THE HIGHLAND COUNCIL

Agenda Item	6.5
Report No	PLS 015/17

SOUTH PLANNING APPLICATIONS COMMITTEE
28 FEBRUARY 2017

16/04540/FUL: HITRANS
Land 685m South of Inverness Airport, Dalcross.

Report by Area Planning Manager South / Major Developments

SUMMARY

Description: Construction of a single platform railway station with associated facilities and closure of an existing level crossing.

Recommendation - Grant.

Ward: 18 - Culloden and Ardersier

Development category: Major Development

Reason referred to Committee: Major Development.

1. PROPOSED DEVELOPMENT

1.1 The proposed development comprises two distinct elements including: -

1. The construction of a single platform railway station and car parking for 150 cars and associated access road including access for buses and taxis, a bicycle stand and electric vehicle charging point; and
2. Works to facilitate the closure of the Petty Level Crossing currently part of the current C1020 Dalcross Station Road over the Inverness / Aberdeen railway line.

1.2 The platform will be approximately 173m in length (3m in width) to the north side of the Inverness to Aberdeen rail line. Facilities at the station include shelters, real time passenger information and ticket purchasing machines. The car park provided with the new station is to be run by Highland and Islands Airport Limited (HIAL) as part of its airport parking strategy. Approximately 50 spaces are intended for use as short stay rail users. The remaining 100 spaces will be operated as long stay parking for Inverness Airport. In addition 10 disabled parking spaces are provided in connection with the rail halt, together with locking stands for use by cyclists.

1.3 It is likely that the car park will come forward in stages with the adoptable access roads, one way circulatory roads, footway/cycleways, disabled parking and a minimum of 50 spaces being provided at the opening of the railway halt. The provision of the remaining 100 spaces will be provided as part of the HIAL's

ongoing parking strategy related to its airport operations.

1.4 The layout provides for bus / coach drop-off and pick-up with a barrier designed to accommodate bus movements in and out of the carpark without charge. It anticipates that Highland and Islands Airport Ltd (HIAL) will operate a shuttle bus service between the Inverness Airport terminals and the new station car park. This shuttle bus will serve the needs of air passengers who wish onward or return journey via the station or the long stay parking provision.

1.5 In addition to public transport and car parking provision the layout has a designated taxi rank within an easy walk of the platform location and will provide an added transport link to the airport terminal building. Any taxi movements through the barrier can be controlled and a charging protocol can be arranged with the car park operator.

1.6 The access road currently serving the main development site is to be upgraded to 6m, with a 2m wide verge to one side and 3m footpath / cycleway on the other. Footpath links to and from the station have been provided to all adjacent existing infrastructure with key destinations including the airport, the emerging Tornagrain community and workforces within the Inverness Airport Business Park (IABP).

1.7 Midway through the main site and extending northwards of the proposed upgraded access road is the provision of a new Sustainable Urban Drainage system (SuDS) and drainage channel. The SuDS feature is to remain private i.e. not owned or maintained by the Council or Scottish Water.

1.8 The application also proposes the closure of the existing Petty level crossing which lies further to the west. This would require to be pursued as a stopping-up order under the Town and Country Planning Act and would be advanced as a sequential and additional process following the determination of the principal project by the Council. Final details on the fencing and bollards to be used to close and protect the rail track from the adopted road remain to be confirmed.

1.9 **Variation**s: - The application presented proposals for the fencing to either side of the rail tracks at the Petty rail crossing. Whilst proposed at a height of 1.8m, the applicant has agreed to limit this to a 1.1m stock fence in line with other sections of the rail track.

2. SITE DESCRIPTION

2.1 The application site comprises two parts relating to the different elements of the application. The principal site area includes land currently in agricultural use to the north of the Inverness Aberdeen railway line and east of the current airport link road. It includes the private airport access road serving the Air Traffic Control Tower and Bristow's Emergency Helicopter Service unit, both of which lie further to the east. It also includes part of the Dalcross footway / cycleway route (adopted as the U5409) on its eastern side, which currently provides a pedestrian route from across the railway line from / to the Airport. Rail services passing through Dalcross are approximately 18 per day.

2.2 The red line of the application site also extends southwards of the existing rail line and includes the old bridge over the railway line. No development is proposed within this area at the current time, although Network Rail do have plans to replace the existing masonry arch bridge with a pedestrian and cycleway crossing. The demolition of the existing bridge and its replacement is to allow for the double tracking of the existing rail line at a later date. Such development would be pursued under a future planning application.

2.3 Further to the south again the existing agricultural / forestry land between the rail line and the existing A96(T) road is the focus for the A96(T) Inverness to Nairn dual carriageway upgrade. The Road Traffic Orders for this project were published in November 2016, with a significant junction designed (Mid Coul) to serve the Airport, Airport Business Park to the north and Tornagrain to the south.

2.4 The second site within this application lies to either side of the C1020 Dalcross Station Road where two turning heads are to be developed, to either side of the existing rail crossing, which is to be closed. The road currently serves a small number of properties located both close to the level crossing and within the wider agricultural community, particularly those with interests across either side of the rail line. Petty Church lies to the south at the junction with the A96(T) road.

2.5 The application site is not designated within any landscape feature, ecological feature or historic interests. The surrounding woodlands, particularly around the Petty level crossing have woodland plantation value, with known protected species interests (bats). Other protected species (badgers) will range across this countryside.

3. PLANNING HISTORY

3.1 01.04.2016 Proposal of Application Notice (PAN) for the current application submitted confirming public meeting to be held on 21 April 2016 (16/01500/PAN).

3.2 01.10.2015 - Screening under Environmental Impact Assessment Regulations for development of new access road & provision of 150 space car park with associated drop of area & new platform form Dalcross Railway Station (15/02825/SCRE).

3.3 20.05.2015 - Pre-application response provided on Aberdeen to Inverness Rail Line Improvements Phase 1, delivering the network capability to enable the operation of enhanced commuting services from Aberdeen to Inverurie and from Elgin to Inverness. In addition, working with station promoters to deliver new stations at Kintore (Nestrans) and Dalcross (HITRANS) (15/01162/PREAPP).

3.4 12.02.2014 - Matters Specified by Condition (MSC) for Business Park including Condition 1(a); Condition 1(a)a; Condition 1(a)b; Condition 1(a)c; Condition 1(a)e; Condition 1(b), Condition 1(b)a; Condition 1(b)b; Condition 1(b)c; and Condition 1(b)d. All as attached to planning in principle permission 08/00215/OUTIN approved (13/01826/MSC).

3.5 17.06.2011 - Business park upon 200 hectares adjacent to the west and south side of Inverness Airport to be developed in four sequential phases comprising business uses (Class 4), general industry uses (Class 5) and storage / distribution uses

(Class 6), a hotel and conferencing unit and other supporting uses, associated services and facilities granted planning permission in principal (08/00215/OUTIN).

3.6 14.02.2008 - Park and Ride facility with new railway platform granted planning permission (now lapsed) (07/00984/FULIN).

4. PUBLIC PARTICIPATION

4.1 Advertised : Unknown Neighbour.

Representation deadline : 18 November 2016.

Timeous representations : 6 – all with objections

Late representations : 0

4.2 Material considerations raised are summarised as follows and relate in the main but not exclusively to the proposed closure of the Petty Level Crossing:

- Adverse impact to local farm management e.g. movement of stock.
- Impact on local tourist businesses B/B's picking up trade from the A96(T) road.
- Convenience to bus services on trunk road for residents north of railway line.
- Impact on the amenity of local housing (additional trains).
- Reduced accessibility to local forests for recreational use.

4.3 A number of non material consideration were also highlighted including: -

- Lack of direct consultation.
- Concerns over future road maintenance on the de-classified road.

4.4 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam. Access to computers can be made available via Planning and Development Service offices.

5. CONSULTATIONS

5.1 **Ardersier and Petty Community Council** has no objection to the application. Whilst fully supportive of a railway station at Inverness Airport it has significant concerns, on behalf of affected residents, with reference to the closure of the Petty level crossing which will have a negative impact on local access arrangements.

5.2 **THC Transport Planning Team** has no objection to the application. It requests conditions relating to bus shuttle / taxi rank provision; bus stop facility on the access link road; upgrade U5409 cycleway route to airport; short and long term U5409 cycleway route maintenance agreement; explore Petty Church active travel option; and Woodend crossing active travel route provision.

5.3 **THC Historic Environment Team (HET)** has no objection to the application. It requests a condition to secure a programme of work for the evaluation,

preservation and recording of any archaeological finds.

5.4 **THC Flood Risk Management Team** has no objection to the application subject to a condition that a final drainage design for the project is submitted for review and approval.

5.5 **THC Access Officer** objects to the application. The closure of the Petty level crossing to non motorised users is not supported.

5.6 **Network Rail** has no objection to the application. Given the projects proximity to the operational rail network it has set out an informative for the applicant if the application obtains planning permission.

5.7 **Transport Scotland Network Operations** has no objection to the application.

5.8 **Scottish Environmental Protection Agency (SEPA)** has no objection to the application. It has highlighted a number of key concerns which must be addressed through appropriate planning conditions being attached to any grant of planning permission.

5.9 **Highland and Islands Airport Limited (HIAL)** has no objection. The development will not infringe the safeguarding surfaces for Inverness Airport.

6. DEVELOPMENT PLAN POLICY

6.1 The following policies are relevant to the assessment of the application:

Highland Wide Local Development Plan (2012)

6.2 Policy 9 A96 Corridor – Phasing and Infrastructure.
Policy 13 Tornagrain.
Policy 28 Sustainable Design.
Policy 29 Design Quality and Placemaking.
Policy 31 Developer Contribution.
Policy 41 Business and Industrial Land.
Policy 43 Tourism.
Policy 51 Trees and Development.
Policy 52 Principle of Development in Woodland
Policy 56 Travel.
Policy 57 Natural Built and Cultural Heritage.
Policy 58 Protected Species.
Policy 59 Other Important Species.
Policy 64 Flood Risk.
Policy 66 Surface Water Drainage.
Policy 74 Green Networks.
Policy 77 Public Access.

Inner Moray Firth Local Development Plan (2015)

6.3 Policy IA1 Inverness Airport Business Park.

7. OTHER MATERIAL CONSIDERATIONS

Supplementary Guidance

7.2
- Sustainable Design.
- Flood Risk and Drainage Impact Assessment.
- Protected Species.
- Public Art.
- Physical Constraints; e.g. railway lines, gas pipelines.

Other Advice / Guidance

7.3
- A96 Corridor Growth Framework (Sept 2007).
- Construction and Environmental Management in largescale developments.

