

Perth and Kinross Council  
Planning and Placemaking Committee – 13 December 2023  
Report of Handling by Strategic Lead – Economy, Development and Planning  
(Report No. 23/358)

<b>PROPOSAL:</b>	Removal of existing bridge and erection of a replacement footbridge
<b>LOCATION:</b>	Pitlochry Railway Station, Station Road, Pitlochry

Ref. No: [23/01278/LBC](#)  
Ward No: P4- Highland

### **Summary**

This report recommends approval of a Listed Building Consent application for firstly, the removal of an existing footbridge and secondly the erection of a new replacement footbridge at Pitlochry Railway Station, Pitlochry. The development is considered to comply with the relevant provisions of the Development Plan and there are no material considerations apparent which outweigh the Development Plan. The recommendation is also considered to be in accordance with the requirements of the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997.

### **BACKGROUND AND DESCRIPTION OF PROPOSAL**

- 1 This application seeks to obtain Listed Building Consent (LBC) for the removal of an existing footbridge at Pitlochry Railway Station, and the erection of a new one. The station is category A listed, which includes the main building, Platform 2 building, the platforms, footbridge, signal box and a water foundation. The site is also located with the Conservation Area of Pitlochry.
- 2 The existing footbridge at the station does not have step-free access, making it difficult for persons with reduced mobility to move readily between the station platforms. Currently there is no accessible solution for entry to Platform 2, which is on the non-station side loop platform. As a result of this, the station is currently incapable of meeting the definition of providing an accessible route for rail users.
- 3 Network Rail (the applicant) has explored a range of options to provide step-free access to both platforms at the station including modification of the existing footbridge, moving the existing footbridge, erection of a ramped bridge, formation of a new underpass, use of the existing routes or the erection of an accessible bridge, with lifts, at the station.
- 4 As a result of that option analysis, Network Rail's preferred option is a new accessible bridge which would replace the existing stepped footbridge that links platform 1 and 2, and which would be sited immediately west of the existing

bridge. The new bridge would be of a lattice design including lift towers on each platform with easy access wide door openings suitable for wheelchair users, and generous internal width to allow for wheelchair rotation. Each lift tower will include full light panel in the lift car roof, rain canopy above the entrance and an intercom for emergencies. The height of the lift towers will be approx. 8.2m from platform level and will rise approx. 2.7m above the centre walkway area creating a 'H' appearance. The central walkway element of the bridge would be approx. 5.1m above the railway, 4.1m above the platforms and approx. 6.2m above the platform level. Overall, the bridge will span approx. 20m across between the two platforms.

- 5 In terms of the existing footbridge, Network Rail have indicated that it is their intention to carefully dismantle the bridge, with a view of having it removed and made available for re-use off site, however a final destination has yet to be determined. The existing footbridge would remain, until such time as a contract for replacement bridge (and the dismantling of the existing) has been signed. There is a potential for the need for a temporary bridge to be installed during the construction phase, to ensure that continued use of the station can continue during the construction phase.
- 6 The proposed accessibility improvement at Pitlochry is part of a wider project to address accessibility for passengers along the Highland Mainline, which in addition to Pitlochry includes improvements at Aviemore, Kingussie and Nairn – all of which are listed buildings. The proposals at Nairn and Kingussie have already been approved by the Highland Council, and also involves the removal of the existing listed footbridges with replacements of a similar design of the one proposed here. In addition to the accessibility improvements to the station, the replacement footbridge bridge would be compatible with an electrified network across Scotland which is advancing through a phased upgrade of the overall network.

### **Procedural Clarification**

- 7 This application relates to an application for LBC only, for both the removal of the existing building and then the erection of the new one. The assessment and associated considerations of this application is therefore solely based on the impact on the listed building(s) only, both physically and insofar as their settings are concerned. It should however be noted that the terms of the Wildlife and Countryside Act 1981 (as amended), and the Conservation of Habitats and Species Regulations (2017), do however remain relevant.
- 8 To clarify the procedure for dealing with the typical 'planning' aspects of the development under the terms of the Planning Act, Network Rail have made a submission to the Council seeking the 'Prior Approval' of the new bridge under Class 29 of the Town and Countryside Planning (General Permitted Development) (Scotland) Order 1992. This class authorises specific development under certain circumstances without the need for a formal planning application.

