALL  
HEAD OF INFRASTRUCTURE & DESIGN SERVICES***

[REDACTED] 4 Dec 09





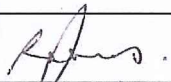


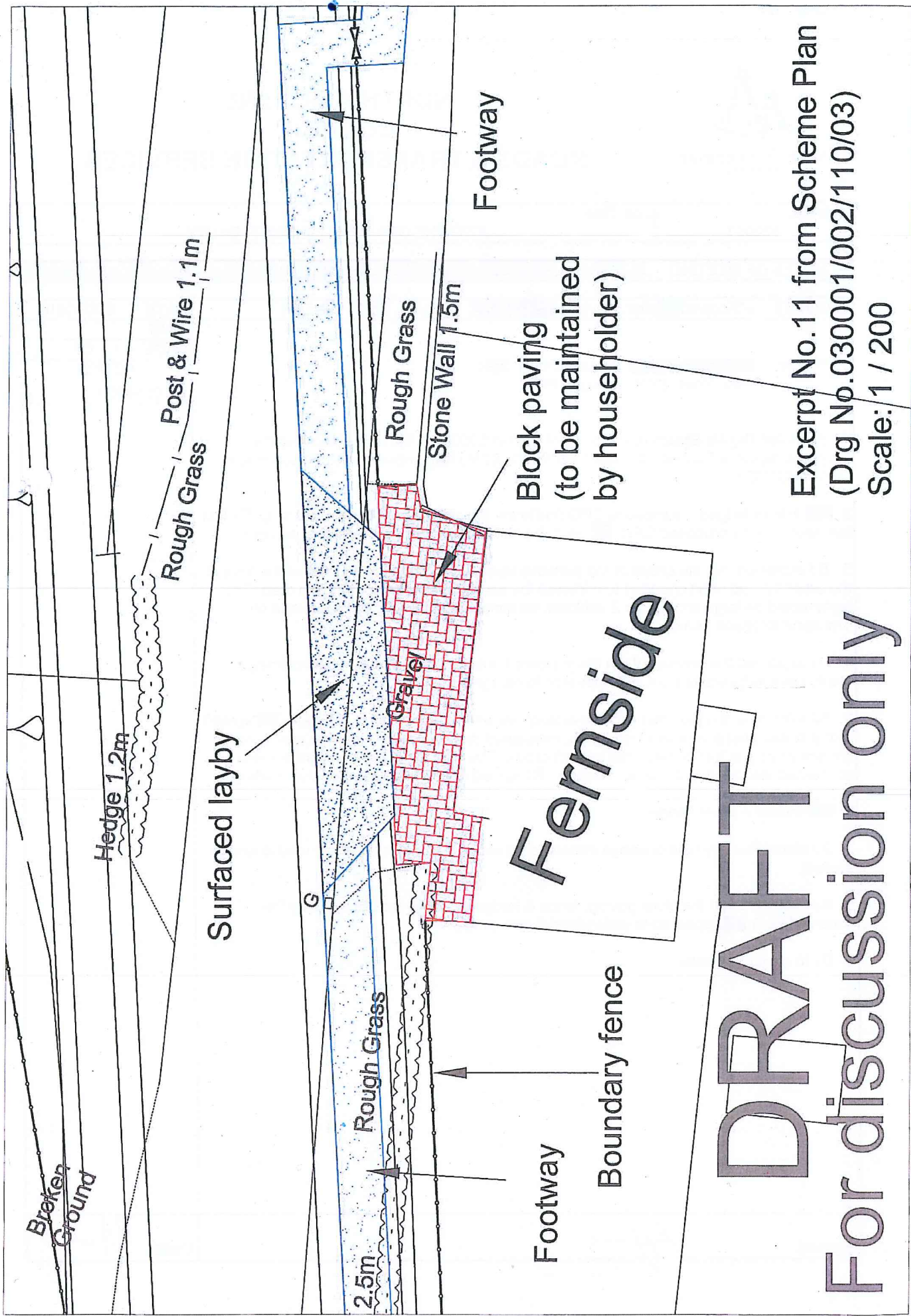
**NORTH AYRSHIRE  
COUNCIL**

**NORTH AYRSHIRE  
COUNCIL  
ROADS & TRANSPORTATION SERVICES**

<b>Job No.</b> 030001	<b>Job Title</b> A737 THE DEN RE-ALIGNMENT, DALRY
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<b>NOTES OF MEETING</b>	<b>TEL. DISCUSSION</b>	<b>SITE VISIT REPORT</b>	<b>NOTES</b>
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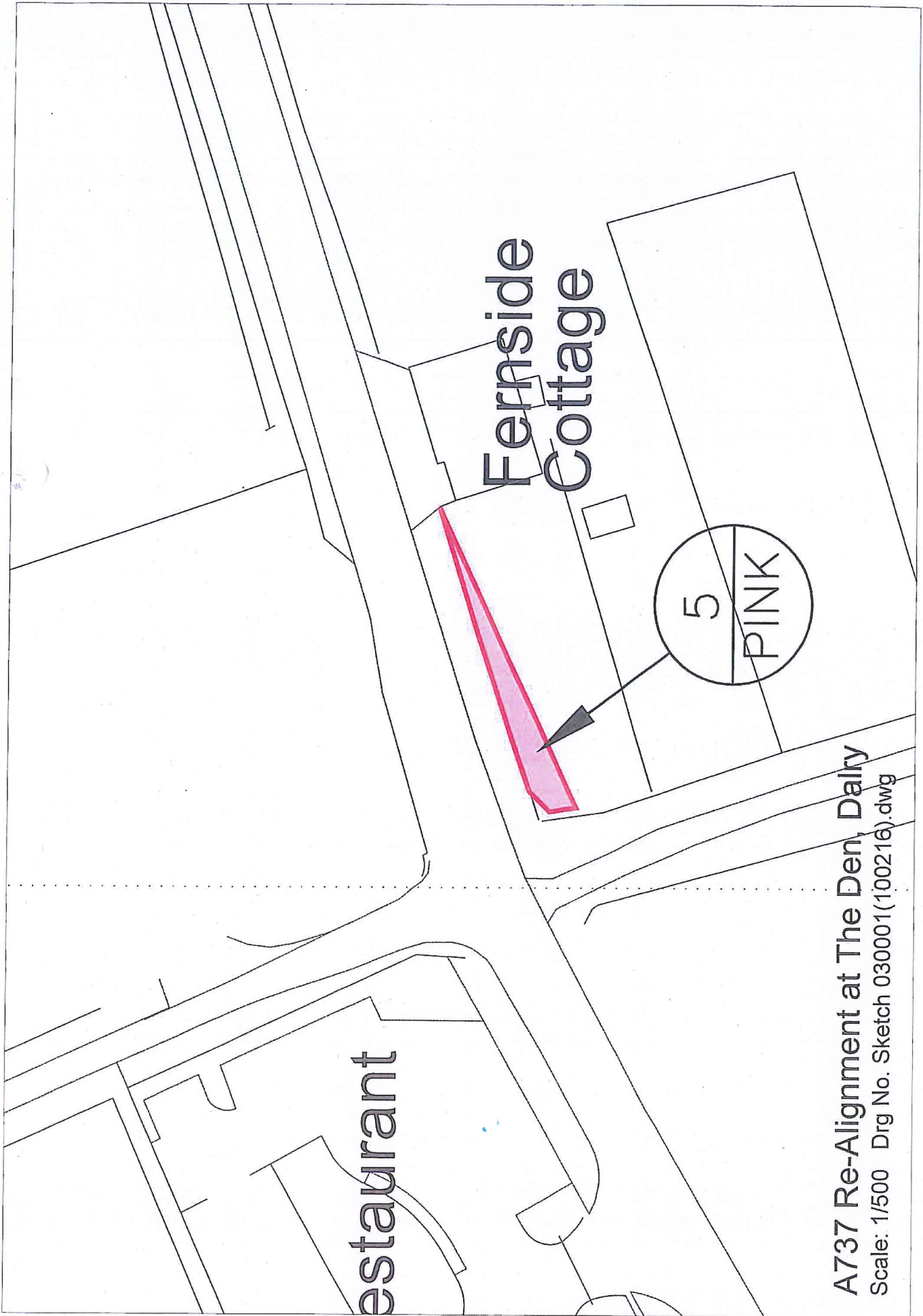
<b>SUBJECT</b> Accommodation Works – [REDACTED], Fernside, No.12 The Den	<b>DATE</b> 01/03/2010
	<b>TIME</b>
	<b>PAGE</b> 1 OF 1
	<b>ACTION</b>
Present: [REDACTED] (Householder) [REDACTED] Bob Jones (NAC Design) [BJ]	<b>Circulation</b>
<p>1. BJ tabled Drg No.Sketch (Excerpt 11 of Drg No.030001/002/110/03) showing the proposed layout at Fernside &amp; Sketch 030001(100216).dwg showing the plot acquired in RC CPO(1990).</p> <p>2. [REDACTED] acknowledged the previous CPO and knew the plot was in NAC's ownership. BJ told her about the TS proposed CPO. [REDACTED] said she had received no compensation as yet.</p> <p>3. BJ explained that the shape of the previous layby, included in the scheme at the front of the property, had been changed to minimise the need to reverse into the main road. The layby would be large enough for 2 vehicles, be surfaced and would be maintained by Transport Scotland / Amey.</p> <p>4. BJ explained the concept of the block paved frontage &amp; that tie-ins/details/drainage would have to be worked out. [REDACTED] appeared to be agreeable.</p> <p>5. BJ referred to the previous accommodation list with regard to fence &amp; hedge. [REDACTED] agreed with a timber post &amp; wire with netting but mentioned that chicken netting was previously chosen since she had at that time kept chickens. This was no longer the case but was concerned that her dog could not 'escape'. BJ agreed to provide a suitable style netting.</p> <p>6. [REDACTED] wished a privet hedge.</p> <p>BJ stated that any land drainage encountered would be connected to the road drainage system.</p> <p>8. BJ explained that the block paving, fence &amp; hedge would be maintainable by the householder &amp; [REDACTED] appeared to understand &amp; accept this.</p> <p>9. BJ to confirm by letter.</p>	
<b>Signed</b> 	<b>Date</b> 3/3/2010



