Agenda Item	6.10
Report No	PLS-036-21

### HIGHLAND COUNCIL

- **Committee:** South Planning Applications Committee
- **Date:** 27 April 2021
- **Report Title:** 20/04746/FUL: Network Rail

Land 685M South Of Inverness Airport, Dalcross

**Report By:** Area Planning Manager - South

#### Purpose/Executive Summary

- **Description:** Construction of two platform railway station and ancillary infrastructure including: car and cycle parking; bus drop off zone; electric vehicle charging points; waiting shelters; access road improvements; pedestrian and cycle access ramp off C1017; surface water drainage system; landscaping; earthworks for track loop; associated works to remove Overbridge 87; works to close the U5409 and associated pedestrian and cycle ramp off U5409; compound; layby; railway link; delivery of turning heads to facilitate closure of the Dalcross/Petty Level Crossing; new footbridge crossing at Woodend; and change of use of land to operational railway land
- Ward: 17 Culloden and Ardersier

#### Development category: Major

#### Reason referred to Committee: Major Application

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.

#### Recommendation

Members are asked to agree the recommendation to **Grant** Planning Permission as set out in section 11 of the report.

# 1. PROPOSED DEVELOPMENT

- 1.1 The application relates to the construction of a new two platform railway halt with associated infrastructure, change of use of land to operate the railway halt and facilitate a new track loop. The railway halt will be located approximately 685 metres to the south/south east of Inverness Airport between Inverness and Nairn railway stations. The proposal also includes works to facilitate the closure of the U5409 and Petty Level Crossing (part of the C1020 Dalcross Station Road) over the Inverness / Aberdeen railway line. The closure of the U5409 and Petty Level Crossing are currently subject to a Stopping-up Order to authorise the removal of the public rights of way in order to allow the proposed development to be carried out.
- 1.2 The proposal comprises of the following main elements:
  - two platform railway halt;
  - two 16 person lifts;
  - car and cycle parking;
  - bus drop off zone;
  - electric vehicle charging;
  - waiting shelters;
  - access road improvements;
  - pedestrian and cycles access ramp off C1017;
  - surface water drainage system;
  - landscaping, earth works for track loop;
  - removal of Overbridge 87;
  - pedestrian and cycle ramp off U5409;
  - permanent compound;
  - layby;
  - new track loop; and
  - two turning heads at Petty Level Crossing.
- 1.3 The site already benefits from an extant planning permission for a single platform railway halt and the closure of Petty Level Crossing (ref. 20/00701/FUL). However, Network Rail have been instructed by Transport Scotland to progress and implement a double platform railway halt with supporting infrastructure. The rail halt will serve the emerging Inverness Airport Business Park, Inverness Airport and Tornagrain new town.
- 1.4 The station will consist of two platforms, approximately 160m in length and 4.5m wide, with wider build outs to accommodate waiting shelters and the pedestrian footbridge with lift towers. The platform will extend beneath the existing Overbridge 87A which will be removed. The railway halt will be unmanned, with seating located along both platforms, real time passenger information and ticket purchasing machines. Cycle shelters for 20 bicycles will be provided at both platforms.
- 1.5 A pedestrian Overbridge and associated 16 persons lifts will provide fully accessible platforms. The new Overbridge will be located towards the middle of the platform length. The Overbridge deck height would be approximately 6.2m above the railway line.

