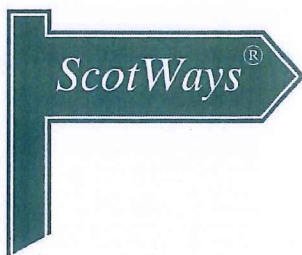


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# Appendix B

## Consultation Response



## *The Scottish Rights of Way and Access Society*

17 MAY 2013

Gordon MacDonald  
Technical Director - Consulting  
Amey OW Ltd  
1<sup>st</sup> Floor, Precision House  
Off McNeil Drive  
Eurocentral  
Motherwell  
ML1 4UR

16 May 2013

Dear Sir

**Your ref:** 25000182/GMacD/HA/3085  
**Subjects:** M77/A77 Glasgow to Stranraer Trunk Road  
A77 Maybole bypass

Thank you for your letter of 9 May 2013 which reached us the following day.

The National Catalogue of Rights of Way does not show any rights of way affected by the area outlined on your plan. However, as there is no definitive record of rights of way in Scotland, there may be other routes that meet the criteria to be rights of way but have not been recorded because they have not yet come to our notice.

You will no doubt be aware that there may now be general access rights over any property under the terms of the Land Reform (Scotland) Act 2003. It is also worth bearing in mind Core Paths Plans, prepared by local authorities as part of their duties under this Act.

You may be interested in our book: *Access Rights and Rights of Way - A Guide to the Law in Scotland* by Prof R Paisley. Copies can be purchased from us for £6.50\*, which includes P&P.

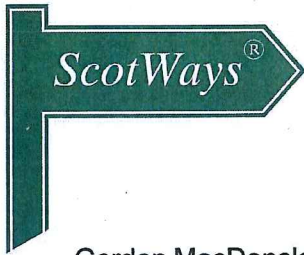
Neither the Society nor its individual officers carries professional indemnity insurance and in these circumstances any advice that we give, while given in good faith, is always given without recourse.

We ask for a contribution of £75 towards the search expenses for which an invoice is enclosed. Please quote our invoice number when making payment.

I hope the information above is useful to you. Please contact us if you need more detail or if you have any further queries.

Yours faithfully

Alison M Riddell  
ScotWays



## *The Scottish Rights of Way and Access Society*

Gordon MacDonald  
Technical Director - Consulting  
Amey OW Ltd  
1<sup>st</sup> Floor, Precision House  
Off McNeil Drive  
Eurocentral  
Motherwell  
MK1 4UR

16/05/2013

**Our Invoice No: 2013/05/17/AMR (please quote when making payment)**

**Your ref: 25000182/GMacD/HA/3085**  
**Subjects: M77/A77 Glasgow to Stranraer Trunk Road**  
**A77 Maybole bypass**

Contribution toward expenses incurred – rights of way search

**TOTAL AMOUNT DUE: £75.00**

**NOT SUBJECT TO VAT**

**Cheques payable to: ScotWays**  
**BACS remittances to: 82-62-34 30497453**  
**If paying by BACS, please send us a remittance advice note**  
**Please quote invoice number on all correspondence and BACS payments**

The Scottish Rights of Way and Access Society 24 Annandale Street Edinburgh EH7 4AN (Registered Office)

Tel/Fax 0131 558 1222 e-mail: info@scotways.com web: www.scotways.com

22 MAY 2013

Ref: 6327



Our Ref: WAT/WD/RIS/  
A77  
Your Ref: 250000182/GM  
acD/HA/3071

Amey OW Ltd  
1<sup>st</sup> Floor  
Precision House  
Off McNeil Drive  
Eurocentral  
Motherwell  
ML1 4UR

If telephoning ask for:  
Roy Izzard

20 May 2013

**For the attention of Gordon MacDonald**

Dear Sir

**A77/M77 GLASGOW TO STRANRAER TRUNK ROAD  
A77 MAYBOLE BYPASS**

I refer to your letter of 9 May 2013 and would also refer to my discussions with Ian Holland and Sinead Thom.

There will be no objection to this proposal from SEPA. Run off from the road must be treated via a suitably designed SUD system.

The EIA should assess the impact of the construction and operation of the road on the Water Environment including ground water. This should include the impact of the run-off from the road and of engineering activities such as culverts, burn diversions, etc...

Yours faithfully

A handwritten signature in blue ink that reads 'Roy Izzard'.

Roy Izzard  
Specialist II



Chairman  
David Sigsworth

Chief Executive  
James Curran

**Ayr Office**  
31 Miller Road, Ayr, KA7 2AX  
tel 01292 294000 fax 01292 611130  
[www.sepa.org.uk](http://www.sepa.org.uk)



**Scottish Natural Heritage**  
**Dualchas Nàdair na h-Alba**

All of nature for all of Scotland  
Nàdar air fad airson Alba air fad

Ms Melanie Roxburgh  
Ecologist and Environmental Officer  
Amey  
Precision House  
McNeil Drive  
Eurocentral  
MOTHERWELL  
ML1 4UR

Date:  
Our Ref: CNS/TR/A77: CPA124456

Dear Melanie

**A77 MAYBOLE BY-PASS**

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

I apologise for the lateness of the response but I trust that you will still find the following comments useful.