- 9 Such instances include the erection of bridges, that are authorised by
- (a) a local or private Act of Parliament or of the Scottish Parliament or
  - (b) an order approved by both Houses of Parliament or by the Scottish Parliament, and when detailed plans and specifications are subject to 'Prior Approval' by the Council.
- 10 The Council has opted not to make a final decision on the 'Prior Approval' request, until such time as this LBC application has been determined as the acceptability of the proposal in terms of its impact on the existing listed buildings are a significant design consideration. In the event that this application is approved, it would be the intention of the Council to provide formal confirmation of the acceptance of the parallel 'Prior Approval' request for the new bridge under Class 29.

### **Pre-Application Consultation**

- 11 The proposed development is not classed as a Major development in terms of the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009; therefore, the applicant was not required to undertake not any formal pre-application consultation with the local community.
- 12 Notwithstanding this, the applicant has undertaken pre-application consultation with both the Council, and the local community and evidence of this has been submitted in support of the planning application.

### **Environmental Impact Assessment (EIA)**

- 13 Whilst acknowledging the sensitive nature of the development, and the public interest this development is not of the scale which requirements an assessment through the EIA Regulations. The development has been screened for EIA, with the outcome being the development is not considered to be an EIA development.

### **DEVELOPMENT PLAN**

- 14 The Development Plan for the area comprises National Planning Framework 4, Perth and Kinross Local Development Plan 2 (2019) and Statutory supplementary Planning Guidance.

### **National Planning Framework 4**

- 15 The National Planning Framework 4 (NPF4) is the Scottish Government's long-term spatial strategy with a comprehensive set of national planning policies. This strategy sets out how to improve people's lives by making sustainable, liveable and productive spaces.
- 16 NPF4 was adopted on 13 February 2023. NPF4 has an increased status over previous NPFs and comprises part of the statutory development plan.

17 The Council's assessment of this application has considered the following policies of NPF4:

- Policy 7: Historic assets and places
- Policy 13: Sustainable Transport
- Policy 14: Design Quality and Place

### **Perth and Kinross Local Development Plan 2**

18 The Local Development Plan 2 (LDP2) is the most recent statement of Council policy and is augmented by Supplementary Guidance. Of relevance to this application is Policy 27, which relates to Listed Buildings

### **Statutory Supplementary Planning Guidance (SPG).**

19 The following statutory SPG are applicable to this proposal,

- Placemaking Guide 2020

### **NATIONAL POLICY AND GUIDANCE**

20 The Scottish Government expresses its planning policies through the Planning Advice Notes, Creating Places, Designing Streets, National Roads Development Guide and a series of Circulars. Of relevant to this application are,

#### **Planning Advice Notes**

21 The following Scottish Government Planning Advice Notes (PANs) and Guidance Documents are of relevance to the proposal:

- PAN 40 Development Management
- PAN 68 Design Statements
- PAN 75 Planning for Transport

In addition to these documents, the following documents published by Historic Environment Scotland are directly applicable to this proposal,

- Managing change in the Historic Environment, Setting (2016)
- Managing change in the Historic Environment, Accessibility (2010)
- Managing change in the Historic Environment, Demolition of Listed Buildings (2019)
- Historic Environment policy for Scotland (2019)
- Interim Guidance on the principles of Listed Building Consent (2019)

22 The following published national strategies are also applicable and are referenced elsewhere in this report.

- Scottish Governments Strategic Transport Projects Review 2
- Going Forward – Scotland's Accessible Travel Framework

- Scotland's Railway Strategic Business Plan
- Transport Scotland National Transport Strategy
- Transport Scotland's Rail Services Decarbonisation Action Plan

### OTHER PKC POLICIES

23 There are no other PKC policies of specific relevance.

### SITE HISTORY

24 Nonrelevant to this proposal.

### CONSULTATIONS

25 As part of the planning application process the following bodies were consulted:

#### External

26 **Historic Environment Scotland:** No objection to the proposal in terms of the impact on the listed building(s), and their settings.

#### Internal

**Conservation Team:** There is reasonable justification that the proposal is essential to delivering significant benefits to economic growth for the wider community.