- 1.6 The carpark will include 60 car parking spaces, 4 disabled spaces and 2 motorcycle bays. Ten of the spaces will include electric vehicle charging points. The carpark will be located to the north of the rail halt with access via the upgraded approach road.
- 1.7 Bus facilities will be provided within the carpark for both rail replacement and public buses to enter the site. It is understood through a meeting with Stagecoach that they will be happy to service the new station and provide a connection from Inverness Airport / Inverness Airport Business Park.
- 1.8 A new footbridge will be provided to the east of Petty Level Crossing to provide pedestrian access across the track should Petty Level Crossing be closed through the Stopping Up Order. The footbridge is stepped and does not include a lift or a ramp. The footbridge consists of 3 landings before the deck height which will be 6.3 metres above the railway line to make passive provision for the future electrification of the line. The footbridge will be green in colour and will include a cycle trough to allow cycle access across the railway line. The footbridge would be positioned approximately 100 metres from public road. The Level Crossing and will be accessed via a new footpath from the C1020 Dalcross Station Road.
- 1.9 The proposal also includes a rail link into the Norbord site. Future works are being developed to provide a rail freight facility to service the factory, however these do not form part of this planning application.
- 1.10 Network Rail are also seeking to close a private crossing at Woodend. This is subject to on-going discussions with the authorised user(s) to discharge their rights to cross and does not form part of this planning application. It is noted that although informal public use of the crossing may have occurred historically, as this is a private user crossing it is not intended or available for public use. The proposed pedestrian footbridge will provide a safer alternative.
- 1.11 In order to provide a two platform rail halt a new track loop is required. This extends from the proposed compound at the eastern end of the application site to the proximity of Woodend Cottage near Petty Level Crossing. This will also allow freight trains to pass by passenger services which will stop at the proposed rail halt and will allow for timetabling efficiencies.
- 1.12 The proposed track loop will be accommodated within the existing railway corridor, however some of the embankments will need to be widened. To the eastern end of the loop, the railway sits in more of a cutting therefore the footprint of the rail corridor needs to be widened.
- 1.13 Pre Application Consultation was undertaken in 2015 (ref: 15/01162/PREAPP), the Planning Authority was broadly supportive of the development. Prior to the submission of this application and the previous renewal of the extant permission. Since the previous application was submitted (ref. 20/00701/FUL) the Planning Authority have had a number of meetings with Network Rail and other stakeholders.

- 1.14 The application is supported by the following information:
  - Archaeological Impact Assessment;
  - Design and Access Statement;
  - Drainage and Flood Risk Assessment;
  - Dalcross Loop and Norbord: Main Investigation Factual Report;
  - Intrusive Site Investigation / Ground Work Reports;
  - Public Consultation Report;
  - Street Lighting Technical Note;
  - Transport Statement;
  - Ecological Walkover Survey and Badger Mitigation Plan;
  - Station Signage Strategy;
  - Noise Assessment; and
  - Clarification Statement.
- 1.15 Following validation of the application, the proposed turning head to the south of Petty Level Crossing has been relocated to be adjacent to the Level Crossing in response to comments from Transport Planning.

# 2. SITE DESCRIPTION

- 2.1 The application site comprises of three principal parts relating to different elements of the application. The proposal extends between the main station site and Petty Level Crossing. The main site is located to the north of the existing Inverness / Aberdeen railway line and east of the current airport link road. It comprises of relatively flat, open land which is currently in agricultural use to the north.
- 2.2 The red line of the main application site includes the existing rail line and the Overbridge 87A (U5409) over the railway line. There is a line of trees/buses located within the steep road embankment into the field and an existing access is sited beyond the application site off the C1017. The bridge will be replaced with a pedestrian and cycle crossing. There will also be a lift provided.
- 2.3 To the north of the main application site is a further component that includes the existing road to the east of the C1017 roundabout which will be widened and upgraded as part of the proposals. The road currently serves the Air Traffic Control Tower and the Emergency Helicopter Service Unit located further to the east, and links to the existing U5409 that passes over the existing masonry arch bridge (Overbridge 87).
- 2.4 The main application site includes land to the south of the railway line which largely comprises of the field verge and agricultural land that slopes towards the existing railway line. There is also a strip of open agricultural land to the west of the C1017 that is required for flood compensation works.
- 2.5 The application site includes the widening of the rail corridor to land to the immediate north and south of the existing railway line. The land to the west has banks of approximately 2 metres at their greatest extent and to the east the land is flat, covered in low level scrub. To the east of the proposed station will be the proposed

location of a permanent compound which is required to service the track loop and new infrastructure.