**1. Protected Sites**

I can confirm that the proposed alignment will not have direct or indirect impacts on any specially protected natural heritage sites.

**2. Badgers**

I note the concerns you raise regarding the potential impact on Badgers. As we discussed in our telephone conversation, the destruction of the outlying badger sett will require to go through the licensing process laid out on our website.

It would be useful for the officer assessing the application (and for the design of the roads environmental protection measures) if there was a clearer understanding about the use of this sett. Primarily I think we will need to understand which main sett this outlier is associated with. This should provide useful information on the directions that the badgers are moving and possibly more information on the levels of use.

**3. European/**



INVESTOR IN PEOPLE

Scottish Natural Heritage, Russell House, King Street, Ayr, KA8 0BF Tel 01292 270760 [www.snh.org.uk](http://www.snh.org.uk)

### 3. European Protected Species

#### I. Bats.

While the route is largely through an open pastoral landscape, it will cut through hedge networks and require the felling of several mature hedge-row trees. There is therefore potential for the alignment to have an impact on bats and their roosts.

It would be useful to carry out survey work at an early stage in order that the results can be used to fine tune the design of both the cut and fill and the landscape proposals. A survey which records patterns of bat movement over the alignment and the locations of associated roosts would highlight areas where bats crossing the traffic may be at risk of collision. This could then be used to develop mitigation to deflect or modify the bat movements away from the traffic.

#### II. Otter.

There are only a few minor water courses which cross the proposed alignment. However there is a probability that these will occasionally be used by otter foraging across the catchment. Appropriate culvert design should be considered. It is also likely that SUDS arrangements may prove to be attractive to otter and this should also be addressed in the design of environmental measures.

### 4. Landscape

We would recommend that some early consideration is given to the visual impacts of the road and that mitigation should be taken into account in the development of the cut and fill where possible.

SNH will be happy to make further comments as the plans develop.

If you would like to discuss any of these matters in further detail please do not hesitate to get in touch.

Yours sincerely

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

**Ather, Heather**

---

**From:** Roxburgh, Melanie  
**Sent:** 15 May 2013 12:30  
**To:** Ather, Heather  
**Subject:** FW: M77/A77 Glasgow to Stranraer Trunk Road. A77 Maybole Bypass

---

From: Seditas, Brian [Brian.Seditas@south-ayrshire.gov.uk]  
Sent: 15 May 2013 11:53  
To: Roxburgh, Melanie  
Subject: M77/A77 Glasgow to Stranraer Trunk Road. A77 Maybole Bypass

Hi Melanie,

I refer to your recent letter regarding your environmental statement for the above project.

I have checked our systems and the route of the road does not affect any private water supplies and does not pass through any areas of potentially contaminated land.

Is there any other information that you would require.

Regards

Brian

Brian Seditas  
Environmental Health Officer  
3rd Floor, Burns House,  
Burns Statue Square,  
Ayr, KA7 1UT  
Tel 01292 616399

\*\*\*\*\*

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<<http://www.websense.com/>>

## Ather, Heather

---

**From:** Elaine Honeyman <elainehoneyman@yahoo.co.uk>  
**Sent:** 25 June 2013 22:42  
**To:** Ather, Heather  
**Subject:** Re: Maybole Bypass

Hi Heather,

The BHS sent an email around all its members in Ayrshire and I only received one response saying that they had no real concerns about the by-pass providing that any over- and under-passes are suitable for horses to use, especially the one on the road marked with green dots which I assume relates to the cycle route, as this is the main way the riders concerned come into the town. I would also reinforce what Helene Mauchlen said to please make all facilities for non-motorised traffic multi-use and make sure any access controls used are horse friendly, all crossings and underpasses will potentially be used by horse riders.

Regards,  
Elaine.

Elaine K Honeyman  
BHS Ayrshire  
Access

**From:** "Ather, Heather" <Heather.Ather@amey.co.uk>  
**To:** "elainehoneyman@yahoo.co.uk" <elainehoneyman@yahoo.co.uk>  
**Sent:** Tuesday, 25 June 2013, 11:10  
**Subject:** FW: Maybole Bypass

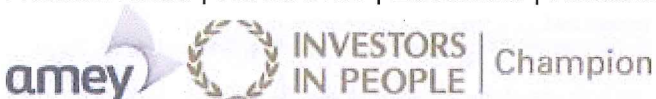
Dear Elaine

I hope you don't mind me emailing you directly.

Amey are currently preparing an Environmental Statement for the design of the A77 Maybole Bypass. Consultation letters were sent out to numerous statutory and non-statutory bodies on the 9<sup>th</sup> May, including British Horse Society. Our consultation period is now coming to an end, however I am very keen to get a response from yourself in regards to bridleways and horse activity within Maybole. It would be greatly appreciated and beneficial to the scheme if comment could be made. Attached is the location plan and the preferred alignment.