### REPRESENTATIONS

27 Twenty-six letters of representations have been received, all of which are objecting to the proposal. The principal concerns raised within the representations is the impact that the development would have on the listed building, and the settings of others.

This issue is addressed in the Appraisal section of the report.

### ADDITIONAL STATEMENTS

28

Screening Opinion	EIA Not Required
Environmental Impact Assessment (EIA): Environmental Report	Not applicable
Appropriate Assessment under Habitats Regulations	AA Not Required
Design Statement or Design and Access Statement	Submitted
Report on Impact or Potential Impact	Assessment of (heritage) Significance

## APPRAISAL

- 29 Sections 25 and 37(2) of the Town & Country Planning (Scotland) Act 1997 (as amended) require the determination of the proposal to be made in accordance with the provisions of the Development Plan, unless material considerations indicate otherwise. The Development Plan comprises NPF4, the LDP2, and statutory SPGs. The relevant policy considerations are outlined in the policy section above and are considered in more detail below.
- 30 In terms of other material considerations, this involves consideration of the requirements of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. Sections 14(2) and 58 places a duty on planning authorities in determining LBC applications to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

### Policy

- 31 There are relevant policies contained in all parts of the Development Plan.
- 32 Within the NPF4, Policy 7 (Historic assets and Places) looks to protect and enhance the historic environment and places and offers to enable positive changes. The policy states that proposals (affecting historic assets and places) will be informed by national policy and guidance on managing change in the historic environment. Policy 13 (Sustainable Transport) looks to ensure that due consideration is given to the accessibility (of the proposal) for users of all abilities.
- 33 Within the LDP2, *Policy 27 (Listed Buildings)* requires proposals which affect listed buildings to respect the buildings character, appearance and setting and where demolition is proposed, the onus is on the applicants to demonstrate evidence which shows that,
- (a) the building is not of special interest; or
  - (b) the building is incapable of repair; or
  - (c) the demolition of the building is essential to delivering significant benefits to economic growth or the wider community; or
  - (d) the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period.

Policy 1B(e) of the LDP2 states that all new proposals should be accessible and inclusive places for people, which are easily navigable particularly on foot, bicycle and public transport.

- 34 In terms of the Placemaking Guide 2020, this requires all proposals to ensure that the impact on listed buildings and their settings are fully considered as part of the design process.

## Impact on Listed Building(s)

- 35 The project for the replacement footbridge at Pitlochry Station has been subject to lengthy discussions with both Historic Environment Scotland (HES) and the Council, with a heavy initial focus on understanding the need for a new bridge, understanding what alternate options have been explored, and then ultimately discussions concerning the best location and design of the new bridge – all with the intention to ensure that all efforts have been made to retain the listed building, and that the new replacement bridge minimises the impact to a level where the historic setting is protected.
- 36 As an alternative to removing the existing bridge and / or an entirely new bridge, the following five alternative accessibility solutions have been considered by Network Rail,
1. A new underpass served by lifts and a secondary access, comprising ramps, at either side.
  2. Utilising the existing path from the north of the main station building to the underbridge UB064 to the south-east of the platforms.
  3. Modifying the existing, listed, footbridge
  4. Ramps with a new footbridge
  5. Replacement of existing footbridge
    - North of the Signal Box
    - West of the Existing Footbridge
- 37 All these alternative options have been discounted, and the full details of the attributes and constraints of each option are discussed in more detail in the Design Options report provided as Appendix B of the Design and Access Statement. Notwithstanding this optional assessment process which has discounted other potential options to address the accessibility issue, there remains a need to assess the proposal as submitted in terms of its impact on the listed building(s), both physically and their settings.

### Historic Environment Scotland's Position

- 38 As the proposal directly affects a category 'A' listed building physically, as well as the setting of other structures which are part of the listing, HES are a statutory consultee on this application, and they have responded to that consultation with detailed comments. As a statutory consultee and the national agency and the lead public body to care and protect Scotland's historic environment, their views and opinions are a significant consideration in assessing this application.

The key comments made by HES in their formal response to the Council are summarised below,

- HES are of the view that the existing bridge has architectural merit in its own right and makes a positive contribution to the group of historic buildings that

collectively forms Pitlochry Station, and the Council agrees with this position.