- 2.6 The second part of the site lies to either side of the C1020 Dalcross Station Road where two turning heads are to be developed, either side of the existing rail crossing that will be closed. The road currently serves a small number of residential 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 trunk road. The area to the east is heavily wooded.
- 2.7 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.
- 2.8 The third part of the site lies to a small area of land near the Norbord site where the development will provide a rail link.
- 2.9 The change of use of land to form a temporary site compound was recently granted planning permission (20/00725/FUL) to facilitate the construction of the new railway halt. The site lies directly to the north-eastern boundary of this site for the new halt. The site will comprise of the main compound area for the storage of materials in relation to the proposed construction of a new railway halt.
- 2.10 Tornagrain New Town is located to the south/south west of the new rail halt and to the south of Petty Level Crossing. The new town has planning permission for up to 5,000 homes, 3 primary schools, a secondary school, shops, employment space, parks and other services. The town when complete will cover over 620 acres and is expected to take up to 50 years to complete.
- 2.11 As it is anticipated that Transport Scotland will be dualling the section of the A96, directly to the south of this development, this proposal has been designed to take this into consideration.

### 3. PLANNING HISTORY

3.1	05 May 2020	20/00701/FUL - Construction of a single platform railway station, car park, access road, cycle stand, electric vehicle charging; and works to facilitate the closure of Dalcross Station Road (C1020) over the railway line (renewal of planning permission ref: 16/04540/FUL)	Planning Permission Granted	
3.2	19 March 2020	20/00725/FUL - Change of use of land to form temporary compound.	Planning Permission Granted	
3.3	01 April 2016	16/01500/PAN - Aberdeen to Inverness Rail Line Improvements Phase 1 - construction of	Proposal Application Notice	of

single platform station on north side of line with associated parking

- 3.4 01 Oct 2015 15/01162/PREAPP Aberdeen to Inverness Advice Issued 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). Pre-Application Advice Service Meeting please contact Jane Gardiner for further detail.
- 3.5 12 Feb 2014 13/01826/MSC Approval of Matters Specified Matters by Condition including Condition 1(a); Condition Specified 1(a)a; Condition 1(a)b; Condition 1(a)c; Approved 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 Ref: 08/00215/OUTIN.
- 3.6 17 June 2011 08/00215/OUTIN Business park upon 200 Outline hectares adjacent to the west and south side of Planning Inverness Airport to be developed in four Permission 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.
- 3.7 14 Feb 2008 07/00984/FULIN Park and Ride facility with Planning new railway platform Permission Granted (Expired)

## 4. PUBLIC PARTICIPATION

4.1 Advertised: Schedule 3 Development and Unknown Neighbour

Date Advertised: 18.12.2020 & 29.01.2021

Representation deadline: 12.02.2021

Timeous representations: 1 General Comments, 1 Objection Comment and 1 Support Comment

Late representations: 1 Objection Comment

- 4.2 Material considerations raised against the proposal are summarised as follows:
  - a) The closure of the Petty Level Crossing will affect access private drainage infrastructure and access to this;

- b) The location of the turning head to the south of Petty Level Crossing;
- c) Drainage issues in relation to the new turning heads;
- d) Noise and vibrations;
- e) Services not considered in application;
- f) No information of temporary land uptake to facilitate works at Petty Level Crossing;
- g) The footbridge is not fully accessible, there was previously plans to provide a subway at Petty Level Crossing due to the predicted increase in footfall; and
- h) This is a new project so all abilities accessibility should not be dismissed.
- 4.3 Material considerations raised in support are summarised as follows:
  - a) The railway station will provide transport links to Inverness Airport;
  - b) The Norbord siding will reduce the number of roundwood timber lorries using the trunk road network; and
  - c) The development is essential in this climate emergency to create opportunities for both passenger and freight trains.
- 4.4 General comments raised include:
  - a) There is no long-term bicycle storage proposed for the station;
  - b) There should be the same number of bicycle spaces as there is to car spaces;
  - c) Active travel paths should be curved rather than awkward angles;
  - d) A ramp should be provided to allow cyclists access to both platforms without using the lift or stepped bridge;
  - e) The development should include good active travel links from the station to the airport;
  - f) A non-stepped active travel route should be provided at Petty Level Crossing; and
  - g) The red line boundary overlaps with the proposed fence running through one of the properties located to the south of Petty Level Crossing.
- 4.5 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet <u>www.wam.highland.gov.uk/wam</u>.