Excerpt No.11 from Scheme Plan  
 (Drg No.030001/002/110/03)  
 Scale: 1 / 200

**DRAFT**  
 For discussion only





A737 Re-Alignment at The Den, Dalry  
Scale: 1/500 Drg No. Sketch 030001(100216).dwg



Dear Ms Fisher,

Sorry for the delay in getting back to you about this. As far as I can see from our casework log, it doesn't appear that we were consulted previously about a road re-alignment at this point. Anyway, I've had a look at the area affected by the proposal, and would make the following comments.

The first thing I would say is that historic maps show clear evidence of extractive industries and associated domestic accommodation during the 19th, and possibly also the 18th, centuries. Some of these features appear to lie directly on the route of the proposed re-alignment, and are therefore likely to be affected by construction. Perhaps the most significant of these features is a range of buildings, likely to represent a miners' row or similar, which was shown on the 1st, 2nd and 3rd edition Ordnance Survey maps running north-south across the line of the proposed bypass in the area east of Meadowhead farm, on the western side of the road running to Langmuir of Auchengree (NGR 232684, 651375). Two rows of terraced dwellings were shown on the 1st edition, though only one was depicted on subsequent OS maps. Further terraces were shown immediately to the south of the proposed new road alignment, running parallel to the existing road line in the area east of no. 29, though these structures are located just outside the area that is likely to be directly affected by road re-alignment. While the upstanding superstructure of these terraces appear to have been removed, it is likely that elements associated with them will survive below ground level. Any sections that survive along the route of the proposed road re-alignment are likely to be wholly removed by construction work.

Additional evidence for former extractive industry is also depicted on pre-WWII OS maps, in the form of a series of bings of waste material. These were predominantly shown towards the western end of the proposed re-alignment section, in the vicinity of Crossroads; indeed, one bing, shown as a small feature on the 1st edition and a more extensive mound on the 2nd edition, appears to have been located directly on the proposed new road-line, to the north of the existing carriage way at NGR 232287, 651198.

In terms of the other features present in the area that are unrelated to past mining or quarrying, I would note that a sinuous stone drain was reported as running through the middle of the holding of Maulside Lodge in 2003. It was described as being of 'an ancient and unusual slab build'. The original reporter did not provide a map indicating the route of this feature, but it is possible that it may continue into an area that would be directly affected by construction of the new section of road. The eastern end of the scheme also extends into the former designed landscape associated with Maulside House. This is not an Inventory designed landscape, but was picked up during the Ayrshire Gardens and Designed Landscape Survey of 2007. The record for the landscape indicates that nothing was depicted on maps pre-dating the 1st edition map of the mid 19th century, when a landscape of narrow tree-belts stretching out from a central core of policy woodland appears. The NSA mentions Mr. A. Mitchell of Maulside as having planted extensively, and 'by judicious planting, greatly improved as well as beautified a portion of the parish'. The house is presumed to be early 19th century in date.

In addition to the features identified above, I would note that much of the proposed new route runs through greenfield that does not appear to have been disturbed by previous development, and would therefore retain the potential to produce buried archaeological material. This may be addressed through evaluation or monitoring.

Regards,

Martin O'Hare

---

**From:** Fisher, Heather [<mailto:Heather.Fisher@amey.co.uk>]  
**Sent:** 09 November 2012 08:22  
**To:** Wosas Enquiries  
**Subject:** EIA Consultation - A737 The Den, Dalry.

**A737 The Den, Dalry**

Dear Sir/Madam

Amey on behalf of Transport Scotland are finalising the design for the realignment of the A737 at The Den, Dalry. Previously an unpublished Environmental Statement had been drafted on behalf of North Ayrshire Council, however it is unclear whether North Ayrshire Council have previously consulted WoSAS as part of the Environmental Statement process carried out between 2007-2010.

Amey wish to seek the views of WoSAS with regards to the proposed road improvement. The enclosed Drawing No. 10/SW/0901/013 illustrates the general arrangement for the proposals at The Den.

In accordance with the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended), an Environmental Statement is being prepared, and Amey are required to seek consultation on this matter. Amey therefore wish to seek the views of WoSAS with regards to the proposed road improvement. The enclosed Drawing No. 10/SW/0901/013 illustrates the general arrangement for the proposals at The Den.

Due to extremely restricted timescales it would be greatly appreciated if you could provide written comment on the enclosed proposals at your earliest convenience by return email.