National Planning Framework 3 (NPF 3) (June 2014)

7.4 NPF3 makes reference to the proposal stating "better surface access to Inverness Airport, with the dualling of the A96 and a new rail station at Dalcross, will bring economic and connectivity benefits."

Scottish Government Planning Policy and Guidance (June 2014)

7.5 The Scottish Government have policies on Sustainability and Placemaking including policies for: -

- Outcome 1 - A successful sustainable place
    - Supporting Economic Growth.
    - Creation of well designed sustainable places.
- Outcome 4 – A more connected place
    - Supporting better transport.
        - Optimise the use of existing infrastructure.
        - Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport.
        - Enable the integration of transport mode.

8. PLANNING APPRAISAL

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

8.2 This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance and all other material considerations relevant to the application.

8.3 Key considerations include the Development Plan; National Planning Framework and Scottish Planning Policy; Planning History; Closure of Petty Level Crossing; Roads, Traffic and Public Access; Drainage and Flood Risk; Design and Layout;

Aviation Interests; Archaeology; and Construction Impact.

Development Plan

8.4 The site falls within a significant development area as highlighted both in the HwLDP (Policy 9) and principally the IMFLDP (Policy IA1) for the development of the Inverness Airport Business Park. Both plans are regarded as relevant and up-to-date. The designation identifies over 200 ha of land for development as a business / research and development park / hotel / conference centre. The policy reflects the planning permission for the business park reference 08/00215/OUTIN. It also recognises the associated designation of Tornagrain new town to the south of the business park, with its potential to deliver 4,960 new homes, shops, schools and community facilities over a series of phases during the next 30 – 50 years. It will have an estimated population of 10,000. Dalcross Railway Station is identified as transport linkage, helping to ensure that Tornagrain is a sustainable community.

8.5 The above business park designation is the key policy consideration for the assessment of this application. However other policies of the Development Plan also apply, particularly those as set out within the HwLDP in relation to general policies with respect to sustainability; sense of place; physical constraints; travel; protected species; natural, cultural and built heritage; flood risk, green networks, etc. all as highlighted within the plan. These matters have been taken into account through the designation of the site within the IMFLDP but where appropriate, they remain as material considerations which are examined throughout this assessment. If the Council is satisfied on these matters then the application will accord with the Development Plan.

National Planning Framework (NPF)and Scottish Planning Policy (SPP)

8.6 The Scottish Government's National Planning Framework for Scotland highlights seven cities, together with their surrounding regions, that will continue to be the focus for investment. With regard to Inverness and the Inner Moray Firth area a new rail station at Dalcross is regarded as an important element for economic and connectivity benefits. With such statements in the Scotland's National Planning Framework there is considerable support for the principal behind the current application. Delivering this ambition therefore needs to be given due weight in the final assessment of planning balance in the determination of this application.

8.7 Such projects also fall within the policy priorities set out within Scottish Planning Policy, such as Successful Sustainable Places. SPP recognises the Development Plan as the starting point for decision making, but also highlights a presumption in favour of development that contributes to sustainable development and this will be a material consideration. Decision makers also have to take account of any adverse impacts which would significantly and demonstrably outweigh the benefits when assessed against the wider policies of SPP.

Planning History

8.8 The site falls within the Inverness Airport Business Park already granted planning permission in principal, which subsequently has seen a number of the key planning

conditions discharged through a series of Matters Specified in Condition (MSC) applications. All these permissions remain valid following the commencement of development on land west of the airport terminal. It is this series of applications that has set out the master-planning framework (as required by HwLDP Policy 9) for the development of the business park in four main phases, with an appropriate network of roads, footpaths, services and landscaping, etc. provisions. Even prior to the approval of these applications the Council had invested in the upgrading of the Airport Access Link Road, which provides the basis of the current road network, footpaths, the approved business park masterplan, recognising and including the Scottish Government's ambitions for the upgrade of the A96 trunk road to dual carriage way standard, the Road Orders for which have only recently been published.

8.9 The application is consistent with the master-plan elements of the business park. Furthermore, it is notable that an application for a Park and Ride facility with new railway platform was previously granted planning permission for this particular site. This permission has lapsed, but nevertheless has established precedence in support of such a development in this location, which has since been sustained within "development planning" policies at both national and local levels. The main new element with this application relates to the closure of the Petty Level Crossing / Stopping-up of the C1020 Dalcross Station Road.

Closure of the Petty level crossing

8.10 The applicant's Transport Assessment (TA) highlights the Scottish Government's priority rail projects which include commuting services between Elgin and Inverness including a new station at Dalcross; hourly services between Inverness and Aberdeen and a reduction of journey times. It also reflects Network Rail priorities which include, through its Level Crossing Fund, proposals to facilitate the closure and partial closure of level crossings in Scotland. The Dalcross (Petty) Level Crossing is identified as a crossing which may benefit from this fund.

8.11 The closure of Dalcross (Petty) level crossing is advanced for a number of performance and safety reasons. The reasons provided by the applicant include: -

- Conflict with delivery of increase line speeds and reduce journey times for patrons as the retention of the Level Crossing would exacerbate this by requiring trains to travel slower for longer.
- Increases in frequency and length of time that the level crossing barriers are down will result in extended delays for level crossing users, which may cause frustration and misuse of the level crossing. The consented developments in the immediate area, such as Tornagrain and Inverness Airport Business Park (IABP), will increase the traffic flow across the level crossing. This, by association, would increase the likelihood of an incident occurring.
- Should the level crossing be retained it would place the traditional mechanism which activates the level crossing within the approximate location of the station. This will result in a requirement for complex equipment to control the crossing which is able to safely accommodate trains accelerating, decelerating, or passing at speed.
- Trying to retain the crossing (and the complex equipment required to do so)

would potentially result in some infrastructure improvements no longer being feasible. Retention of the level crossing could jeopardise the station's implementation in the short term.

8.12 The TA highlights that The Office of Rail Regulation (ORR) stated in its report titled 'Level Crossings: A guide for managers, designers and operators' (December 2007) that "risk control should, where practicable, be achieved through the elimination of level crossings in favour of bridges, underpasses or diversions". There are therefore strong safety issues behind the proposal to close the Petty Level Crossing. This would also happen at a time when there is significant changes proposed to the A96(T) road, with the development of a dual carriageway between Inverness and Nairn. This latter development will inevitably bring changes to journey routes on the Dalcross Station Road, with traffic principally being managed / encouraged in this area to use the proposed Mid Coul Interchange Junction to access the Inverness Airport, Business Park and Tornagrain localities.

8.13 The TA does not explore the option of retaining the crossing for non-motorised users and thus promoting its use as an active travel desire line. This is the basis of the objection from the Council's Access Officer. Currently there are 2 crossing points for pedestrians to cross the railway line, at Petty and Woodend further to the east. If the Petty level crossing was to be closed to pedestrians, the existing second crossing remains open for use by walkers and cyclists. This thereby ensures that active travel options are maintained in the area. Such expectations are set out within the planning frameworks for both Tornagrain and the Airport Business Park. This would address some of the concerns raised within representations, but by no means all objections e.g. movement of animal stock. In addition the upgrading of the A96(T) road to the south of the railway line will significantly change current travel patterns across the area. It is noteworthy that the applicant HITRANS has advised that it has committed £50k from its funds to improve the Non Motorised User (NMU) access at Woodend. Moray Estates has indicated its full support for a pedestrian route from south of the railway at Woodend through its woodland to the Petty road. Any grant of planning permission should seek to ensure / secure adequate provision of these elements by condition.

<u>Roads, Traffic Impact and Public Access.</u>

8.14 Development of this area has emerged over a considerable period of time. The Council's A96 Corridor Strategy has established the best practical development framework to serve the City of Inverness and its surrounding area. It advances the potential for a rail halt close to the airport, adjacent to land for an effective cargo interchange and which has good links with the trunk road network and surrounding development areas.

8.15 Given the above, the proposal as presented in this application has good access from the Airport Link Road. The improvements to the access road to the station are welcomed, catering for road traffic, pedestrians and cyclists. It links to the shared use path to the airport, segregated from traffic and offering a quiet and more direct link between the airport, business park and Tornagrain. This route is a valuable part of the local network for non-motorised users.

8.16 The car park has been designed to standards generally as contained within the Highland Council's Roads and Transport Guidelines for New Development. The car park has a one way access and egress which will have a barrier entry and exit system. Pick-up and drop-off movements will be free of charge for vehicles staying less than 20 minutes within the barriers. A small number of design improvements have been highlighted to the applicant for inclusion in its finalised / as-built scheme. For example; road markings are used to define a drop-off and pick up bay; re-designing the junction layouts to make it perfectly clear to drivers that they are joining a one-way route; provision of covered / secure cycle parking; etc. It is suggested that these final design details are secured by condition in consultation with the Road Authority, including all necessary signage / advanced notice signage to assist users of this facility.

8.17 A new shuttle bus service between the railway station car park and the airport is proposed. A number of public buses pass adjacent to the site along the current airport access road and could use the facility. A direct pedestrian link is being provided from the station to the Airport Link Road to the west. No bus stop facilities are proposed to pick up / set down passengers at this location, nor should a within road bus stop service be encouraged given the current traffic management on this section of public road. The applicant is currently seeking to ensure that bus operators will access the new rail halt to pick up passengers.

8.18 On the east side of the site the U5409 cycleway has been formally stopped up to motorised vehicles between the Airport and south of the railway line. The proposed cycleway section to be upgraded as part of the access road to the Station will have to be re-determined as a public road. A Traffic Order will therefore be required to be in place for the access road prior to the car park opening. The developer needs to meet the costs associated with the promotion of the Traffic Order.

8.19 Furthermore the cycleway route that passes the railway station and connects to the airport is overgrown and not attractive to potential users. To support active travel this 1.4km route needs to be improved and for the work to be undertaken during the first phase of this development. The upgrade work includes removing / trimming vegetation, reinstating damaged surfacing, kerbing and signage. In the event that planning permission is granted it is recommended that this cycleway upgrade work be required by condition. In addition the cycleway should be maintained by the applicant / airport authorities / IABP interests to a high standard. A short and long term cycleway maintenance agreement should therefore be established with the Council.

Drainage and Flood Risk

8.20 The land for the development lies within a Potentially Vulnerable Area (PVA) as identified with SEPA's Flood Risk Management Strategy. The flood mapping has identified two low lying areas within the site which are susceptible to surface water flooding. The ground level of these areas is lower than the surrounding landform and therefore has no natural outfall. Rainfall accumulating in these areas either infiltrates to ground water or evaporates.