Kind Regards

**Heather Ather**  
Environmental Graduate – Consulting  
**Amey**  
t: 01698 730223 | e: [heather.ather@amey.co.uk](mailto:heather.ather@amey.co.uk)  
Precision House | McNeil Drive | Eurocentral | Motherwell | ML1 4UR





---

**From:** Helene Mauchlen [mailto:H.Mauchlen@bhs.org.uk]  
**Sent:** 31 May 2013 10:45  
**To:** Roxburgh, Melanie  
**Cc:** Elaine Honeyman ()  
**Subject:** Maybole Bypass

Dear Melanie

Thank you for consulting with the BHS regarding the above project, I am posting the maps to our local representative Elaine, copied in and she will email you a locally based response in due course.

Meanwhile I know enough to be able to say categorically that this is a very horsey area and that horse riders will be affected by the new bypass. In reality please make all facilities for non-motorised traffic multi-use and make sure any access controls used are horse friendly, all crossings and underpasses will potentially be used by horse riders.

The BHS will be happy to advise you on details of equestrian provision and I attach a useful overview for your information.

Regards

Helene Mauchlen

Scottish Development Officer

**The British Horse Society**

Registered Charity Nos 210504 (E&W) and SC038516 (Scotland)

Direct Dial: 01764 656334

Mobile: 07808 141077

Email: [h.mauchlen@bhs.org.uk](mailto:h.mauchlen@bhs.org.uk)

Websites: [www.bhs.org.uk](http://www.bhs.org.uk) - <http://www.bhsscotland.org.uk/> - <http://www.horseaccidents.org.uk/> -  
<http://www.bordersfestivalhorse.org/> - <http://www.horseswelcome.org/>

Please fill out our access survey [www.bhsscotland.org.uk/equestrian-access-survey.html](http://www.bhsscotland.org.uk/equestrian-access-survey.html)

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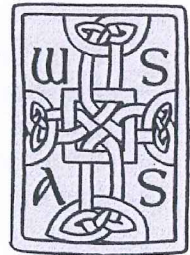
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Our ref: 7/1/10/Cons 13463  
Your ref: 25000182/GMacD/HA/3089  
WoSASdoc: Maybole Bypass Cons 13463.doc  
Date: 17 July 2013  
Contact: Martin O'Hare  
Direct dial: 0141 287 8333

## WEST of SCOTLAND ARCHAEOLOGY SERVICE



Amey Engineering Laboratory  
The Warehouse  
Hackthorpe Hall Business Park  
Penrith  
Cumbria  
CA10 2HX

94 Elmbank Street, Glasgow, G2 4NE  
Tel: 0141 287 8330  
Fax: 0141 287 9529  
enquiries@wosas.glasgow.gov.uk

Dear Ms Mason,

### **Re: A77 Maybole Bypass - Environmental Statement**

I refer to your email of the 16<sup>th</sup> of July, requesting comments on the preferred route of the above bypass scheme. I have compared the proposal against information contained in the Historic Environment Record (HER) and with available cartographic sources, and would make the following comments.

The first thing I would say is that I have no information on what level of work may have been completed to date in relation to this proposal. I have therefore included a copy of our general guidelines for impact assessments of this type. This provides a list of the minimum range of sources that should be consulted during the initial desk-based assessment, as well as giving some detail on the scope of a walkover survey and guidance on the elements that should be included in any resultant report.

In terms of specific archaeological issues associated with this proposal, I would agree that the preferred route generally avoids the majority of sites recorded in the HER database. The only HER site likely to be directly affected is Kirklandhill Cottage (WoSAS Pin 54055), which was depicted on the 1<sup>st</sup> edition Ordnance Survey map as a long roofed building sitting parallel to the road between Maybole and Kirklandhill. An unroofed building of two compartments is shown on current OS maps of this area, and its position suggests that it would be either wholly or partially removed by construction of the bypass. A well is also shown on various OS maps at a point around 40m north of the cottage, and it is likely that this would also be removed by construction.

Comparison with available OS maps indicates that the western end of the proposed bypass runs across an area identified as Gallow Hill, a place-name that would suggest the former presence of an execution site in the vicinity. Given the general prohibition on the burial of executed criminals within consecrated ground, there may be some potential for burials somewhere in the vicinity. As noted above, one of the new bypass intersections is located in the vicinity of Kirklandhill, a place-name that would suggest that the farm and lands may formerly have been owned by the church. It is also the case that a farm close to the eastern end of the bypass is called Laigh Grange, 'grange' being a place-name that is often found in association with land held by a monastic house.

In general, all of the other sites recorded in the HER are located a reasonable distance away from the line of the proposed bypass, suggesting that they are unlikely to be directly affected

by construction. However, the fact that the bypass will run almost entirely through improved fields suggests that there is a reasonable potential for unrecorded sites to be present along its route in the form of buried sub-surface deposits. Fields of this type are typically subject to fairly intensive agricultural regimes, usually involving repeated heavy ploughing, a process that can result in the removal or reduction of the upstanding components of archaeological sites, but which may not remove all below-ground elements.