Should you wish to discuss the proposals, please contact Heather Fisher on 01698 730223 or alternatively at [heather.fisher@amey.co.uk](mailto:heather.fisher@amey.co.uk).

I thank you in advance for your cooperation.

Yours faithfully

**Heather Fisher**

Environmental Graduate  
Amey

**t:** 01698 730223 | **e:** [heather.fisher@amey.co.uk](mailto:heather.fisher@amey.co.uk)

Precision House | McNeil Drive | Eurocentral | Motherwell | ML1 4UR

Amey | Service is our passion. People, our strength

Help Amey to save paper, only print this message if necessary



Our Ref: WAT/WD/RIS/  
A737

Your Ref:

If telephoning ask for:  
Roy Izzard

22 September 2011

Amey  
Scottish Trunk Roads  
Langmuir Way  
Bargeddie  
Glasgow  
G69 7RW

For the attention of Colin MacKenzie

Dear Sir

**TERM CONTRACT FOR THE MANAGEMENT AND MAINTENANCE OF THE SCOTTISH TRUNK ROAD NETWORK – SOUTH WEST UNIT – A737 THE DEN, DALRY**

I refer to your letter of 16 September 2011.

There will be no objection to this proposal from SEPA.

Surface water run off from this re-aligned road must be drained via a suitably designed SUD system. In this regard, two levels of SUDS will be necessary. Surface water run off from the construction phase will also require to be treated via a SUD system. It is strongly recommended that construction phase drainage is kept separate from final phase SUDS.

All waste material produced as a result of the work must be disposed of to a suitably licenced site or to a site for which a suitable exemption from Waste management Licensing has been registered with SEPA.

It should be noted that there are numerous private drainage system in this area and consequently care should be taken to ensure that these are not disturbed or if this is unavoidable that the systems are appropriately re-instated.

Yours faithfully



Roy Izzard  
Specialist II

AMEY SOUTH WEST UNIT IG CONTRACT	
26 OCT 2011	
Contract	File Copy
File Ref	LMKE . T04
Action	
Owner	
Contract No	38953
Re	
Scanned by	
Subscriber	



Chairman  
David Sigsworth

Chief Executive  
Dr Campbell Gemmell

Ayr Office  
31 Miller Road, Ayr, KA7 2AX  
tel 01292 294000 fax 01292 611130  
www.sepa.org.uk



## COMMUNICATION FORM

Sheet of

PROJECT TITLE: A737 The Den, Dalry PROJECT JOB NO: 10/SW/0901/037				DATE: 18/10/2011	TIME: 14.00
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue
Contact Name(s): Roy Izzard (RI) Ian Holland (IH), Lois Warnock (LW), Qiang Li (QL)				Representing: SEPA Amey	
Contact Tel No: 01292 294000				Time: 14:00	
Subject: Detailed Drainage Design					
					Action/date Follow up
1	General introductions were made				
2	IH explained the scheme background and alterations to design with RI.				
3	IH explained that the only outfall is the burn located alongside Auchengree Road. The drainage design is limited by the outfall level and a series of collection tanks with hydro-brakes has been incorporated in to the design. It is proposed to retain a flow within the existing ditch, which runs adjacent to the existing A737 within the Den, as residential septic tanks currently outfall to this.				
4	IH further explained that the general principle is to take all the water from the westbound side to Auchengree Road through the attenuation basin. The drainage on the eastbound will outfall direct to Auchengree Road Burn.				
5	RI explained that the existing ditch and channel along the A737 was classified by SEPA as the water environment and not a drainage channel. The septic outfall for the residential properties at the Den all outfall directly into this channel.				
6	IH explained that the wetland beside No1 was comprised of three small ponds. The existing ditch would be diverted through the ponds and returned to the existing channel. This would then flow into the attenuation basin at the junction with the new A737. The attenuation basin and a series of collection tanks were being used along the alignment to prevent altering flows in Auchengree Road burn. All main drains along the scheme would be filter drains.				
7	RI asked if the ditches were existing. IH confirmed this.				
8	RI noted that the ditch takes the septic outfall from the Graze and there would be an issue if this ditch were to be culverted. RI stated that SEPA has a presumption against culverting of watercourses and any proposal to culvert would require an application to be made to SEPA for a licence for the culvert. IH explained that options were restricted due to the presence of peat.				
9	RI explained that further issues with the design related to road drainage outfalling into the ditches and then being diverted through a treatment system. The design should bring the road drainage water to a treatment prior to discharging into the water environment. RI expressed concern that water carrying septic waste would pass into the attenuation basin.				
10	RI explained that these were particular concerns as the watercourse receiving the outfall is very small. RI stated that SEPA would expect new road drainage to				Amey