8.21 The car park spaces are to be formed in permeable paving with a storage layer to provide attenuation of the accumulated rainfall. The surface water will then pass into a filtration trench. The first filtration trench will have a flow control structure which will again provide storage, treatment and attenuation of flow within the infiltration trench. The flow will then discharge at a controlled rate and passes onto an additional infiltration trench and control structure prior to outfall to the receiving watercourse adjacent to the airport runway. The system is designed to attenuate and treat surface water to a rate which will not increase flooding to the downstream system. The system is designed to surcharge and store water in times of heavy rainfall and therefore standing water will be present at times. The period of standing water will be of a short duration, the trench will generally be dry. This reduces the risk of continual standing water which may encourage water fowl or birds to accumulate adjacent to the airport runway.

8.22 SEPA is content with the development but seeks a condition to ensure that the car park is built at existing ground levels be attached to the consent. It understands that all surface water from the site will be treated via filter drains or permeable paving to infiltration trench and high level overflow to a watercourse in line with the requirements of the SUDs Manual.

8.23 The Council's Flood Team understands that the drainage design is not final and therefore has requested a condition on any grant of planning permission that final drainage design is submitted for review and approval. This shall include calculations that demonstrate that all events up to and including a 1 in 200 year plus climate change return (20%) period storm event can be contained within the site and that discharge into the receiving watercourse will be limited to pre-development greenfield rates. Ground investigation and percolation test results will be required if infiltration is proposed as part of the drainage strategy. If groundwater is found to be shallow then the drainage system would need to be protected by impermeable material to ensure that there is no groundwater ingress.

8.24 Development of the A96(T) dualling project to the south of the site will significantly change the surface water provisions locally. In addition there are concerns over the watercourse / swales / drainage associated with the airport. For this reason HIAL, in conjunction with SEPA, has requested that it is also a consultee to the finalised SUDs scheme, which is shown as entering into the current airport water swales. The key need is to ensure there is no increased flooding downstream of the development. This can be addressed through use of a planning condition in the event of any grant of planning permission.

Design and Layout

8.25 The development falls within an open low lying agricultural area already impacted by key road links, rail and airport activities. It also falls within an area which is allocated for significant future development. In this regard the proposals will have low / limited landscape / built impact given that it has little development above existing ground levels. Key visible elements arising from the development to the surrounding area will include signage, fencing, lighting / CCTV columns, parking areas and shelters.

8.26 The station / rail stop is to be simply formed using a “Kelvindale Station” shelter design. This is a simple waiting shelter, with the 6 bay structure, formed using a stainless steel frame, with a combination of steel and glassed infill panels. The shelter will have limited seating, it will be lit and CCTV services will be in constant operation.

8.27 The design and layout of the rail halt has been based on a simple functional form, which has raised no objections in terms of its usability. It has limited architectural merit. It does not provide any particular comforts or services for customers. It nevertheless introduces a significant new service which will underpin development opportunity for the planned community expansion of this wider area.

Aviation Interests

8.28 The application site lies in close proximity to Inverness airport, which has a number of operational safety safeguards that apply across the surrounding countryside. The application has raised no fundamental concerns with the airport and its aviation interests. However should the proposal be consented, conditions have been requested to secure appropriate mitigation to minimise the potential for compromise of the safeguards around the airport. The provisions should ensure: -

- The height of the lighting columns will not exceed 8m, particularly on the access road adjacent to the airport perimeter fence.
- The lighting columns will have a horizontal cut-off, similar to those currently installed on the adjacent railway bridge.
- No vegetation will be used in the landscaping that is attractive to birds, i.e. dense shrubs, berry or seed bearing vegetation.

Archaeology

8.29 The site has no known archaeological interests. However, it is located in an area of archaeological potential. In view of the potential for finds when ground breaking works are undertaken the Council has requested that any approval of the development be conditioned. Such a condition requires that the development area is the subject of an evaluation in order to establish the archaeological content and potential. Dependent on the results of this work, further study may be required in advance of, and during, construction works. The evaluation will be backed up by desk-based research to produce a report setting out the results and any required mitigation strategy. The applicant will need to engage the services of a professional archaeological contractor

Construction Impacts

8.30 The development is not anticipated to have significant adverse construction impacts given the separation of the site from local housing. By using best practice construction management, the anticipated impacts construction can be minimised. The public road serving the construction works is to be upgraded as part of the project. Developers have to comply with reasonable operational practices with regard to construction noise so as not to cause nuisance, which is then tackled via

Section 60 of the control of Pollution Act 1974 which can set restrictions in terms of operation, plant and equipment used, noise level, etc. An informative on these matters should be attached to any consent approving to raise the awareness in respect of adoption of best construction practices.

8.31 The development in itself is not anticipated to have any adverse impacts on local nature conservation interests / ecology. However a number of protected species are present in the local area. Accordingly there is a need to ensure that any construction activities are undertaken in a manner that is aware of the risk that works may have on local interests and the need to mitigate / prevent dangers to protected species. This will require pre commencement surveys to establish the presence or otherwise of protected species in the locality at the time of expected construction, backed up with appropriate levels of mitigation to safeguard these interests.

9. CONCLUSION

9.1 The application has attracted a small number of concerns. The principle objections relate to the proposed closure of the C1020 Dalcross Station Road over the Petty level crossing. This includes an objection from the Council's Access Officer who seeks continued use of the level crossing by non motorised users. It is the convenience of the crossing that is of concern to a few parties who live and work in the area, who are not content with the consequential alternate routes that would remain available to them. These interests have to be set against the strong public support for the development of a rail halt in this area and the operational and safety interests highlighted by Network Rail.

9.2 The processing of the application has highlighted the applicant's commitment for the full closure of the Petty level crossing. A stopping up order remains to be pursued for this level crossing closure under additional Town and Country Planning procedures. However in the interest of active travel policies being particularly advanced within the Inverness Airport Business Park development and the emerging Tornagrain community the applicant is content that the separate Woodend Rail Crossing will be retained and linkages to / from it improved in collaboration with Moray Estates. Cyclists and pedestrians will therefore continue to have use of a local rail crossing. It is important that:

- the improved facilities for the Woodend crossing are provided for in advance of the closure of the Petty level crossing;
- that the level crossing closure is only pursued at commencement of works to provide the new rail halt; and
- that the developer and surrounding interested parties continue to work with the Council to ensure that the cycle / footpath link on the U5409 to the airport are enhanced through improved maintenance.

9.3 The design and layout of the proposed road closure provisions on the C1020 Dalcross Station Road and the main rail halt and car park development are satisfactory and generally acceptable. Finalised drawings remain to be approved in collaboration with several consultees including the Roads Authority, Flood Authority, SEPA and HIAL to ensure full compliance with key safety concerns

associated with road access, drainage and air safety. These can be addressed through planning conditions and informatives. In a similar manner ecological safeguards / protection can be secured.

9.4 The development of a rail halt and its associated infrastructure including access arrangements, drop off facilities, car parking facilities etc. is seen as a valuable asset for the continued investment at Inverness airport, the IABP and the community of Tornagrain. The material concerns raised in objection to the application are not seen as sufficiently adverse to suggest the application should be refused. Fundamentally the application is founded on significant policy support as set out in the Scottish Planning Policy, the Council's Development Plan including the HwLDP and IMFLDP as well as being consistent with a number of planning permissions granted in this area. The application is seen to comply in full with the policies of the Development Plan and National Framework Plan directed at securing economic benefit and improved connectivity.

9.5 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

10. RECOMMENDATION

Action required before decision issued	N
Notification to Scottish Ministers	N
Notification to Historic Scotland	N
Conclusion of Section 75 Agreement	N
Revocation of previous permission	N

it is recommended the application be **GRANTED** subject to the following conditions with reasons and informatives to the applicant: -

1. No development shall commence on site until a phasing plan has been submitted and approved in writing with the Planning Authority. The approved plan shall then be implemented as agreed and is expected to ensure the implementation of development as follows: -

   i. Closure of the Petty Level Crossing shall not be implemented until the rail halt and its associated 50 space car park become operational and the pedestrian link on the south side of the rail line between the Woodend Crossing and the C1020 road is available.

   ii. The Rail-halt shall not become operational until the upgraded access road; associated rail halt car park; taxi, public bus, and coach drop off and pick up facilities / services are fully available.

Reason: - to ensure key elements of the development are implemented in a timeous manner when balanced against changes to existing service provisions.

2. No development shall commence until the following finalised design plans are submitted for approval in writing by the Planning Authority, in consultation as appropriate with the Roads Authority, Flood Design Team, SEPA and HIAL. The plans shall then be implemented as approved including: -

   i. An Access and Car Park Layout.
   ii. Stopping-up Works / Landscape Plan for the Petty Level Crossing.
   iii. A Lighting Plan to ensure columns will not exceed 8m in height and lighting columns have a horizontal cut-off consistent with existing arrangements and minimises light pollution to the surrounding area.
   iv. SUDs and other on site drainage design provisions, with calculations for a 1 in 200 year, plus climate change return (20%), storm event can be contained within the site and that discharge into the receiving watercourse will be limited to pre-development greenfield rates.
   v. Landscape plans consistent with HIAL advice to minimise attraction of plantings to birds.
   vi. Mitigation Plans to minimise potential impact on local nature conservation interests during construction. As a minimum this must include pre construction surveys for badgers.

   Reason: - to ensure the final plans incorporate in full the design changes as highlighted by statutory consultees in order to comply with current safety advice and on site constraints.

3. No development or work (including site clearance) shall commence until a programme of work for the evaluation, preservation and recording of any archaeological and historic features affected by the proposed development/work, including a timetable for investigation, all in accordance with the attached specification, has been submitted to, and approved in writing by, the Planning Authority. The approved programme shall be implemented in accordance with an agreed timetable for investigation.

   Reason: - to ensure any unknown potential archaeological finds are properly evaluated and recorded.

REASON FOR DECISION

The proposals accord with the provisions of the Development Plan and there are no material considerations which would warrant refusal of the application.

TIME LIMITS

Three Years.

FOOTNOTE TO APPLICANT

Stopping Up Order and Roads Order

The application has highlighted the need for further applications to the Council. These include: -

1. A Stopping Up Order under Town and Country Planning (Scotland) Act 1997 to close the Petty Level Crossing / C1020 Dalcross Station Road; and
2. A change to the U5409 road orders under the Roads Traffic Act to allow motorised access on short section of adopted road which previously restricted to motorised traffic.

The applicant is invited to discuss these elements with the Council and submit an appropriate applications, with written justification and plans to allow these matters to be formally considered.