A number of significant prehistoric sites have been recorded from the wider landscape surrounding the preferred bypass route, including an earthwork at Knoweholm (WoSAS Pin 6224), an oval-shaped ditched enclosure at St Murray (WoSAS Pin 6223), and the scheduled standing stone at Lyonston (WoSAS Pin 6241). The presence of these features, and others recorded from the wider landscape, would suggest that there is some potential for buried material associated with prehistoric settlement to survive within the area traversed by the bypass, in addition to features relating to later periods of occupation.

Construction of the bypass is likely to involve substantial amounts of ground disturbance in areas that have been largely unaffected by modern development, other than ploughing, suggesting that there is a reasonable potential for it to encounter, disturb or remove significant archaeological material. As this is a trunk road, I would anticipate that some level of archaeological mitigation may be specified by Historic Scotland. Without wishing to replicate any recommendation they may make, I would suggest that the environmental statement should include provision for monitoring during the initial removal of topsoil from the bypass route. It is likely that this would take place anyway, to separate the developed plough soil from the subsoil, but it will also allow the opportunity to identify any features that may be present cut into the natural. Any features identified in this manner would need to be excavated and recorded prior to being removed by construction.

Although the bulk of this letter addresses potential direct issues on archaeological material likely to result from road construction, I would suggest that the environmental statement should also include consideration of its possible indirect impact on the setting of cultural heritage sites present in the wider landscape. Given the nature of the development, this may be less extensive than something like a wind farm, which would likely be visible over a wider area, but I would nevertheless suggest that this impact should not be discounted without some level of assessment.

Yours faithfully

West of Scotland Archaeology Service

In general terms, we would recommend that an assessment of the cultural heritage baseline incorporate the following elements.

#### Desk Based Assessment

A check of all relevant archaeological / historical records, maps and aerial photographs should be undertaken and presented as Appendices within the report. At least the following sources should be checked:

- The West of Scotland Archaeological Service (WOSAS), Sites and Monuments Record (SMR).
- The National Monuments Record of Scotland (NMRS)
- Historic Scotland's (HS) databases of listed buildings, Scheduled Ancient Monuments and monuments proposed for scheduling.
- The Inventory of Gardens and Designed Landscapes in Scotland (1988).
- Relevant Local and Structure Plans.
- Vertical stereo aerial photographic coverage held by RCAHMS
- Ordnance Survey map coverage from 1850 onwards, and any other readily available early cartographic sources held at the National Library of Scotland Map Library.
- Bibliographic references and early parish accounts.
- Council Archives
- Locally held private archives

It should be noted that it is not sufficient to rely on online databases; contact should be made with both WoSAS and Historic Scotland (HS) officials to ensure that up to date references are being used.

#### Walk-over survey

It is important that a field reconnaissance survey be conducted, across the whole area of the proposed development, in order to assess the presence/absence, character, extent and condition of sites, monuments and landscape features identified by the desk-based assessment. The survey will also identify any further features of cultural heritage interest not detected from the desk study. 'Archaeological Sites' in this context means individual sites above and below ground; historic buildings or other built structures; designed gardens, cemeteries or landscapes; battlefield or skirmish sites; and sites with historical or cultural associations.

All individual features should be recorded, photographed and sketched. All features should be marked on a plan, at a relevant scale, keyed by means of Grid References to the Ordnance Survey mapping.

#### Project Report

The Archaeological Contractor is responsible for producing a report on the work for the Environmental Statement, and for sending on a copy to the West of Scotland Archaeology Service.

The report must include as a minimum:

- A location plan (bound into the report) showing the development area and all archaeological features identified. Grid references must be included.
- The circumstances, objectives and dates of work, including a copy of this specification.
- Details of all archaeological sites with statutory heritage protection.
- A detailed gazetteer of all archaeological sites identified and a statement of each site's significance.
- A statement of the potential for the survival of further, buried sites of archaeological interest within the proposal area.
- Measured sketch plans and photographs of all archaeological features identified.
- A statement of the probable impacts on the archaeological resource, should the development proceed, to include direct and indirect impacts as well as issues relating to the setting of archaeological sites.
- Recommendations for the protection of the archaeological resource and/or mitigation measures should the development proceed.
- An analysis of the project results drawing in comparative data as appropriate, and a statement of the significance of the results.
- A full index to any records or other material generated by the project including the archive location.
- A list of finds (if applicable), set out in the required format for Treasure Trove reporting.
- A list of all references and information sources.
- Weather and other conditions affecting fieldwork.

## Ather, Heather

---

**From:** Roxburgh, Melanie  
**Sent:** 24 May 2013 10:30  
**To:** Ather, Heather  
**Subject:** FW: M77/A77 Glasgow to Stranraer Trunk Road - A77 Maybole bypass

---

**From:** Barron, Hugh F. [mailto:[hfb@bgs.ac.uk](mailto:hfb@bgs.ac.uk)]  
**Sent:** 24 May 2013 10:24  
**To:** Roxburgh, Melanie  
**Cc:** Campbell, Seumas D.G.  
**Subject:** M77/A77 Glasgow to Stranraer Trunk Road - A77 Maybole bypass

Dear Melanie,

Thank you for the opportunity to comment on the above road improvement proposal at Maybole.