- receive two levels of suds treatments prior to outfalling into the burn.
- 11 IH and QL explained the issues with levels along the scheme.
- 12 RI stated that there is no issue with incorporating an attenuation pond but this must only take road drainage. It is not acceptable to divert water containing septic outfall to the attenuation pond. RI highlighted that it is a breach of the Controlled Activity Regulations General Binding Rule 10 to discharge sewage to a surface water drainage system.
- 13 RI added that his knowledge of the scheme was that a series of swales was to be used to take the road drainage. He asked if the amount of land available was an issue with this.
- 14 IH explained that land was not the issue but that the road would be in cutting and therefore incorporating swales would not be possible without a considerable additional land take. IH stated that the design from NAC had changed this to a series of pipes and it had been assumed this was agreed with SEPA. RI confirmed that SEPA were not aware of this change.
- 15 RI stated that Amey would need to attempt to incorporate a two-level treatment for the main alignment. SEPA would accept that small areas of the road would not drain to the SUDs system. For example the private access to Fernside. Amey
- 16 RI confirmed that CAR licences would be required for culverts.
- 17 RI noted that the septic outfall from the Graze passes into a reed bed and then through a small wetland before entering the existing channel. This would require being accommodated within the existing channel to ensure it does not enter the attenuation pond or proposed wetland area adjacent to No1. Reed beds or a series of small ponds would be acceptable for the proposed wetland area. IH said that the Graze outfall from the reed bed would require to be taken across to the ditch on the south of the A737.
- 18 IH stated that to maintain the existing channel, a double drainage system would be required within the scheme within the south verge from the start until past Fernside.
- 19 RI stated that the outfall from the Graze would need to be diverted to the existing system. RI also suggested looking at the north east corner of Auchengree Road (proposed realigned burn) to determine if a pond would be feasible here. Amey
- 20 RI stated that treatment would need to be designed in line with the advice set out in the SUDs manual. QL stated that the design must also accord with DMRB requirements.
- 21 RI confirmed that construction SUDs must be separate from operational SUDs system.
- 22 LW stated that this can be stated within the ES to ensure it is included within the contract specification. Contractors would then be required to seek approval from SEPA for all method statements etc. Amey
- 23 IH stated that colliery spoil is overlaying the peat. This will need to be removed to extract the peat. RI asked for volumes involved. IH to provide. Amey
- 24 IH added that there are a couple of areas of made ground. Also some peat may be put back as landscaping to the additional area removed to incorporate the road footprint.
- 25 RI asked how deep the peat extended. IH confirmed that it is 2m deep at the Graze end and up to 4m deep at the Auchengree end.
- 26 RI stated that there may be issues during construction as the contractor will need to de-water the excavations. This may require a CAR licence for abstraction. RI



confirmed that if the water is put back into the ground within the working corridor then it may not be considered as an abstraction. The water cannot be taken away or dispersed through drainage as this would be considered as an abstraction. Amey are to re-visit design to incorporate two level-treatment. A follow up meeting will then be arranged.

Amey

File Number:

Name: Lois Warnock

Distribution:

Signed:



## COMMUNICATION FORM

Sheet

PROJECT TITLE: A737 The Den, Dalry PROJECT JOB NO: 10/SW/0901/037				DATE: 20/12/2011	TIME: 14.00
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue
Contact Name(s): Roy Izzard (RI) Ian Holland (IH), Lois Warnock (LW)				Representing: SEPA Amey	
Contact Tel No: 01292 294000				Time: 14:00	
Subject: Detailed Drainage Design					
					Action/date Follow up
1	IH explained that the original design had been revised in line with RI's previous comments. The purpose of the meeting was to confirm that the revised design was acceptable to SEPA.				
2	IH explained that drainage ditch to the west of Fernside and Brownhill Road would be re-established and then directed via a piped system to the existing ditch/culvert which flows through The Den. The outfall from The Graze and also a proposed ditch would be culverted across the carriageway into this system. Likewise the outfall from Fernside would be caught into this system. RI stated this is acceptable as long as The Graze and Fernside outfalls are caught.				
3	IH explained that a separate filter drain system parallel to the above system is proposed along the south verge. This system would have a 300mm dia outfall into the three basin area which would act as a treatment system. The water from this would help to flush the system through the village. Surplus water in this road drainage system would continue east to the south treatment basin at Auchengree Road.				
4	The road drainage on the north side of the road would start on the west side of Brownhill Road and then be dropped into a cut-off ditch east of Brownhill Road.				
5	This ditch stops west of 1 The Den where it goes into a piped system which acts as a tanked sewer to regulate the discharge at Achengree Road. The manholes in this section are drop manholes to eliminate surcharging. The road filter drain outfalls into each of these manholes This system will outfall into the north treatment basin				
6	At Auchengree Road the system through the village will be culverted under the new alignment and outfall to the ditch which runs along the east verge of Auchengree Road. The ditch will require a slight realignment.				
7	Surface water on the section of road from the Auchengree Road junction to Maulside will be directed back along both sides of the road to the respective treatment basins.				
8	Throughout the new alignment, road drainage on the south side will be directed to				



the south treatment basin and the north side drainage will lead to the basin on the north side. The outfall from the south side basin is then directed to the north side basin before outfalling to the ditch along Auchengree Road.