Initiation and Completion Notices

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.

On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

Accordance with Approved Plans & Conditions

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). Any pre-conditions (those requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action

Flood Risk

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (p.198), planning permission does not remove the liability position of developers or owners in relation to flood risk.

Ground investigation and percolation test results will be required if infiltration is proposed as part of the finalised drainage strategy.

If groundwater is found to be shallow then the drainage system would need to be protected by impermeable material to ensure that there is no groundwater ingress.

Local Roads Authority Consent

In addition to planning permission, you may require one or more separate consents (such as dropped kerb consent, a road openings permit, occupation of the road permit etc.) from TECS Roads prior to work commencing. These consents may require additional work and / or introduce additional specifications and you are therefore advised to contact your local TECS Roads office for further guidance at the earliest opportunity.

Failure to comply with access, parking and drainage infrastructure requirements may endanger road users, affect the safety and free-flow of traffic and is likely to result in enforcement action being taken against you under both the Town and Country Planning (Scotland) Act 1997 and the Roads (Scotland) Act 1984.

Further information on the Council's roads standards can be found at: http://www.highland.gov.uk/yourenvironment/roadsandtransport

Application forms and guidance notes for access-related consents can be downloaded from:
http://www.highland.gov.uk/yourenvironment/roadsandtransport/roads/Applicationforms forroadoccupation.htm

Mud & Debris on Road

Please note that it an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

Network Rail

The design and implementation of the proposed works will have to comply with current Railway Standards and Guidelines and will be subject to further discussions and agreement with Network Rail.

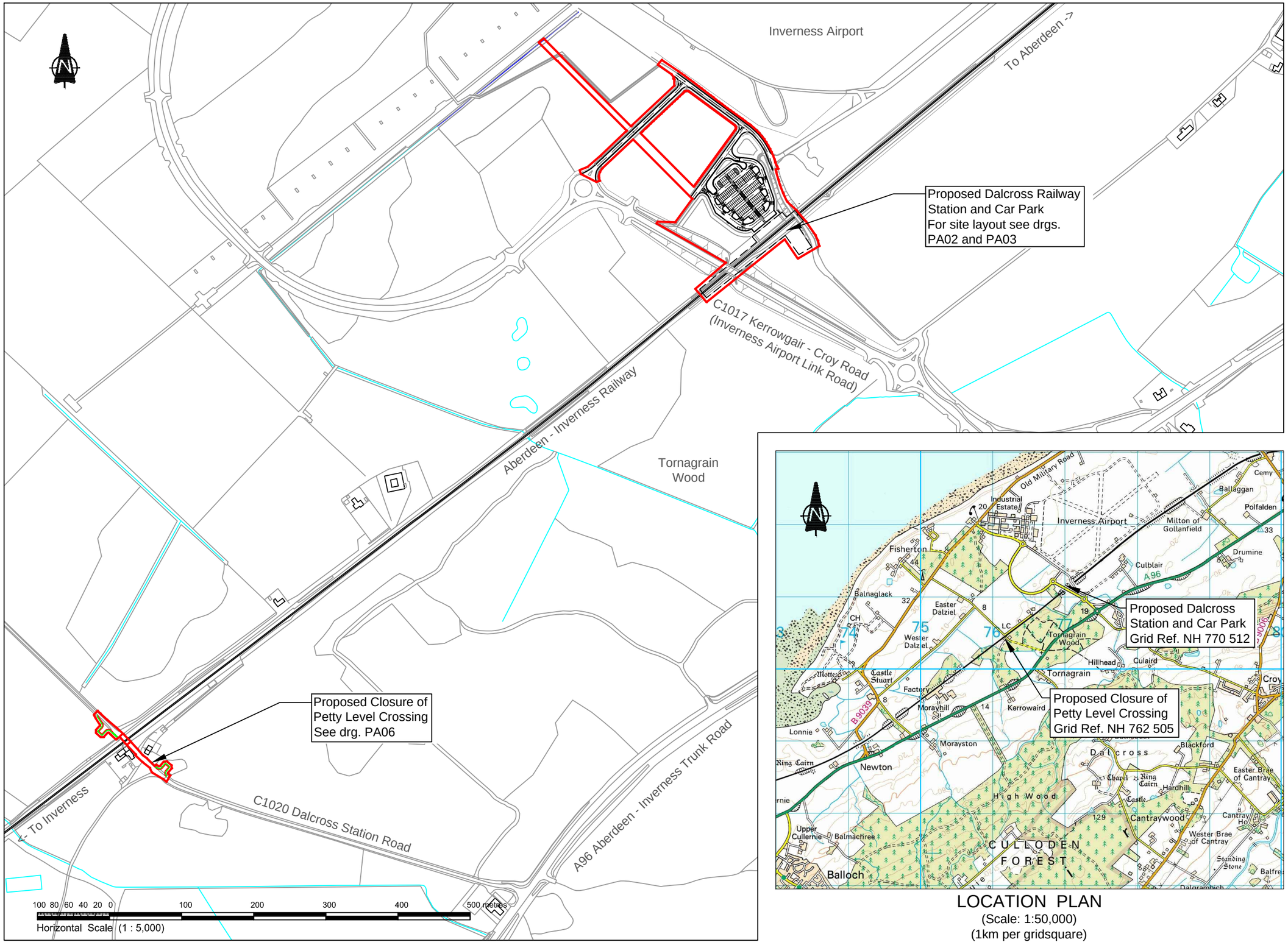
Construction works must be undertaken in a safe manner which does not disturb

the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer must contact our Asset Protection Engineers regarding the above matters, contact details: Network Rail Asset Protection Engineer, 151 St. Vincent Street, GLASGOW, G2 5NW Tel: 0141 5554087 E-mail: AssetProtectionScotland@networkrail.co.uk

Signature:	Nicola Drummond
Designation:	Planning Manager South / Major Developments
Author:	Ken McCorquodale, Principal Planner.
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 – PA01 Location Plan
	Plan 2 – PA02 Site plan 1 of 2
	Plan 3 – PA03 Site plan 2 of 2
	Plan 4 – PA04 Site Section Plan
	Plan 5 – PA05 Site Drainage Plan
	Plan 6 – PA06 Site layout Plan Petty level Crossing (amended).
	Plan 7 – PA07 Landscape Layout Plan
	Plans for the Station 116647-ACM-DRG-CV-DAL-000001 – 000007
	Plan for Station Shelter – No 15004 – KVD 05



LOCATION PLAN
(Scale: 1:5,000)

LOCATION PLAN
(Scale: 1:50,000)
(1km per gridsquare)

Notes

Revision Details	Drawn By	Check By	Check Date	Suffx

Client: HITRANS

The Highland Council
Comhairle na Gàidhealtachd
DEVELOPMENT & INFRASTRUCTURE
PROJECT DESIGN UNIT
Drummuie
Golspie
KW10 6TA

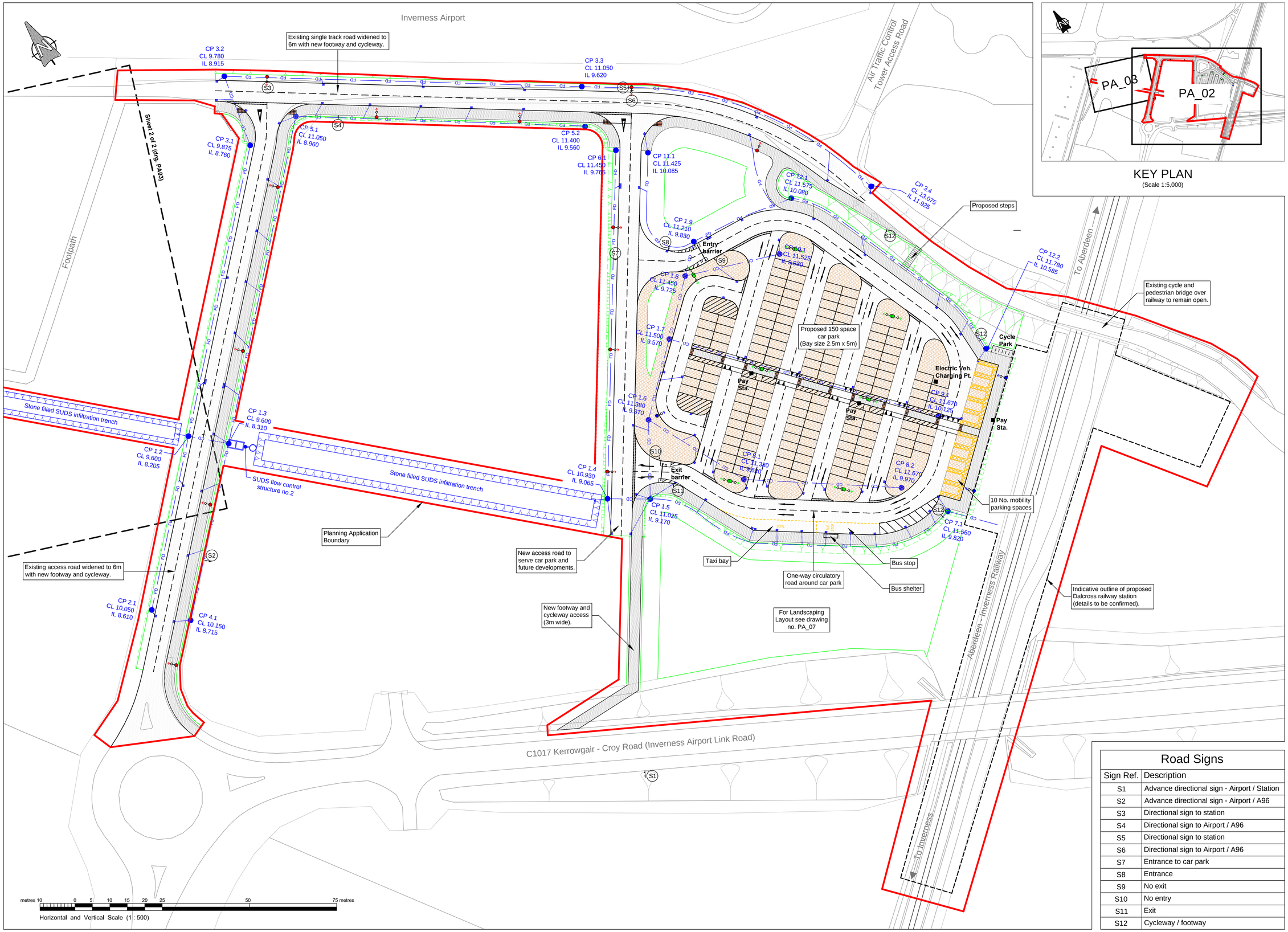
Phone : 01408 635313
Fax : 01408 634041
E-mail : garry.smith@highland.gov.uk

