terms of utility diversions. The Alternative ALER will also require more significant earthworks than the preferred route given the relative level differences and existing topography.

5. The estimated road work cost for the Alternative AELR is £4,650,000, excluding general and contingency costs (which will be proportionally higher) as well as compensation.

6. The estimated road work cost of the preferred route, as proposed in the Bill, is £2,500,000.
Photograph 3  View looking South from the proposed site for Jellyholm Road roundabout
I refer to your letter of 17 March 2004 concerning additional information to be provided to the Stirling Alloa Kincardine Railway and Linked Improvements Bill Committee arising out of the meeting on 15 March 2004.

Having examined the Official Report of the meeting, I have identified the following information which requires to be provided to the Committee by close of play today, namely, clarification of the point regarding the registration of properties in Bruce Street (evidence of Alison Gorlov, cols. 274-5) and issues raised by the Convener regarding the Kincardine Bypass route option B (col. 320).

With regard to the Committee’s query concerning missing information in the report based on searches conducted at the Registers of Scotland, initial searches undertaken at Registers of Scotland indicated that there were three properties with a nil return: 5 (East) Clackmannan Road, Alloa; 23 Clackmannan Road, Alloa; and 3 Bruce Street, Alloa. All of these properties have now been investigated. It appears that Registers of Scotland simply overlooked 5 (East) Clackmannan Road and, having sent out one search for 5 Clackmannan Road (in fact 5 (West)), they thought that they had completed the search and did not look up the other property. This has now been rectified. We have been advised by Land Aspects that there are no relevant rights relating to that property.

In respect of 23 Clackmannan Road and 3 Bruce Street, it has now been possible to locate all but one of the relevant documents with Registers of Scotland and appears from these that there are no relevant rights relating to either property. However, we are currently awaiting one further document from Registers of Scotland in order to confirm the position for the full satisfaction of the Committee.

In respect of the inquiries regarding pylons at the suggested route for a Kincardine Bypass, I enclose a report from David Reid which contains the information requested by the Committee as regards necessity for relocation of the pylon and associated costs.

Finally, I enclose a report on behalf of the Promoter providing the information requested in relation to the wording of national and local policies on playing field lands used for other purposes.