- 9 RI was in general agreement with the revised drainage system. IH is to make small alteration to the design and provide a pdf copy to RI. LW will provide a summary of CAR licence requirements for RI to confirm. LW will also provide a form of words to be incorporated in the ES regarding abstraction during construction for de-watering excavations.

Amey

File Number:

Name: Lois Warnock

Distribution:

Signed:

**Infrastructure & Design Services  
Roads**

Perceton House, Irvine KA11 2AL  
Tel: 01294 225200 Fax: 01294 225244

**Our ref:** R/A737/20

**Your ref:**

**If telephoning please call:** Mr Bob Jones (01294 225266)

4 December 2009

Mr W Shanks  
West Muirhouse Farm  
Dalry  
KA24 4JH

Dear Mr Shanks

***A737 RE-ALIGNMENT AT THE DEN, DALRY  
ACCOMMODATION WORKS***

I would confirm that on 26/10/2009 a meeting was held between yourself and Bob Jones of North Ayrshire Council.

At this meeting a draft plan was provided showing aspects of this proposed road scheme adjacent to land in your ownership.

Following discussions, I understand that you would require the following accommodation works to be provided as part of the scheme:

- a) a boundary fence along the road consisting of a 1.275m high strained wire fence with timber posts, sheep netting and one strand of barbed wire;
- b) any land drainage exposed during the works to be outfalled into the adjacent existing ditch.

Also, for your information, a plan was tabled showing the landtake included in the previous Strathclyde Regional Council CPO (1990) and the envisaged additional landtake required for the current road scheme.

If you wish to discuss this matter or require any further information, please do not hesitate to contact Bob Jones on 01294 225266.

Yours sincerely

***R SMALL  
HEAD OF INFRASTRUCTURE & DESIGN SERVICES***





Scottish Natural Heritage

All of nature for all of Scotland

Amey  
Scottish Trunk Road  
Langmuir Way  
Bargeddie  
GLASGOW  
G69 7RW  
For the attention of Mr Colin Mackenzie

-MCF SOUTH WEST UNIT	
26 OCT 2011	
LMEF	T04
	38954

Date: 20 September 2011  
Our Ref: CNS/TR/A737: DB71348  
Your Ref: T04/SW/10/SW/0901/037/CM/HF/23008

Dear Sirs

**TERM CONTRACT FOR THE MANAGEMENT AND MAINTENANCE OF THE  
SCOTTISH TRUNK ROAD NETWORK – SOUTH WEST UNIT – A737 THE DEN,  
DALRY**

Thank you for consulting Scottish Natural Heritage (SNH) over the above proposals.

Having reviewed drawing No. 10/ssw/0901/037/013, I can confirm the following:-

1. The proposal will have no impacts on any specially protected natural heritage sites.
2. We are unaware of any sites regularly used by specially protected wildlife that may be affected by the proposals.
3. We would however recommend that prior to the commencement of any works that surveys are carried out to investigate the potential for the presence of the following specially protected species.
  - 3.1 Badgers
  - 3.2 Bats
4. The development of mitigation measures for the above species will be dependent on the results of the above surveys.

1/



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Tel 01292 261392 Fax 01292 269493 www.snh.org.uk

-2-

I trust that these comments are useful, should you wish to discuss these comments in further detail, please do not hesitate to get in touch.

Yours faithfully



ff

GRAEME WALKER  
Area Officer  
Ayrshire and Arran  
**Strathclyde and Ayrshire**

Dear Heather,

Thank you for the drawings relating to the above and the opportunity to comment.

Having looked at the drawings provided, I can confirm that we have no comments relating to the proposals and are satisfied that the proposals are acceptable.

Thank you again for the opportunity to comment.

Kind regards

Philip

Philip Kearney MIEEM  
National Cycle Network Development Officer/Volunteers Manager Scotland

Sustrans Scotland  
Rosebery House  
9 Haymarket Terrace  
Edinburgh  
EH12 5EZ

0131 346 9778  
07876 237551  
[philip.kearney@sustrans.org.uk](mailto:philip.kearney@sustrans.org.uk)