Project: Dalcross Railway Station and Car Park Planning Application

Title: Location Plan

Scale	As Shown (@ A3)		
Drawn	AT	Date	15/11/2015
Checked	GWS	Date	22/03/2016
Project No:	AR 1192		
Drawing No:	PA01	Rev:	-

L:\Dalcross Railway Station Car Park\Drawings\Issued drawings\PA01 Location Plan\PA01 Location Plan.dwg - Date Plotted: 22-Mar-16 - Plot Size: ISO expand A3 (420.00 x 297.00 MM) - Plotted by: Carolyn Smith



SITE PLAN
(Scale 1:500)

KEY PLAN
(Scale 1:5,000)

Road Signs

Sign Ref.	Description
S1	Advance directional sign - Airport / Station
S2	Advance directional sign - Airport / A96
S3	Directional sign to station
S4	Directional sign to Airport / A96
S5	Directional sign to station
S6	Directional sign to Airport / A96
S7	Entrance to car park
S8	Entrance
S9	No exit
S10	No entry
S11	Exit
S12	Cycleway / footway

Notes

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The Highland Council 2014 100023369

General Key

- Car park and island construction - permeable pavement
- Earthworks slope
- Tactile paving

Lighting Key

- Proposed 8m lighting column with an AMPERA MIDI 5118 - 32 LEDs 700mA NW Flat, Glass Extra Clear
- Proposed 8m lighting column with an AMPERA MIDI 5119 - 64 LEDs 700mA NW Flat, Glass Extra Clear
- Proposed 8m lighting column with an AMPERA MIDI 5119 - 64 LEDs 700mA NW Flat, Glass Extra Clear

Drainage Key

- FD — Filter drain
- CD — Carrier drain

Revision Details	Drawn By	Check By	Check Date	Suf'x
Key added to the drawing for clarity Traffic signs and key added Steps shown Landscaping details moved to drawing PA07 Detail added to notes	LEM/ CS	GS	30/03/2016	A

Client: HITRANS — The Highland and Islands Transport Partnership

The Highland Council
Comhairle na Gàidhealtachd
DEVELOPMENT & INFRASTRUCTURE
PROJECT DESIGN UNIT
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Phone : 01408 635313
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E-mail : garry.smith@highland.gov.uk

Project: Dalcross Railway Station and Car Park Planning Application

Title: Dalcross Station Site Plan Sheet 1 of 2

Scale	1:500 (@ A1)		
Drawn	AT	Date	17/11/2015
Checked	GWS	Date	22/03/2016
Project No:	AR 1192		
Drawing No:	PA02	Rev:	A

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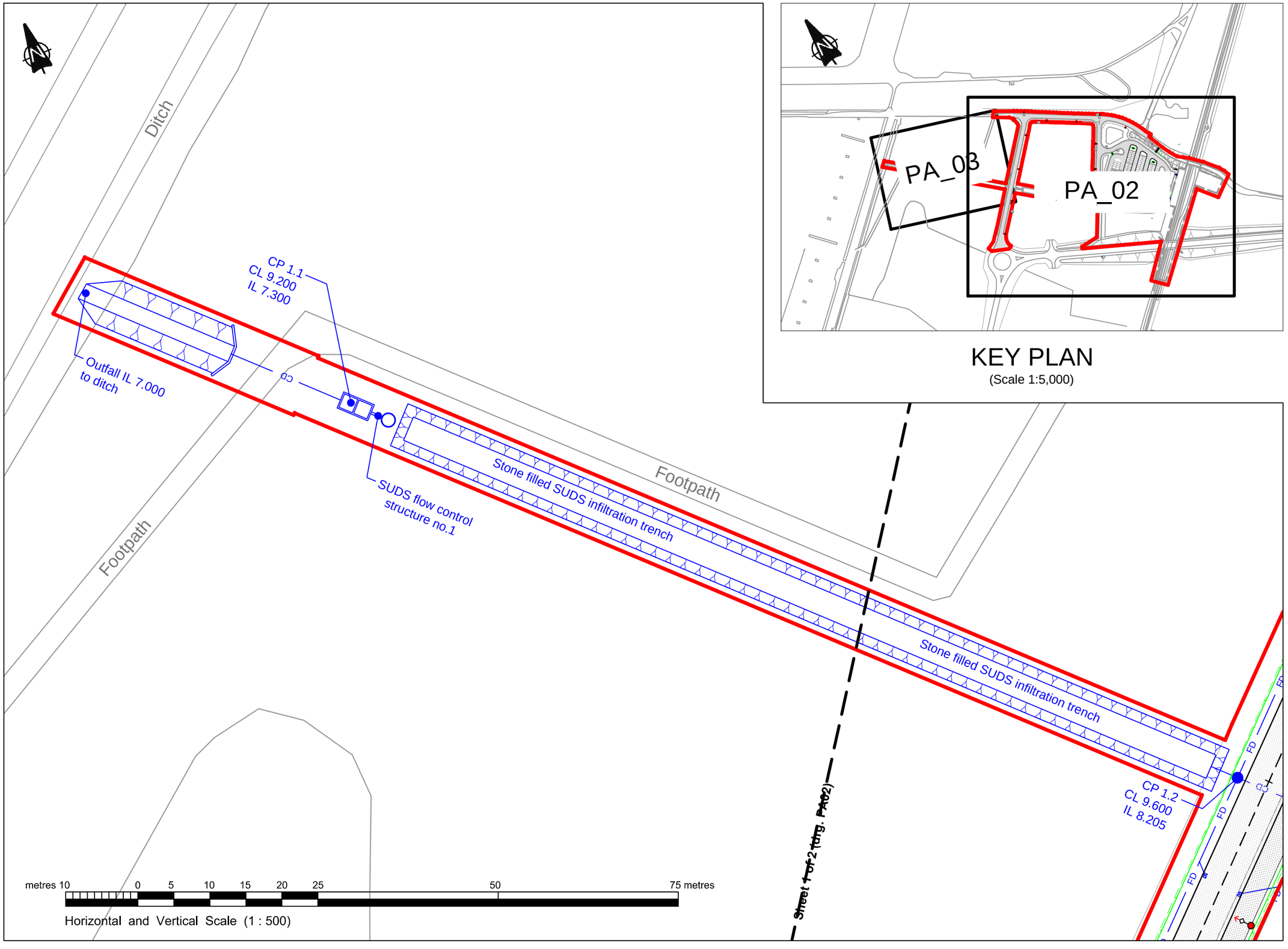

SITE PLAN
(Scale 1:500)

KEY PLAN
(Scale 1:5,000)

Notes

General Key

- Car park and island construction - permeable pavement
- Earthworks slope
- Tactile paving

Lighting Key

- Proposed 8m lighting column with an AMPERA MIDI 5118 - 32 LEDs 700mA NW Flat, Glass Extra Clear
- Proposed 8m lighting column with an AMPERA MIDI 5119 - 64 LEDs 700mA NW Flat, Glass Extra Clear
- Proposed 8m lighting column with an AMPERA MIDI 5119 - 64 LEDs 700mA NW Flat, Glass Extra Clear

Drainage Key

- Filter drain
- Carrier drain

Revision Details	Drawn By	Check By	Check Date	Suf'x
Key added to the drawing for clarity Traffic signs and key added Steps shown Landscaping details moved to drawing PA07 Detail added to notes	LEM/ CS	GS	30/09/2015	A

Client: HI TRANS — The Highland and Islands Transport Partnership

The Highland Council
Comhairle na Gàidhealtachd
DEVELOPMENT & INFRASTRUCTURE
PROJECT DESIGN UNIT
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KW10 6TA

Phone : 01408 635313
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Project: Dalcross Railway Station and Car Park Planning Application

Title: Dalcross Station Site Plan Sheet 2 of 2

Scale	1:500 (@ A3)		
Drawn	AT	Date	17/11/2015
Checked	GWS	Date	22/03/2016
Project No:	AR 1192		
Drawing No:	PA03	Rev:	A

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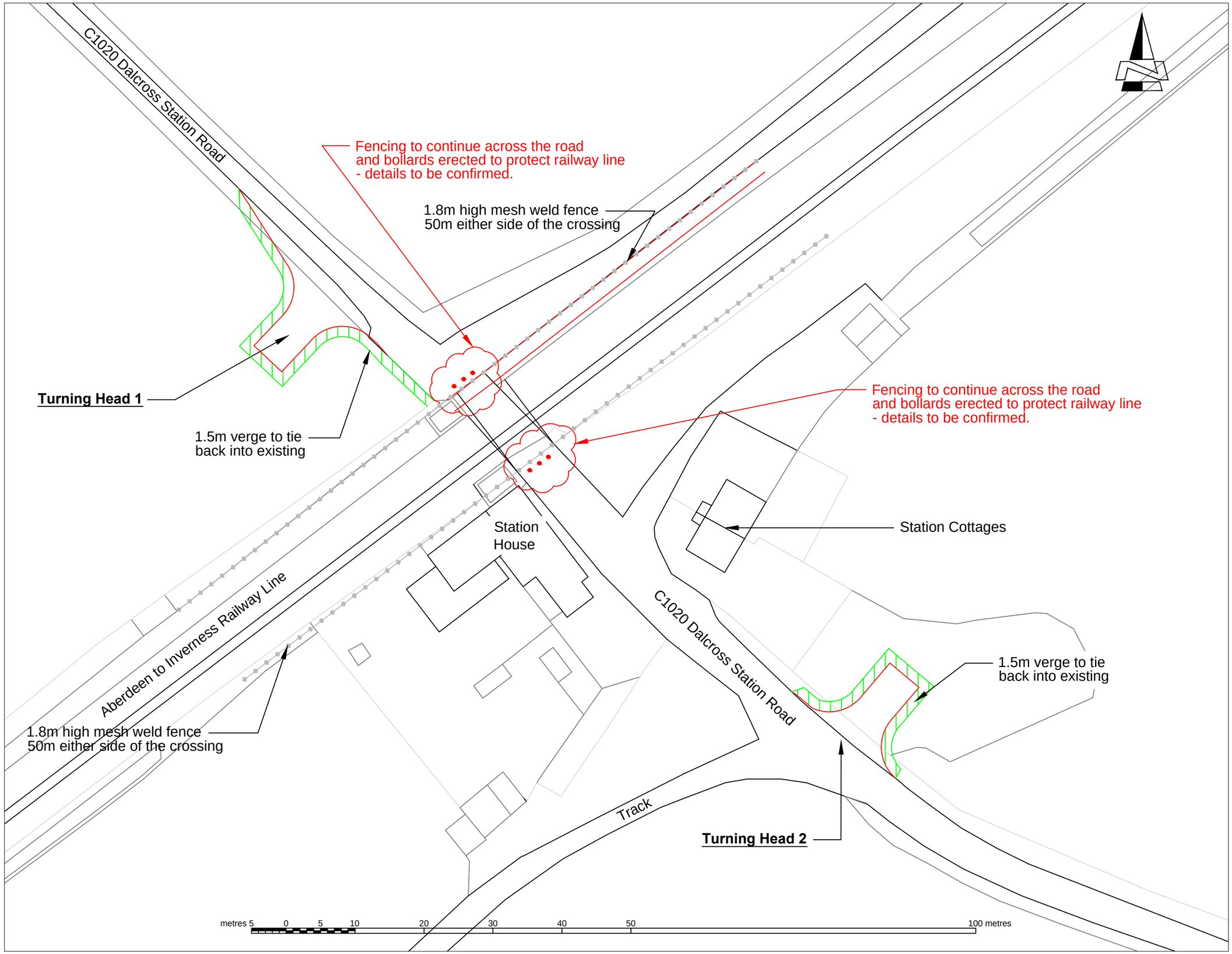