- After consideration of the supporting information, HES accept the justification for replacing the existing lattice-arched historic footbridge at Pitlochry with a new accessible footbridge and are content with the detail of the new details - including the bridge external colour.
- In terms of the positioning of the new footbridge, this would be located closer to Pitlochry Station building than previously proposed. The more distant location was chosen to minimise impacts on the setting of the station building. The amended design, while still large, would sit more comfortably in the immediate vicinity of the station buildings. On balance, given the benefit to station users, HES are content with the proposed location of the replacement.
- HES have confirmed that they have been involved in detailed discussions with Network Rail about the design of new accessible footbridges for 2-track historic railway stations across Scotland. As a result of those discussions, Network Rail have significantly amended their original proposal by reducing the proposed height of the lift towers, incorporating a diamond lattice pattern into the bridge and stair parapets, and giving the bridge deck a slight curve. HES consider that these features would help the proposed bridge to sit more comfortably in the context of Pitlochry, and other historic stations than the previous designs.
- HES welcome Network Rail's intention to re-locate the existing bridge. If reasonably possible, HSE advise that details of its new location should be submitted the Council before dismantling work commences, and a condition is attached which ensures that the existing bridge is not removed until a contract has been let for installing the new bridge

39 The bridge which is to be removed is described within the HES list description as *'an outstanding example of a traditional railway station, demonstrating specific characteristics of the Highland Railway Company station building of the late 19th century'*. It is the case that the buildings on the site are of greater significance as a 'group' than what they perhaps might be individually or when looked at in isolation, which means that the loss of anyone building or structure at the station would inevitably have an adverse impact on the significance of the group.

40 To consider further the degree of 'significance' of that impact on the group as a result of the existing bridge's removal, a 'Assessment of Significance' has been carried out by Turley Heritage and is available to view online.

41 That report suggests that the bridge is considered to be of medium significance, relative to the high significance of the main station building. The report makes reference to the list description notes which describes the existing bridge as a "standard Highland Railway lattice girder and cast-iron footbridge".



## Perth and Kinross Position

- 42 Notwithstanding HES position and comments, it is the view of the Council that while the existing bridge may not be a rare building type and may be typical (or common) structure of its time, the permanent loss of the footbridge would have a significant adverse impact on the special historic interest of the station, which then means that a justification for demolition needs to be established which accords with specific guidance and criteria set out in HES own guidance “Managing Change in the Historic Environment: Demolition of Listed Buildings” (2019), and it is perhaps unfortunate that HES have not specifically cross referenced the content of this document with the submission made by Network Rail.
- 43 This document, states that demolition may be considered acceptable where it is “essential to delivering significant benefits to economic growth or the wider community”.
- 44 This tends to only be considered where the proposal relates to a national or regional strategy or development proposal. Network Rail have set out a clear case for the requirement of the new bridge and the benefits that would be delivered both in relation to the potential electrification of the line and accessibility.
- 45 The position set out in the HES guidance is also echoed in Policy 7 of the NPF4 which states that Development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. The considerations listed in this policy match those of the HES guidance, insofar as asking the question as to whether demolition of the building is essential to delivering significant benefits to economic growth or the wider community.
- 46 In support of this application, additional information has been submitted by the applicant to demonstrate that the proposal fits with national strategies (transport related or otherwise), and how other sensitive sites are being advanced at other Scottish locations.
- 47 In terms of national planning strategies, Policy 13 of the NPF4 deals with sustainable Transport, and suggests within the policy preamble that the national spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making the best use of existing infrastructure and service. The policy goes on to state that consideration should be given to the accessibility for users of all abilities, which is a significant key consideration for this proposal.
- 48 Transport Scotland National Transport Strategy 2 (NTS2) sets out an ambitious vision for Scotland’s transport system for the next 20- years. Within this vision is reducing the inequalities by ensuring public transport will be easy to use for all. NTS2 recognises that disabled passengers have the same rights as every other

passenger (or citizen) to equal access to employment and health and social care facilities and to participate in learning, social, leisure and cultural activities in order to live life as full as they wish to. However, barriers to travel can create considerable problems for disabled people and the key barriers include:

- being able to access public transport interchanges;
- being able to access public transport vehicles;
- being able to interchange between all modes.