We have looked at the preferred route on the map you supplied and note that the route is underlain by Devonian Swanshaw Formation sandstone covered by glacial till, hummocky glacial deposits and alluvium. We are not aware of any geological features of interest along this route.

However, we would be grateful for any site investigation information that may be generated by this scheme.

Yours sincerely

**Hugh Barron** | Responsive Surveys Scotland Manager | British Geological Survey | Murchison House | West Mains Road | Edinburgh EH9 3LA | Tel: 0131 650 0258 | Mob: 07769 880117 | @BritGeoSurvey | [hfb@bgs.ac.uk](mailto:hfb@bgs.ac.uk) | [www.bgs.ac.uk](http://www.bgs.ac.uk)

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## Ather, Heather

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**From:** Roxburgh, Melanie  
**Sent:** 03 June 2013 07:36  
**To:** Ather, Heather  
**Subject:** FW: Maybole Bypass  
**Attachments:** Equestrian Information Sheet 11 final.pdf

---

**From:** Helene Mauchlen [mailto:H.Mauchlen@bhs.org.uk]  
**Sent:** 31 May 2013 10:45  
**To:** Roxburgh, Melanie  
**Cc:** Elaine Honeyman (elainehoneyman@yahoo.co.uk)  
**Subject:** Maybole Bypass

Dear Melanie

Thank you for consulting with the BHS regarding the above project, I am posting the maps to our local representative Elaine, copied in and she will email you a locally based response in due course.

Meanwhile I know enough to be able to say categorically that this is a very horsey area and that horse riders will be affected by the new bypass. In reality please make all facilities for non-motorised traffic multi-use and make sure any access controls used are horse friendly, all crossings and underpasses will potentially be used by horse riders.

The BHS will be happy to advise you on details of equestrian provision and I attach a useful overview for your information.

Regards

Helene Mauchlen  
Scottish Development Officer

**The British Horse Society**  
Registered Charity Nos 210504 (E&W) and SC038516 (Scotland)

Direct Dial: 01764 656334  
Mobile: 07808 141077  
Email: [h.mauchlen@bhs.org.uk](mailto:h.mauchlen@bhs.org.uk)

Websites: [www.bhs.org.uk](http://www.bhs.org.uk) - [www.bhsscotland.org.uk](http://www.bhsscotland.org.uk) - [www.horseaccidents.org.uk](http://www.horseaccidents.org.uk) - [www.bordersfestivalhorse.org](http://www.bordersfestivalhorse.org) - [www.horseswelcome.org](http://www.horseswelcome.org)

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# Information Sheet 11

## Equestrian Access

The aim of this Information Sheet is to convey the general principles relating to equestrian access.

### Introduction

Many people involved in the design and management of outdoor access feel they lack the required knowledge or confidence to deal adequately with equestrian access.

Riders are no different to walkers and cyclists. They vary considerably in their interests, needs and preferences. As with other users, the access provider should aim to provide a variety of routes, surfaces and experiences, and to take into account the needs, aspirations and constraints of all users.

There is no substitute for first-hand experience – by far the best way of appreciating the needs of horses and riders is to try for yourself from the saddle. Local riding schools, horse access groups or BHS volunteers will usually arrange for access providers to get on a horse and experience for themselves the thrills and frustrations of equestrian access. Remember that local riders and horse-owners will often be willing to help plan and implement routes.

### Understanding horses, riders and their needs

The average weight of a horse is 500kg, and average size of a horse's hoof varies from 110mm to 250mm diameter. Depending on pace, only two hooves may be in ground contact simultaneously, hence a considerable weight is concentrated on a very small area. Because of this, one of the greatest risks for horses is boggy ground where they may get stuck and holes in which they may strain or break a leg. Either can have fatal consequences.

Minimum height of a mounted rider is 2.55m above ground level. Overhanging branches and any other obstructions should be cleared to a minimum of 3m

(preferably 3.7m) on all riding routes. Horses require a minimum 2.9m diameter turning space. It is particularly important to 'design in' this space by the sides of gates. At gated junctions between paths and vehicular roads, always ensure the gate is set well back to give sufficient manoeuvring space away from the carriageway.

Adequate turning space and safe loading/unloading areas are essential where parking is provided