Notes

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Revision Details	Drawn By	Check By	Check Date	Suffx

Client

HI TRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

The Highland Council
Comhairle na Gàidhealtachd

DEVELOPMENT & INFRASTRUCTURE

PROJECT DESIGN UNIT
Drummuie
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KW10 6TA

Phone : 01408 635313
Fax : 01408 634041
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Project

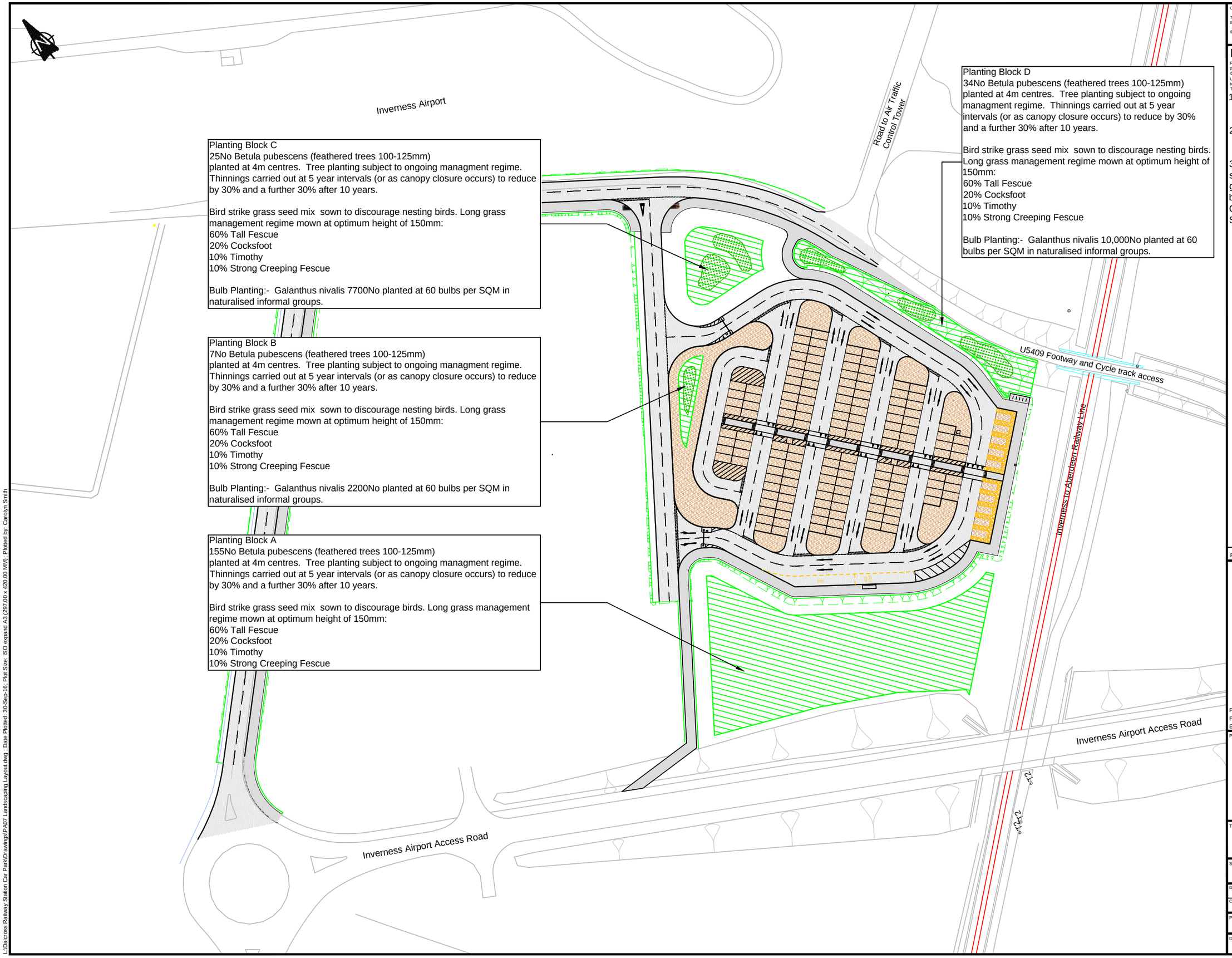
Dalcross Railway Station and Car Park Planning Application

Title

Petty Level Crossing Closure Details

Scale	1:500 (@ A3)	
Drawn	C Smith	Date 05/11/2015
Checked	GWS	Date 22/03/2016
Project No:	AR1192	
Drawing No:	PA06	Rev: -

L:\Dalcross Railway Station Car Park\Drawings\PA06 Petty Level Crossing Closure Details.dwg Date Plotted: 22-Mar-16; Plot Size: ISO expand A3 (420.00 x 297.00 MM) ; Plotted by: Carolyn Smith



Planting Block C
25No Betula pubescens (feathered trees 100-125mm)
planted at 4m centres. Tree planting subject to ongoing managment regime. Thinnings carried out at 5 year intervals (or as canopy closure occurs) to reduce by 30% and a further 30% after 10 years.

Bird strike grass seed mix sown to discourage nesting birds. Long grass management regime mown at optimum height of 150mm:
60% Tall Fescue
20% Cocksfoot
10% Timothy
10% Strong Creeping Fescue

Bulb Planting:- Galanthus nivalis 7700No planted at 60 bulbs per SQM in naturalised informal groups.

Planting Block B
7No Betula pubescens (feathered trees 100-125mm)
planted at 4m centres. Tree planting subject to ongoing managment regime. Thinnings carried out at 5 year intervals (or as canopy closure occurs) to reduce by 30% and a further 30% after 10 years.

Bird strike grass seed mix sown to discourage nesting birds. Long grass management regime mown at optimum height of 150mm:
60% Tall Fescue
20% Cocksfoot
10% Timothy
10% Strong Creeping Fescue

Bulb Planting:- Galanthus nivalis 2200No planted at 60 bulbs per SQM in naturalised informal groups.

Planting Block A
155No Betula pubescens (feathered trees 100-125mm)
planted at 4m centres. Tree planting subject to ongoing managment regime. Thinnings carried out at 5 year intervals (or as canopy closure occurs) to reduce by 30% and a further 30% after 10 years.

Bird strike grass seed mix sown to discourage birds. Long grass management regime mown at optimum height of 150mm:
60% Tall Fescue
20% Cocksfoot
10% Timothy
10% Strong Creeping Fescue

Planting Block D
34No Betula pubescens (feathered trees 100-125mm)
planted at 4m centres. Tree planting subject to ongoing managment regime. Thinnings carried out at 5 year intervals (or as canopy closure occurs) to reduce by 30% and a further 30% after 10 years.

Bird strike grass seed mix sown to discourage nesting birds. Long grass management regime mown at optimum height of 150mm:
60% Tall Fescue
20% Cocksfoot
10% Timothy
10% Strong Creeping Fescue

Bulb Planting:- Galanthus nivalis 10,000No planted at 60 bulbs per SQM in naturalised informal groups.

Notes

1. Grass & Trees
2. Bulb Planting
3. Bird strike grass seed mix shall be sown in all verges and green areas to discourage birds. 60% Tall Fescue, 20% Cocksfoot, 10% Timothy, 10% Strong Creeping Fescue.

Revision Details	Drawn By	Check By	Check Date	Suf'x

The Highland Council
Comhairle na Gàidhealtachd
DEVELOPMENT & INFRASTRUCTURE
PROJECT DESIGN UNIT
Drummuie
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KW10 6TA
Phone : 01408 635313
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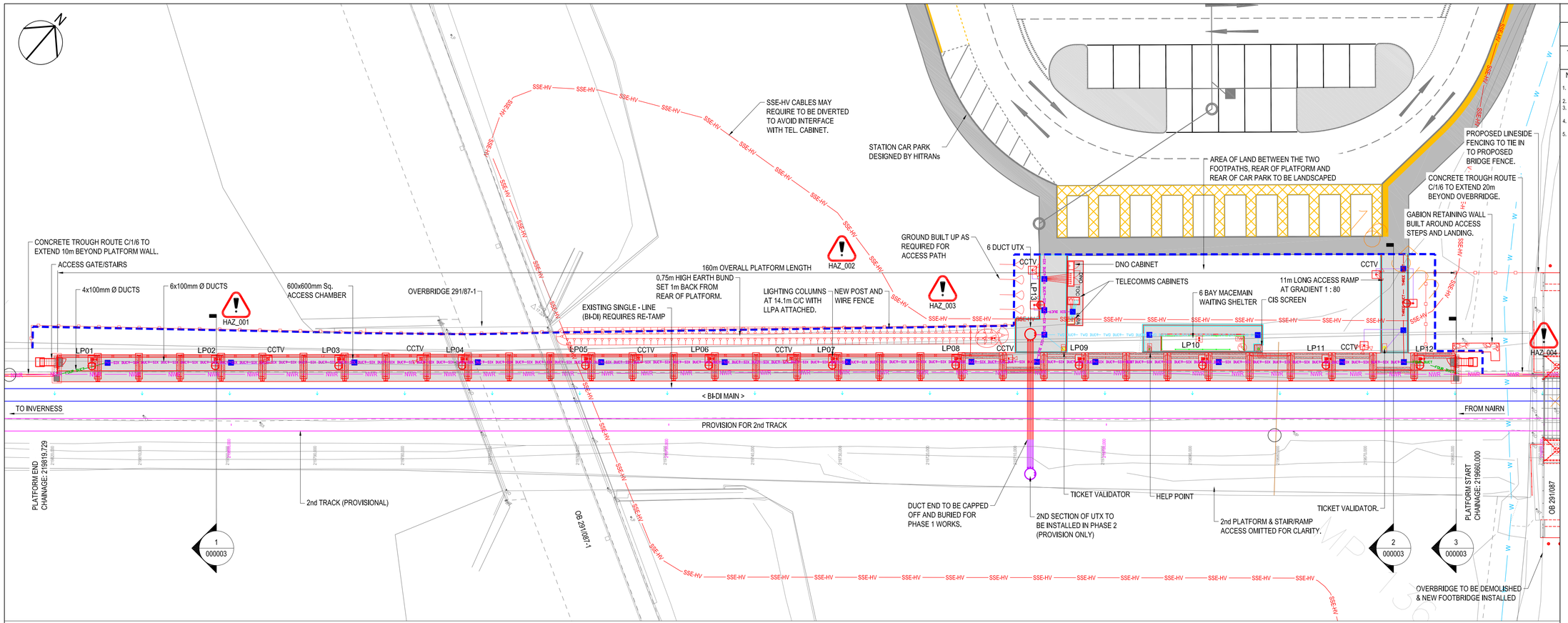
E-mail : garry.smith@highland.gov.uk