# 5. CONSULTATIONS

- 5.1 **Access Officer** does not object to the application. Concerns initially raised in relation to a set of steps leading from Croy Road C1017, that are no longer proposed, to meet the bottom of the ramp and car park footpath. Concern also raised with the design of the proposed handrails as these would reduce the cyclable path width of a 2 metre path to 1 metre unless they are set back from the path surface by 0.5 metres. A lack of construction details in relation to the Petty Level Crossing footbridge approach paths are also noted.
- 5.2 **Environmental Health Officer** initially raised an objection due to a lack of noise barriers or noise insulation at properties or provision of temporary accommodation during periods of excessive construction noise. However, following submission of further information and clarifications this objection has been removed.

Following, submission of clarifications around duration of excessive noise during the construction period, which would last for around 5 minutes at a time, and where

possible will be restricted to daytime only, the EHO was satisfied. The use of noise barriers was not considered appropriate due to the transitory nature of the work.

The advice is to accept the defence of 'statutory authority' in proceedings for Statutory Nuisance in relation to operational noise, however it is noted that that this may not be the case in relation to planning and loss of amenity. The onus will be on the applicant to ensure that the decisions made in relation to this development can be argued as being necessary and unavoidable should complaints subsequently arise. The use of permanent sound barriers has been discounted as impracticable and the imposition of a speed limit discounted due to the impact on journey times.

Conditions are sought in relation to the control of dust and external lighting.

5.3 **Flood Risk Management Team** do not object to the application. It notes that the Flood Risk Assessment (FRA) identifies three locations where the proposed development could have an impact on flood risk. The proposed development will result in the loss of floodplain capacity although the FRA identifies appropriate locations where adequate compensatory storage can be provided. A condition that an updated FRA is provided at the detailed design stage that demonstrates that compensatory storage is sought.

It is satisfied with the proposed approach to drainage set out within the Drainage Impact Assessment (DIA). It seeks a condition to ensure that the final drainage design, with supporting DIA, is submitted for review and approval. The proposed maintenance responsibilities/requirements for the drainage network also require to be secured by condition.

- 5.4 **Forestry Officer** does not object following submission of clarifications related to impact of the proposed development on trees. The Forestry Officer notes that the development will result in the removal of trees / woodland in vicinity of the new footbridge at Petty Level Crossing, the new turning head at Petty Level Crossing and due to the dualling of the track and associated embankment works. It was considered that the applicant initially identified an inadequate area for compensatory planting but an area of at least 0.64ha of compensatory planting would be required. Having said that any mitigation can be secured through planning conditions.
- 5.5 **Transport Planning Team** do not object to the application subject to conditions following submission of further information and modifications to the development. These were related to: width and provision of active travel ramps and steps into the proposed development from the C1017 to the eastbound platform; maintenance of connecting infrastructure; connections to the airport; bus servicing; drainage; closure of the Petty Level Crossing; location of the turning head at Petty Level crossing; and signage strategy. As the location of the turning head at Petty Level Crossing has been modified, it is content for all other matters to be secured by condition.
- 5.6 **Public Transport Officer** does not object to the application subject to conditions. Potential impacts on school transport in the event that Petty Level Crossing is closed were noted. As a consequence a safe pick-up with a shelter will be required on the C1020 along with improved visibility via the removal of vegetation and lowering of the bank is required at the B9039/C1020 junction to improve safety for pedestrians crossing the B9039.

- 5.7 **Caithness & Sutherland Disabled Access Panel** object to the application. It does not support the closure of Petty Level Crossing without the provision of a fully accessible crossing. It highlights that there had been earlier discussion on the provision of a subway underneath the rail line.
- 5.8 **Lochaber Disabled Access Panel** object to the application. It does not agree with the provision of a footbridge at Petty Level Crossing that is not full. It highlights that there had been earlier discussion on the provision of a subway underneath the rail line.
- 5.9 **Nairn Disabled Access Panel** do not support the application due to a lack of a long term guarantee for fully step free, accessible transport to and from the airport terminal to coincide with train arrivals and departures.

It considers that if buses and taxis are to be used to provide such access, then the vehicles must be completely accessible for all people using mobility and sensory aids.

It notes the lack of a disabled toilet within the development and requests that tactile paving, signage, hearing loops, help points (braille and verbal), provision of level access between trains and the platform and heating in shelters be provided.

It raises concern related to the lack of an all access footbridge at Petty Level Crossing given the barrier this would create to access to the countryside.