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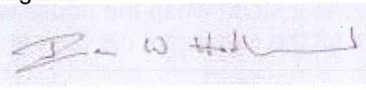
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PROJECT TITLE: A737 The Den, Dalry PROJECT JOB NO:				DATE: 2/08/11	TIME: 16.00
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue
Contact Name(s): ██████████				Representing: Land Owner	
Contact Tel No:				Time:	
Subject: Access to The Graze restaurant					
<b>Contents</b> Duncan MacColl (DM) & Ian Holland (IH) from Amey					Action/date Follow up
1	IH & DM explained the issues around safety at the area around the entrance to the restaurant. Also the procedure around Departure to Standard and the need to justify.				
2	IH said that there were two situation which required departures <ul style="list-style-type: none"> <li>• the cross roads (Brownhill Road and the farm access);</li> <li>• the accesses to the restaurant and Brownhill Road were too close and their sightlines overlapped.</li> </ul> DM explained the reasons behind the safety issues as the accesses were located at present.				
3	██████████ said that there was essentially no use of the farm access and waste of money to divert it. DM said that this was a discussion which needed to be with the relevant land owner.				
4	██████████ had outline permission for a house adjacent to and linked to the restaurant. As it stood when the house was built the existing gate could be relocated to shut off the restaurant car park and leave a simple left turn into the house.				
5	The ditch down the west side of The Graze had a culvert installed to access the land for the house.				
6	IH said that he believed that the outline planning permission had been for "access" from the car park and not at a particular location and so if the access to The Graze was relocated it would not affect the permission.				
7	██████████ said that the restaurant and land was up for sale and that he had someone who had expressed an interest. This might be for a garden centre and this would possibly increase the traffic flows. IH said that the potential flow would need to be taken into account by Transport Scotland at the time the planning application for the garden centre was submitted and it might involve a change to the junction but this would have to be met by the developer. ██████████ said that the				



access relocation might affect this possible sale.

- 8 DM & IH explained the order procedure and the involvement of the District Valuer. Also said that as an affected owner he was entitled to object.
- 9 IH said that in order to bring the Brownhill Road up to standard a further small corner of the landscaped area would be required and also a narrow strip of land adjacent to the road and west of the restaurant. The latter was to construct the road to its correct width.
- 10 [REDACTED] asked if Brownhill Road might be closed. IH said that the Local Authority had said that they would accept a closure of Auchengree Road but not Brownhill Road. This was a decision for then and not Transport Scotland. Brownhill Road is used by people from the Dalry area to access Glengarnock Station instead of using the unclassified road from Highfield. It is also used to service Davidshill House.
- 11 [REDACTED] advised that Nether Auchengree Farm was up for sale.
- 12 [REDACTED] advised that the farm access is occasionally used by walkers and also equestrians from Maulside Lodge.
- 13 [REDACTED] that access to "Wee Muirside" was from the Unclassified Road lying south east of the A737. The track was unsuitable for normal vehicles.
- 14 IH left a copy of Drawing No 10/SW/0901/037/019 with [REDACTED] in order that he could discuss it with [REDACTED].
- 15 [REDACTED] agreed to contact Amey once he had discussed it and if he had other thoughts about the location of the access.

File Number:	Name: Ian Holland
Distribution:	Signed: 

**Infrastructure & Design Services  
Roads**

Perceton House, Irvine KA11 2AL  
Tel: 01294 225200 Fax: 01294 225244

Our ref: R/A737/20

Your ref:

If telephoning please call: Mr Bob Jones (01294 225266)

4 December 2009

[REDACTED]  
West Muirhouse Farm  
Dalry  
KA24 4JH

Dear [REDACTED]

***A737 RE-ALIGNMENT AT THE DEN, DALRY  
ACCOMMODATION WORKS***

I would confirm that on 26/10/2009 a meeting was held between yourself and Bob Jones of North Ayrshire Council.

At this meeting a draft plan was provided showing aspects of this proposed road scheme adjacent to land in your ownership.

Following discussions, I understand that you would require the following accommodation works to be provided as part of the scheme:

- a) a boundary fence along the road consisting of a 1.275m high strained wire fence with timber posts, sheep netting and one strand of barbed wire;
- b) any land drainage exposed during the works to be outfalled into the adjacent existing ditch.

Also, for your information, a plan was tabled showing the landtake included in the previous Strathclyde Regional Council CPO (1990) and the envisaged additional landtake required for the current road scheme.

If you wish to discuss this matter or require any further information, please do not hesitate to contact Bob Jones on 01294 225266.