Project
Dalcross Railway Station and Car Park

Title
Landscaping Layout

Scale	1:1000 (@ A3)
Drawn LEM	Date 27/09/2016
Checked GS	Date 30/09/2016
Project No:	AR1192
Drawing No: PA07	Rev: -

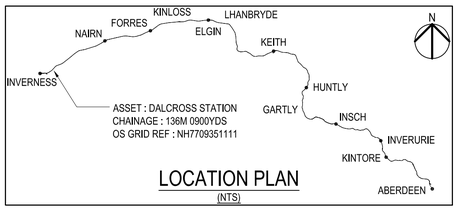
L:\Dalcross Railway Station Car Park\Drawings\PA07 Landscaping Layout.dwg, Date Plotted: 30-Sep-16, Plot Size: ISO expand A3 (297.00 x 420.00 MM), Plotted by: Carolyn Smith



LAYOUT PLAN

KEY:

- NEW RAILWAY BOUNDARY FENCE (POST AND WIRE)
- NETWORK RAIL STATION LEASE
- RAIL TROUGH ROUTE
- PHASE 1 WORKS
- PASSIVE PROVISION FOR SECOND TRACK
- BI-DIRECTIONAL LINE
- SIX WAY 6 x 100mm Ø DUCT
- FOUR WAY 4 x 100mm Ø DUCT
- THREE WAY 3 x 100mm Ø DUCT
- TWO WAY 2 x 50mm Ø FLEXI DUCT
- LIGHTING COLUMN (LPXX)
- CCTV CAMERA (CCTV)
- DNO CABINET
- LOUDSPEAKER ATTACHED TO PLATFORM LIGHTING COLUMNS
- PTZ (PAN, TILT & ZOOM CAMERA)
- CIS
- TICKET VENDING MACHINE
- HELP POINT
- TICKET VALIDATOR
- 600x600 INSPECTION CHAMBER



LOCATION PLAN

(NTS)

NOTE:
THE FOLLOWING INTERFACES HAVE BEEN CONSIDERED DURING THE DEVELOPMENT OF THE PROPOSED DESIGN. ACTUAL DETAILS FOR EACH INTERFACE WILL ONLY BE SHOWN ON THE DRAWINGS IF NECESSARY FOR THE CONSTRUCTION OF THESE PROPOSED WORKS. REFER TO THE DRAWING SERIES FOR PARTICULAR DETAILS OF THE WORKS

INTERFACE SCHEDULE

WORKS INTERFACE	IMPACT	GRIP 4 REPORT SERIES REFERENCE
STATION CIVILS FORM 001	YES	116647-ACM-REP-CV-DAL-000001
STATION LIGHTING FORM A	YES	116647-ACM-REP-EP-DAL-000001
STATION TELECOMMS FORM A	YES	116647-ACM-REP-TL-DAL-000001
TRACK / GAUGING FORM A	YES	116647-ACM-REP-TR-DAL-000001
STRUCTURES - 087 FORM 001	YES	116647-ACM-REP-ST-DAL-000001

SIGNIFICANT DESIGNER'S IDENTIFIED HAZARDS

HAZ 001	EXISTING NETWORK RAIL CABLING TO BE PROTECTED DURING THE PLATFORM WORKS, AND POSITIONED IN TROUGHING / DUCTING.
HAZ 002	EXISTING HIGH VOLTAGE SSE CABLE BURIED IN AREA OF ACCESS RAMPS, STATION CAR PARK AND WAITING SHELTER.
HAZ 003	SSE-HV CABLES MAY REQUIRE TO BE DIVERTED OUTSIDE THE STATION LEASE BOUNDARY TO AVOID INTERFACE WITH TEL. CABINET.
HAZ 004	EXISTING SURFACE GEEN FIBRE CABLE LOCATED IN THE DOWN CESS TO BE CLIPPED TO SLEEPER END DURING PLATFORM FORMATION WORKS AND THEN MOVED, SPLIT DUCTED AND POSITIONED IN LINE WITH THE PROPOSED CROSSWALL NOTCHES.

· FOR MORE DETAILED INFORMATION ON THE HIGHLIGHTED HAZARDS, REFER TO AECOM INFRASTRUCTURE & ENVIRONMENT UK LIMITED. DESIGNER'S RISK ASSESSMENT FOR THIS PROJECT

· 'EVERYDAY' LOW RISK HAZARDS AND THOSE HAZARDS WHICH SHOULD BE OBVIOUS TO A COMPETENT CONTRACTOR HAVE NOT BEEN INDICATED ON THIS DRAWING BUT SHOULD BE CONSIDERED BY THE CONTRACTOR WITHIN HIS WORKING METHODS.

· SHOULD ANY ADDITIONAL HAZARDS BE IDENTIFIED DURING THE COURSE OF THE WORKS, THE CONTRACTOR SHALL NOTIFY ALL RELEVANT MEMBERS OF THE PROJECT TEAM.

0 5 10 15 20 25m

SCALE 1:250

Plot Date: - 7/9/2015 11:00 AM
File Name: - 116647-ACM-DRG-CV-DAL-000002-A01

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
2. DO NOT SCALE FROM THIS DRAWING. USE ONLY PRINTED DIMENSIONS.
3. ALL DIMENSIONS IN MILLIMETRES. ALL CHAINAGES, LEVELS AND COORDINATES ARE IN METRES UNLESS DEFINED OTHERWISE.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT HEALTH & SAFETY FILE FOR ANY IDENTIFIED POTENTIAL RISKS.
5. -

Revision Details	By / Check	Date	Suffix
ISSUED FOR FORM 001 APPROVAL	NMCM / NM	07.07.15	A01
ISSUED FOR IDC	NMCM / NM	24.06.15	P01

Purpose of issue

FOR APPROVAL

Client

Network Rail

Project Title

ABERDEEN TO INVERNESS ROUTE ENHANCEMENT

Drawing Title

DALCROSS STATION PROPOSED GENERAL ARRANGEMENT PLAN

Designed	Drawn	Checked	Approved	Date
NMCM	NMCM	NM	MH	06/2015

AECOM Internal Project No.	Suitability	Project Manager
47072421	SUITABILITY	Crawford Johnston
Scale @ A1	Zone/ELR/Mileage	Crawford.johnston@aecom.com
1:250	ANI3	0141 354 5659

AECOM INFRASTRUCTURE & ENVIRONMENT UK LIMITED
BUCHANAN HOUSE
58 PORT DUNDAS ROAD
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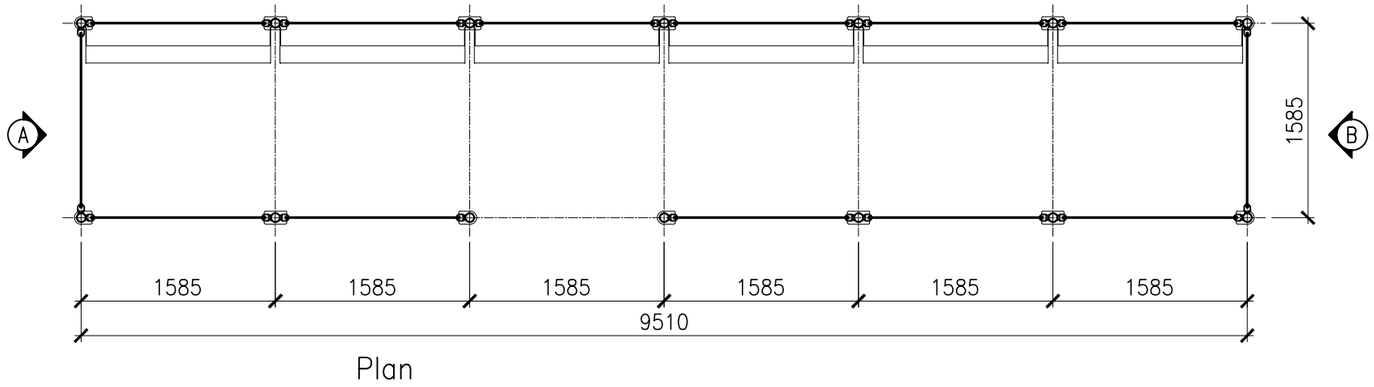
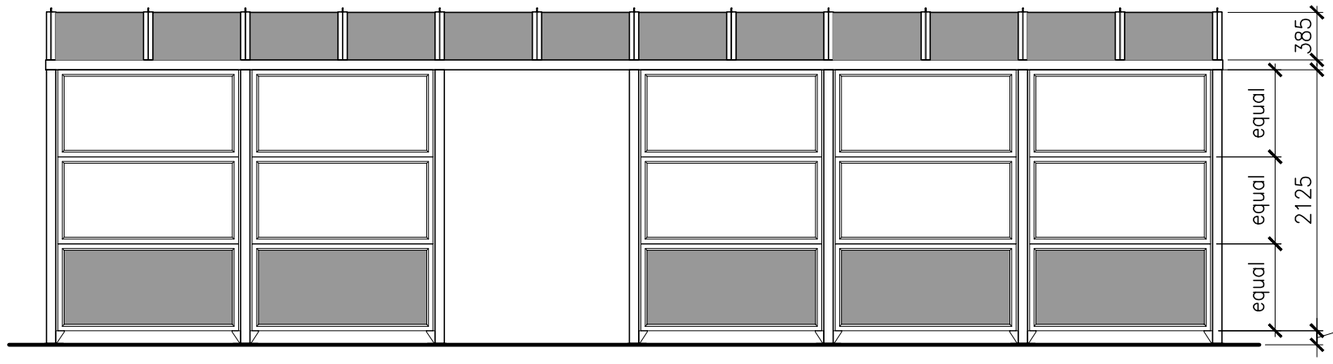
Fax:+44 (0)141 332 2632
www.aecom.com