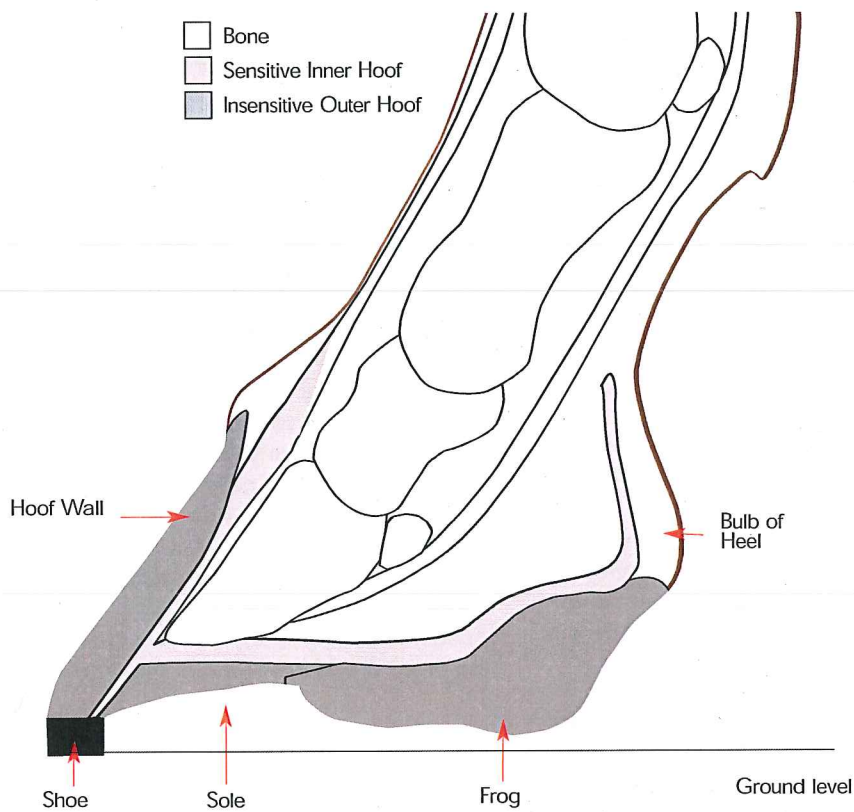
### Paths from a horse's perspective

for horse boxes/trailers.

A simple knowledge of the anatomy of the horse's feet and legs provides an insight into the implications of path surfacing. The horse's foot comprises an insensitive outer layer of horny tissue, which surrounds and

### Structure of the horse's hoof

Cross section through hoof showing sensitive and insensitive areas



## Paths from a horse's perspective cont.

protects sensitive inner structures.

The unshod surface of the hoof comprises the sole, the hoof wall, and the central "frog", which helps absorb concussion and pump blood through the hoof.

The sole is derived from the very sensitive membrane that covers the pedal bone, and although it may appear hard, it is in fact relatively thin and easily bruised.

Most horses in regular work are shod with metal shoes, which are designed to protect the hoof wall (the main bearing surface) from excessive wear,

### Path surfaces

and to evenly spread the load of horse and rider around the hoof wall.

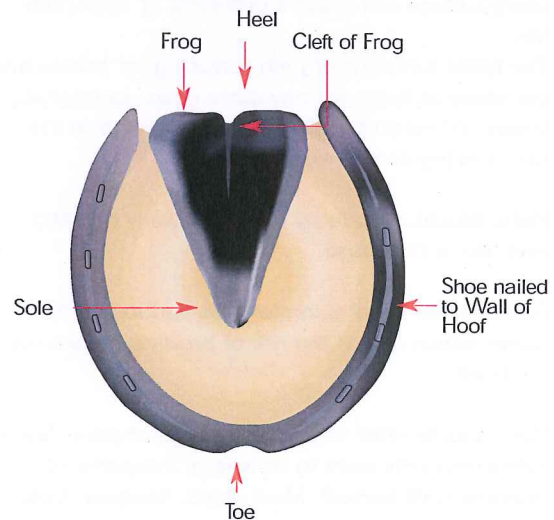
On flat, compacted surfaces, the naturally arched sole will not come into contact with the path.

However, on unconsolidated surfaces, sharp stones may

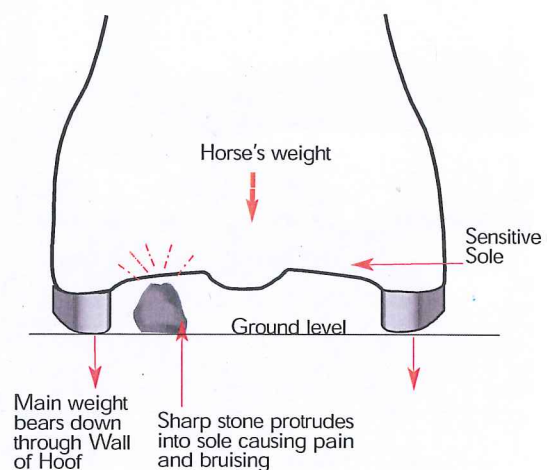
protrude into and bruise the sole, causing lameness. Similarly loose stones, even small pea gravel, may become wedged in the hoof, exerting painful pressure on the underlying tissues each time the horse bears weight on the hoof. Infection and swelling within the hoof resulting from stone punctures can cause serious problems.

The level of concussion to both the hoof and horse's legs increases with the hardness of the surface, and with the speed at which the horse is moving. Trotting or cantering on tarmac or hard tracks will soon lame a horse by placing strain on the legs, potentially resulting in permanent impairment. Grass tracks, which provide ideal fast going for much of the year, can bake sufficiently hard in dry weather to restrict horses to a walk.

### Underside of the hoof



### Cross section through hoof showing potential pressure and damage from sharp stones



### Paths from a rider's perspective

Depending on time of year and ground conditions, every surface can present problems or opportunities.