The proposal at Pitlochry will help address these key barriers at this location.

- 49 Going Forward – Scotland’s Accessible Travel Framework (SAFT) was created by the Scottish Government from conversations between disabled people, their representatives and people who work in transport across Scotland, identifies the steps the Scottish Government needs to take to implement the United Nations Convention on the Rights of Persons with Disabilities.
- 50 The purpose of the SAFT, among other things, is to support disabled people’s rights by removing barriers and improving access to travel. To achieve this, the SAFT acknowledges that disabled people need to get from where they live to reach public transport services unobstructed, access those services with whatever support and help are necessary, enjoy the journey in comfort and safety and complete the journey satisfactorily. The proposal at Pitlochry will help users with accessibility issues to travel more freely and safely, and in an a more enjoyable manner.
- 60 Scotland’s Railway Strategic Business Plan (SBP) determines the outputs that Scotland’s Railway will deliver in exchange for funding received from Scottish Ministers, and access charges received from train operators, for the period between April 2024 and March 2029. In terms of accessibility, the SBP indicates Scotland’s Railway is developing an Accessibility Strategy that considers the passenger rail experience with the goal of eliminating barriers within and around stations to unlock the rail network for more people. The proposal at Pitlochry will help to break the existing accessibility barriers at Pitlochry and will unlock Pitlochry to users with accessibility issues.
- 61 Recommendation 19 of the Scottish Government Strategic Transport Projects Review 2 (STPR2) is for “infrastructure to provide access for all at railway stations” and indicates that implementing measures to improve the accessibility of Scotland’s railway stations can help ensure that everyone can use the transport system with as few barriers as possible, as this would encourage greater use of rail and a switch from the car. The STPR2 states examples include step-free routes and platform access to passenger trains, and it recommends a review of station accessibility across Scotland to identify barriers and improve access for all to the rail network, prioritising those stations that have particular problems. The proposal at Pitlochry aligns with this recommendation.

- 62 Lastly, Transport Scotland's Rail Services Decarbonisation Action Plan builds on the Scottish Government's substantial efforts to reduce emissions in transport, while helping contribute to a green economic recovery following the health pandemic. This action plan focusses on decarbonising transport through modal shift to rail, and decarbonising rail traction energy through the removal of diesel passenger trains from the Scottish network by 2035. Pitlochry Station forms part of the rail network that the Plan aims to decarbonise through provision of an electrified network by 2035. The ability of the rail network to be electrified at Pitlochry by a higher clearance of footbridge, aligns with the aim of this plan and aspirations to meet the 2035 target.
- 63 The applicants are proposing to replace 4 footbridges at stations along the Highland Mainline (including Pitlochry). All have similar issues to those at Pitlochry in relation to listed buildings, and the design of the replacement bridges have subject to discussions with the relevant Local Planning Authorities, key stakeholders and HES. LBC for both the removal of, and then a replacement footbridge have already granted for both Nairn and Kingussie Railway Stations, both of which are B listed and the replacements where of the same design as the one proposed at Pitlochry.

#### Summary

- 64 While it would be preferable to retain the existing bridge in situ until there is confirmation of the technical need for its removal due to electrification, the existing bridge is very close to the proposed new bridge which would result in visual clutter. This would in itself have an adverse impact on the existing building group with two bridges in such close proximity. A more reasonable approach would be to ensure the existing bridge is retained until such time as the required contacts for both the new bridge and the dismantling (if separate) have been advanced, and signed and this is recommended as a condition (Condition 3).
- 65 It is unfortunate that no destination has yet been agreed for the relocation of the bridge, but details of the new location, methodology for its dismantling as well as the timing of the removal being linked to the contract for the new bridge are controllable through conditions (Conditions 2 and 3).
- 66 A draft methodology for the dismantling of the existing bridge has been suggested by Network Rail, which is reasonable, but a final specification which has been agreed with the preferred contractor is required. Agreement on the re-siting of the existing letterbox, which is fixed to the bridge would also be controllable via conditions (Conditions 2, 3 and 4).
- 67 Subject to these conditions, it is the view of the Council that reasonable efforts have been made to keep the existing building and / or adapt it to make it fit for purpose and to provide the necessary accessibility requirements, and that the collective proposal is supported by various national strategies. The proposal will assist in making this part of Scotland's rail network transport more available for everyone, which in turn will offer significant community benefits to both the local and wider community of the area.