Drawing Number	Rev
116647-ACM-DRG-CV-DAL-000002	A01

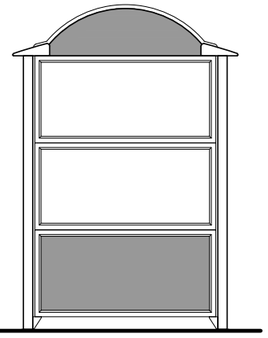


Plan

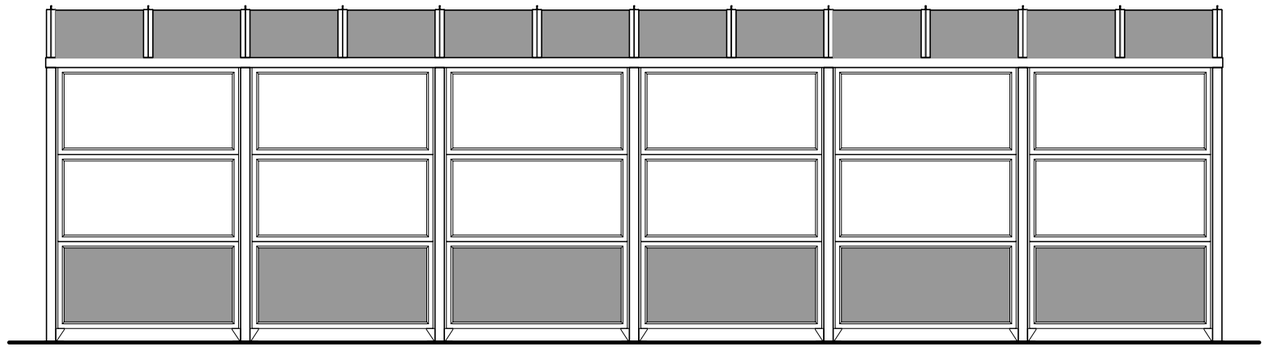
Shelter manufacturer to prepare construction drawings showing details of all framework sizes and profiles, including details for fixing to the slab and holding down.



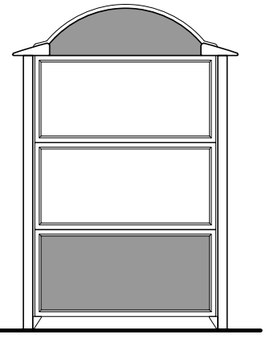
Front Elevation



Side Elevation A



Rear Elevation



Side Elevation B

0 1 2 3 4 5

SCALE IN METRES

Kelvindale Station - Proposed 6x1 bay shelter

DESCRIPTION OF STANDARD SHELTER

CONSTRUCTION – WALLS
1. The waiting shelter structure will be brushed stainless steel frame.
2. The solid infill panels will be stainless steel panels. The solid infill panels will be located along the bottom row as shown. The solid panel will also be formed on the high level panels on the gable ends.
3. The glazed panels will be toughened glass to all panels.
4. All glazing beads to be screw fixed.

CONSTRUCTION – ROOF
1. The roof panel system will be either powder–coated aluminium, or stainless steel system in flat beading system. Rainwater will discharge into the eaves gutter and into the RWP/shelter leg.

CONSTRUCTION – FLOOR (BY MAIN CONTRACTOR)
1. The finished floor level will be set 12mm above platform level for drainage reasons. The floor structure will be a reinforced concrete slab: finish to be brush finished.

LIGHTING
1. LED lighting will be provided. Lux level within the waiting shelter to be a minimum of 50lux. Fittings to be vandal resistant, by Thorn, Phillips or Design Plan. Manufacturer's technical literature to be provided for selected fittings.

CCTV
1. New Dome CCTV camera to be installed in shelter. Camera to be linked back to existing system. Installation to be by the current maintenance contractor for the CCTV system.

EQUIPMENT
1. Seating – Seating rail (without arm rests) fixed either as one continuous length to shelter framing, or in shorter lengths to concrete slab.

GENERAL
1. All glass use to be toughened and in accordance with BS 6262.
2. All electrical work to be to the current version of BS7671 and the current edition of the IEE Regulations.
3. Shelter electrics to connect at slab level to electric supply brought to shelter via conduit (by main contractor).

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Project
Abellio Scotrail
Shelters 2015/16
Kelvindale Station

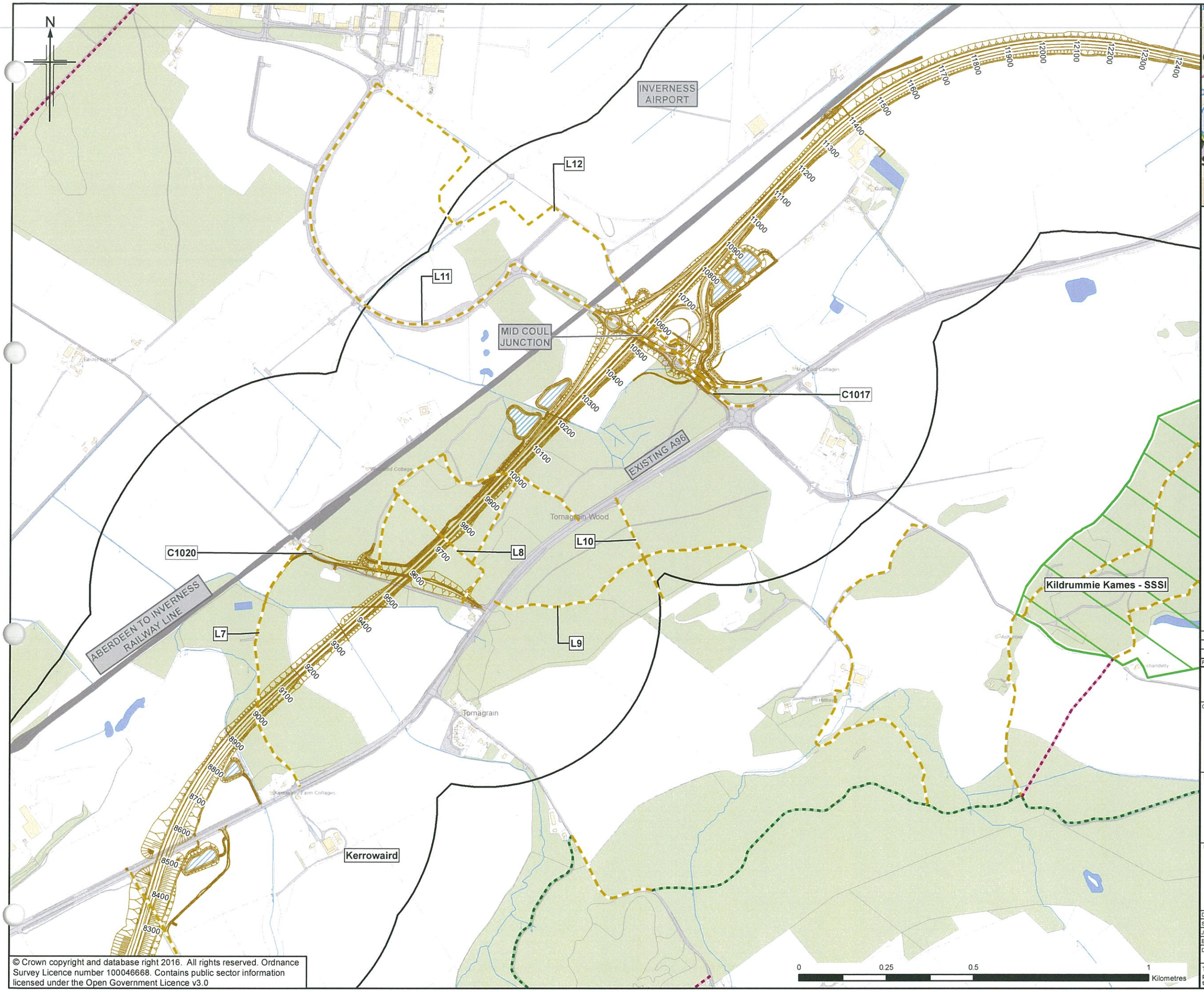
Drawing Title
Proposed 6x1 bay shelter

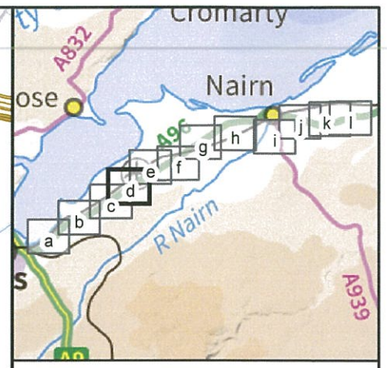
Drawing No.
15004–KVD 05

Drawn MH
Checked HAV
CAD ref

Date
07/12/2015

Scale
1:50@A3





Legend

- Proposed Scheme (as per Draft Orders)
- SUDS (e.g. Basin or Pond)*
- Study Area
- Core Path
- Aspirational Path
- Local Paths
- Public Right of Way
- Local Cycle Track
- National Cycle Network
- Site of Special Scientific Interest (SSSI)

* Actual shape of pond/basin will be subject to detailed design

Rev.	Rev. Date	Purpose of revision	Orig/Dwn	Checkd	Rev'd	Apprv'd
0	NOV 2016	Environmental Statement Stage 3 - FINAL	HM	AP	RMcD	EHG

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Client: TRANSPORT SCOTLAND / CÒMHDHAIL ALBA

Project: A96 DUALLING INVERNESS TO NAIRN (incl. Nairn Bypass)

Drawing title

Figure 16.1d
Environmental Statement
Existing Conditions for NMU

Sheet 4 of 12

Drawing Status	FINAL	
Scale	1:10,000 @ A3	DO NOT SCALE
Jacobs No.	B2103500	
BIM No.		
Drawing number	B2103500/EN/EIA/DR/1601d	Rev 0