The basic functions of path surfacing for horses are the same as those for any other users: to facilitate travel, to protect the site and to contribute to the user's enjoyment while travelling.

Paths should be safe by being relatively non-slip and with a firm base.

Paths should have a comfortable surface for the horse, which avoids the risk of bruising the sole of the hoof.

Paths should offer scope for a range of pace. Some riders may only want to walk (e.g. inexperienced riders or unfit horses). Most riders, however, look for the opportunity to trot, canter and occasionally gallop. Hard surfacing to improve the surface for

other users, or to restrict the pace of horses, may prompt riders to look for alternative paths in the vicinity for faster riding.

The most popular types of paths for horse-riders, in descending order of preference, are as follows:

- Short, firm, well-drained turf.
- Vegetated paths on firm base such as grassed over forest roads or disused railway tracks stripped of ballast to expose consolidated ash solum.
- Paths where the natural vegetation is protected or reinforced by some type of surfacing.
- Constructed paths with firm, non-slip surface.

### Acknowledgement and Further Information

This Information Sheet is based on a detailed, technical Factsheet covering path construction and surfacing; gates; and bridges, water and road crossings prepared by the British Horse Society in conjunction with the Paths for All Partnership and Scottish Natural Heritage. It is available from the British Horse Society, the Paths for All Partnership's web site or from its office in Alloa.



**Executive Director of Development and Environment  
Lesley Bloomer**



**Head of Community, Enterprise and Development: Jill Cronin**

Burns House, Burns Statue Square, Ayr KA7 1UT

Tel: (01292) 616125 Fax: (01292) 616161

E-mail: kenneth.campbell@south-ayrshire.gov.uk

Our Ref: Your Ref:

Date: 24<sup>th</sup> May 2013

If phoning or calling please ask for Kenny Campbell

Mr Gordon MacDonald  
Amey OW Ltd  
1<sup>st</sup> Floor, Precision House  
Eurocentral  
Motherwell  
ML1 4UR

Dear Mr Macdonald,

**REQUEST FOR COMMENTS UNDER THE TERMS OF THE TOWN AND COUNTRY PLANNING  
(ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2011 IN RESPECT OF  
PROPOSED WORKS TO THE A77 AT MAYBOLE**

I refer to your letter of 9<sup>th</sup> May 2013, seeking comments on a proposed route for a Maybole bypass on the A77. The comments enclosed within this letter are provided on the basis that they will be used to inform the environmental statement (i.e. this is the Council's response to a request for scoping comments).

**Site description**

The proposed development site forms a long stretch of road, running almost parallel to the existing A77. The proposed route leaves the existing A77 at Bankend Bridge, to the south of Minishant and travels in a south and south westerly direction, bypassing the town of Maybole on the northern side. The proposed route crosses the B7024, B7023 and two minor roads before connecting back onto the existing A77 at Broomknowes Farm. The majority of the existing land along the route is currently used as agricultural land.

**Consideration of alternatives**

Schedule 4, paragraph 2 of The Town and Country Planning Environmental Impact Assessment (Scotland) Regulations 2011 require that all environmental statements should include information on the main alternatives studied and indicate the main reasons for choosing the selected option, with reference to the environmental effects.

**Biodiversity**

Although the proposed site is not affected by any national or international natural conservation designations, the ES should include a survey and assessment of the short and long term impacts of the development upon species of flora and fauna, protected under EC Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Flora and Fauna (the "Habitats Directive") or the Wildlife and Countryside Act 1981. The ES should state the significance of the site for protected species, both in terms of the abundance and distributions of populations, frequency of use, and identification and significance of important sites.

### **Built and cultural heritage resources**

The ES should assess the direct and indirect impacts of the proposed development upon heritage resources and their settings including scheduled monuments, unscheduled archaeological sites, listed buildings, conservation areas and gardens and designated landscapes.

The proposed route will have a direct influence upon a small number of designations including the B-listed East Enoch and the B-listed Nether Culzean. Nonetheless, the assessment should give consideration to all of the built heritage designations within the study area.

### **Tourism/ Recreation and Public Access Resources**

The ES should address the consequences of the development for users of the countryside and its direct and indirect impacts on tourism and recreational interests and resources in the vicinity.

### **Water**

The proposed development will result in an increase in hard surfacing within the area and will therefore increase the risk of flooding. The ES should fully assess any potential flooding issues arising as a result of the proposed development (in line with Scottish Planning Policy (SPP) and the advice of SEPA), ensuring that appropriate mitigation measures are in place to deal with any adverse effects. It is noted that part of the route would be located upon an identified flood risk site at Bankend Bridge.

If a flood risk is identified as would appear to be the case with this proposal, a flood risk assessment should be carried out. Of particular relevance is the potential for flooding outwith the boundaries of the site as a result of the proposal.

The ES should contain details of how surface water runoff will be addressed, providing details of any SUDS to be used.

### **Traffic and transportation**

The ES should assess the impact of the construction and operational phases of the proposed development on the public road network in terms of the effects of the additional vehicular traffic generated, particularly heavy good vehicles and abnormal loads, on traffic management, road safety, road layout and road condition.