- 68 The Council has taken on board the views of HES and have separately considered the specific requirements of HES Managing Change in the Historic Environment which would lead to a justifiable case for demolition, and these requirements have been met. The requirement of the PLBCA, and the policy implications of the Development Plan have also been considered and the approval recommendation raises no conflict.

### **Temporary Bridge**

- 69 It may be necessary to have a temporary bridge installed at the station during the construction phase to maintain passenger access between platforms. In principle this raises no particular issues, however it is recommended that details of any temporary bridge (including its timeline for erection, use and dismantling) are subject to approval by the Council.

### **Natural Heritage and Biodiversity**

- 70 The requirements of the Wildlife and Countryside Act 1981 (as amended), and the Conservation of Habitats and Species Regulations 2017 (as amended) are applicable to LBC applications, as well as planning applications. It is unlikely that any protected species will be affected by the proposal, however standard informative notes are recommended to highlight Network Rail's responsibilities.

### **Economic Impact**

- 71 The improvement in accessible facilities at Pitlochry Railway Station could have a positive impact on the local economy.

### **VARIATION OF APPLICATION UNDER SECTION 32A**

- 72 The application has not been varied.

### **PLANNING OBLIGATIONS AND LEGAL AGREEMENTS**

- 73 None required.

### **DIRECTION BY SCOTTISH MINISTERS**

- 74 Under the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, regulations 30 – 33 there have been no directions by the Scottish Government in respect of an Environmental Impact Assessment screening opinion, call in or notification relating to this application.

### **CONCLUSION AND REASONS FOR RECOMMENDATION**

- 75 To conclude, the application must be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this respect, the proposal is considered to comply with NPF4, the LDP2 and statutory

SPG Account has been taken account of the relevant material considerations, including the requirements of the PLBCA and none has been found that would justify overriding the Development Plan. Accordingly, the proposal is recommended for approval.

## **RECOMMENDATION**

### **Approve the application, subject to the following conditions**

1. The development hereby approved must be carried out in accordance with the approved drawings and documents, unless otherwise provided for by conditions imposed by this decision notice.

Reason: To ensure the development is carried out in accordance with the approved drawings and documents.

2. Prior to the commencement of the development hereby approved or any other works to the listed building, precise details of the methodology for the dismantling of the existing bridge shall be submitted to and approved in writing by the Council as Planning Authority. The approved details shall thereafter be implemented in full.

Reason: In order to ensure that the structural integrity of the bridge is not compromised by the dismantling.

3. The removal of the existing bridge shall not take place until such time as the following have been submitted to and approved in writing by the Council as Planning Authority,
  - a) Details of a signed contract for erection of the new bridge
  - b) Details of a signed contract for the dismantling of the existing bridge (if separate from above)
  - c) Confirmation of the location of the existing bridge, or details of the means of temporary storage

The approved details shall thereafter be implemented in full, as the development processes.

Reason: In order to clarify the terms of this consent.

4. Prior to the commencement of the development hereby approved or any other works to the listed building, details of the proposed re-siting of the existing letter box shall be submitted to and approved by the Council as Planning Authority. The approved details shall thereafter be implemented in full.

Reason: In order to ensure that the historic feature retained

5. Prior to the commencement of the development hereby approved or any other works to the listed building, precise details of the colour palette for the new bridge shall be submitted to and approved in writing by the Council as Planning Authority.

Reason: In order to protect the setting of the adjacent listed building(s)

**B JUSTIFICATION**

The proposal is in accordance with the Development Plan and there are no material reasons which justify departing from the Development Plan. The decision has also been made in accordance with the requirements Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

**C PROCEDURAL NOTES**

None

**D INFORMATIVES**

This listed building consent will last only for 3 years from the date of this decision notice, unless the development has been started within that period (see section 16 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, as amended by Section 20 of the Planning etc (Scotland) Act 2006.

Background Papers: Twenty-Six letters of representation  
Date: 1 December 2023

**DAVID LITTLEJOHN  
STRATEGIC LEAD – ECONOMY, DEVELOPMENT AND PLANNING**

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.