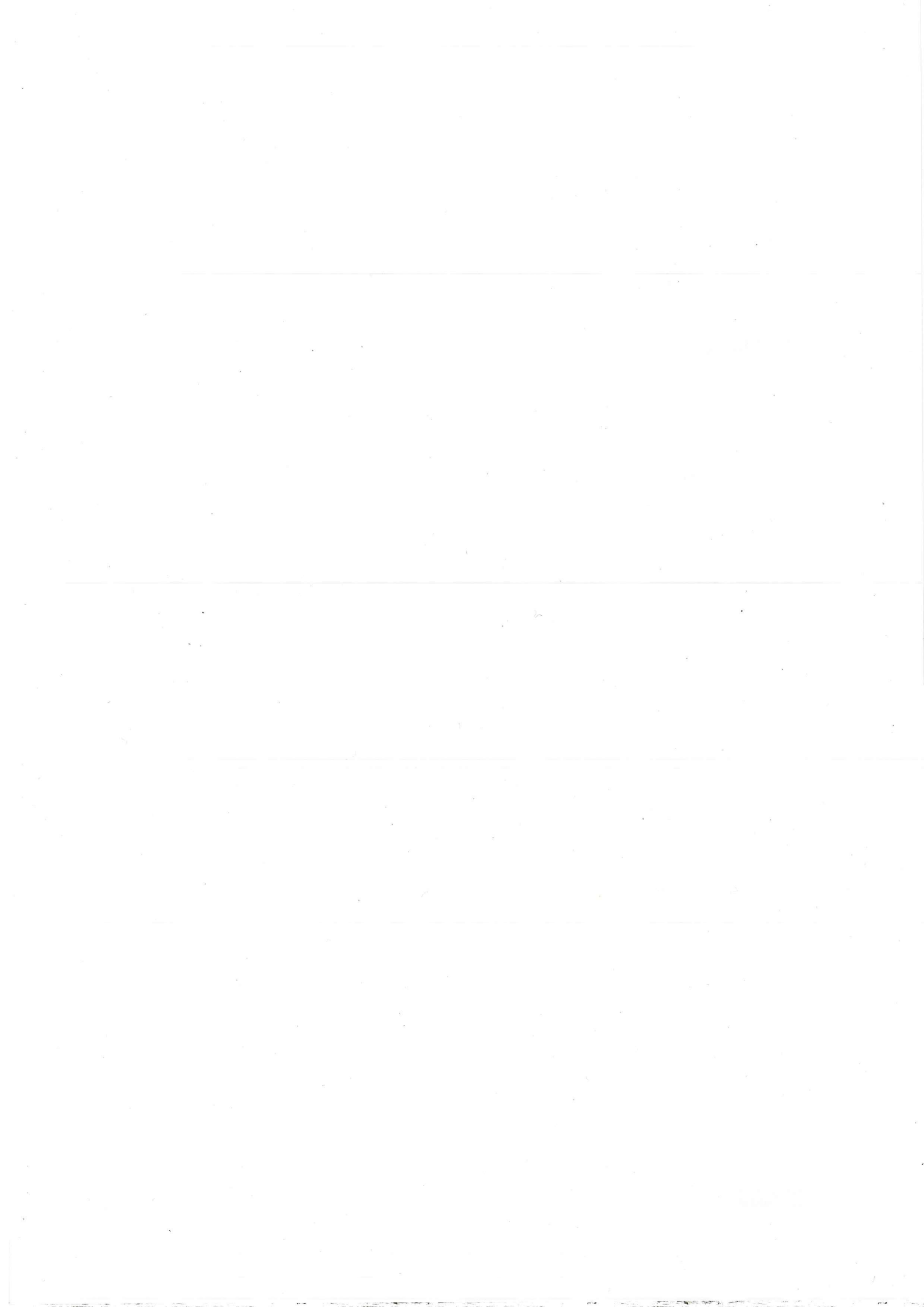
Yours sincerely

***R SMALL  
HEAD OF INFRASTRUCTURE & DESIGN SERVICES***

49060

[REDACTED] 4 Dec 09









## COMMUNICATION FORM

Sheet 1 of 1

PROJECT TITLE: The Den, Dalry PROJECT JOB NO: 10/SW/0901/037				DATE: 10/05/11	TIME: 14.15
Note of Meeting	Telephone Note	Discussion Note	File Note	Site Record	Document Issue
Contact Name(s): [REDACTED] West Muirhouse Farm				Representing: Land Owner	
Contact Tel No: [REDACTED]				Time:	
Subject: Revisions to Proposals					
<p><b>Contents</b></p> <p>Jillian Price (JP) and Ian Holland(IH) represented Amey.</p> <ol style="list-style-type: none"> <li>1 IH explained Amey's involvement and that Transport Scotland had asked Amey to review the existing proposals and they also asked that consideration be given to relocating the junction access to The Den to a position further east. Drawing no 030001/002/02/01 was used to show the existing layout and drawing 10/SW/0901/037/006 to demonstrate the changed proposed.</li> <li>2 [REDACTED] uses the field access at chg 160 once a year to access lands up Brownhill Road for the purpose of harvesting silage.</li> <li>3 He accepts the proposed access to Fernside from the existing road albeit that he would have land purchased from him.</li> <li>4 He accepts that there will be additional land take at the west end of the scheme but advises that there is a problem with flooding in that area.</li> <li>5 He at present uses the Auchengree Road once a year to act as a return route when cutting silage in fields belonging to Nether Auchengree Farm. However he did not see this as a problem and could return back down Brownhill Road and then northwards to the proposed link back to The Den.</li> <li>6 He does not have a problem with the additional land take to provide a hardstrip at the east end of the scheme.</li> <li>7 He uses the field access at chg 1025 west of Maulside, infrequently as he has land further eastward.</li> <li>8 Accommodation works would be a woven wire fence with 4 plain and 1 barb wires.</li> <li>9 He would not be averse to the excavated peat being deposited on the wet land opposite The Graze.</li> </ol>					Action/date Follow up
File Number:				Name: Ian Holland	
Distribution:				Signed: [Signature]	