### **Landscape and visual effects**

Although none of the proposed development site is located within any sites designated for their landscape value, it will have an impact upon the locally designated scenic area. At its nearest point the proposed development will touch the boundary of the scenic area and it is therefore necessary to consider the visual impacts which the proposal would have upon this designation. A range of viewpoints should be agreed prior to the commencement of the assessment, ensuring that all locally valued and important viewpoints are included within the assessment. The ES should detail any mitigation measures which can be used to minimise the visual effects of the proposal.

### **Population**

Given the nature of the proposed development, there could be significant implications for some local residents through increased noise levels, vibrations and loss of land which is necessary for their livelihood. There will also be increased level of dust within the atmosphere, particularly during the construction phase. Access to properties may also be affected during the construction phase.

The ES should include prediction of noise levels from the proposed development site and routes to the site during the construction phase. The ES should contain an assessment of noise impacts upon nearby residential properties. The ES should contain a plan clearly identifying the extent of the study area.

It is recommended that a Construction Method Statement (CMS) should show how the developer will minimise the impact of construction activity on the amenity of the area. It should include details of mitigation measures to control noise, dust, construction traffic and include hours of construction work.

**Air**

The construction works will inevitably result in a high level of dust being released into the atmosphere. The ES should include an assessment of the dust arising, its impacts upon surrounding residential properties and the mitigation measures which will reduce the extent of any impacts.

**Soil**

The ES should fully consider the impact upon soils given that the majority of the proposed route is located upon existing agricultural land. It is noted that only a small section of the route will pass through an area of prime quality agricultural land.

I trust this information is of assistance, however, should you require clarification on any of the matters raised above or any additional information, please do not hesitate to contact me.

Yours sincerely



**Kenny Campbell**  
**Planning Environmental Officer**

**Economy, Neighbourhood and Environment**

**Executive Director: Lesley Bloomer**

**Head of Neighbourhood Services: Mike Newal**  
Burns House, Burns Statue Square, Ayr, KA7 1UT  
Tel: 01292 618222

E-mail: [environmental.health@south-ayrshire.gov.uk](mailto:environmental.health@south-ayrshire.gov.uk)  
Our Ref: GL/ABO/13/02133/EPRFS Your Ref:  
Date: 14 May 2013  
If phoning or calling please ask for Mr Gordon Lauder



16 MAY 2013

Ref: 6290

Gordon MacDonald  
Technical Director - Consulting  
Amey OW Ltd  
1st Floor, Precision House  
Off McNeil Drive  
Eurocentral  
Motherwell  
ML1 4UR

Dear Mr Gordon MacDonald

**Environmental Protection Act 1990**  
**Service Request Reference No: 13/02133/EPRFS**

I acknowledge receipt of your complaint received on 10 May 2013.

An Officer will be in contact with you in due course. Should you wish to discuss the matter further, please do not hesitate to contact the above office, quoting the complaint reference number.

Yours sincerely

A handwritten signature in black ink that reads "Gordon Lauder". The signature is written in a cursive style with a horizontal line underneath.

**GORDON LAUDER**  
**Environmental Health Team Leader**



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Species Protection Officer  
13, Eddie Avenue  
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14/05/2013

**M77/A77 Glasgow to Stranraer Trunk Road, A77 Maybole bypass.**

Dear Gordon

Thank you for consulting us on the above project. We would strongly recommend that as part of the environmental assessment that a badger survey be carried out to identify the presence/absence of badger setts from the proposed route.

This survey should be carried out at an appropriate time of year. Whilst we do not appear to have any sett records for this area we do have a number of records relating to badgers being killed on the existing road. We would recommend the survey should be at least 500 metres either side of the proposed line of the route.

Should field surveys reveal the presence of badgers then consideration should be given to road crossings and the use of appropriate fencing to separate the badgers from traffic and reduce the risk to road users coming into contact with badgers resulting in road traffic accidents.

I hope this is of some help and please don't hesitate to contact me if you require any further information

Yours truly,  
*By Email*  
Ian Hutchison



## Ayrshire Rivers Trust

A Scottish Registered Charity No. 030426

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Tel: 01292 525142  
Fax: 0700 6036870

Amey OW Ltd  
1<sup>st</sup> Floor, Precision House  
Off McNeil Drive  
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Motherwell  
ML1 4UR

24<sup>th</sup> May 2013

Dear Gordon,

RE: M&&/A&& Glasgow to Stranraer Trunk Road – A&& Maybole Bypass

In response to your letter dated 9<sup>th</sup> May 2013, I would like to confirm on behalf of Ayrshire Rivers Trust (ART) that we have no issue with the position of the proposed A77 Maybole Bypass.

ART would advise that any necessary precautions are taken where work falls near a watercourse to ensure that the risk of pollution is minimised. Furthermore it would be preferable for future monitoring of the nearby fish populations to be included so as to allow any potential resultant issues to be highlighted. ART will be able to design and implement a monitoring plan should Amey desire.

Yours sincerely

Stuart Brabbs  
Trust Manager