A lack of reference to the future dualling of the A96 between Inverness and Nairn is highlighted in the response.

- 5.10 **Health and Safety Executive** do not object to the application as the development does not cross any consultation zones.
- 5.11 **Highlands and Islands Airports Ltd Safeguarding Team** do not object to the application. It notes that the development falls within the safeguarded zone for Inverness Airport. It requires conditions to safeguard operations at Inverness Airport, including those related to lighting, landscape and bird hazard management and construction.
- 5.12 **Scottish Water** does not object to this application. It highlights that the proposal impact on existing Scottish Water assets therefore the applicant should be contact Scottish Water's Asset Impact Team to discuss mitigation.
- 5.13 **Scottish Environment Protection Agency** does not object to this application subject to conditions. It requires an updated Flood Risk Assessment (FRA) to be submitted at the detailed design stage to ensure: no detrimental impact on flood risk as a result of changes to, or extension of, culvert 86H; no loss of Woodend Burn floodplain capacity as a result of the widening of the embankment; preservation of the flood route through the western part of the site; provision of appropriate compensatory storage; no flooding to the new infrastructure as a result of proposed mitigation measures.
- 5.14 **Transport Scotland** do not object to this application subject to a condition to secure directional signage to the proposed development on the A96(T).

# 6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

# 6.1 Highland Wide Local Development Plan 2012

- 09 A96 Corridor Phasing and Infrastructure
- 13 Tornagrain
- 28 Sustainable Design
- 29 Design Quality & Place-making
- 31 Developer Contributions
- 41 Business and Industrial Land
- 42 Previously Used Land
- 43 Tourism
- 51 Trees and Development
- 52 Principle of Development in Woodland
- 56 Travel
- 57 Natural, Built & Cultural Heritage
- 58 Protected Species
- 59 Other important Species
- 64 Flood Risk
- 66 Surface Water Drainage
- 72 Pollution
- 74 Green Networks
- 77 Public Access

## 6.2 Inner Moray Firth Local Development Plan 2015 (IMFLDP):

Policy 3 – Strategy for Growth Areas, Inverness to Nairn Growth Area Strategic Employment Areas – Inverness Airport Policy IA1 Inverness Airport Business Park

# 6.3 Highland Council Supplementary Planning Policy Guidance

Construction Environmental Management Process for Large Scale Projects (August 2010) Developer Contributions (November 2018) Flood Risk and Drainage Impact Assessment (Jan 2013) Green Networks (Jan 2013) Highland Historic Environment Strategy (Jan 2013) Highland's Statutorily Protected Species (March 2013) Managing Waste in New Developments (March 2013) Sustainable Design Guide (Jan 2013) Trees, Woodlands and Development (Jan 2013)

# 7. OTHER MATERIAL POLICY CONSIDERATIONS

# 7.1 Scottish Government Planning Policy and Guidance

Scottish Planning Policy (2020) National Planning Framework 3 (2014) Planning Advice Note 1/2011: Planning & Noise Planning Advice Note 75 -Planning for Transport

## 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.

## **Determining Issues**

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.

# **Planning Considerations**

- 8.3 The key considerations in this case are:
  - a) compliance with the development plan and other planning policy;
  - b) design and layout;
  - c) removal of Overbridge 87 and Stopping-Up Order for the U5409;
  - d) land at Norbord site;
  - e) closure of Petty Level Crossing;
  - f) roads traffic and public access;
  - g) drainage and flood risk;
  - h) construction impacts;
  - i) amenity impacts;
  - j) archaeology;
  - k) woodland and trees;
  - I) protected species: and
  - m) any other material considerations.

### Development plan/other planning policy

- 8.4 The vision set out in the Highland-wide Local Development Plan (HwLDP) supports the delivery of a new railway station at Dalcross.
- 8.5 Further the vision set out in the Inner Moray Firth Local Development Plan (IMFDP) is to enable more efficient forms of travel. The delivery of a new rail station at Dalcross is identified within the Major Infrastructure Requirements of the IMFLDP to improve public transport.
- 8.6 The site itself sits within an area identified both in the HwLDP (Policy 9) and the IMFLDP (Policy IA1) for the development of the Inverness Airport Business Park. The designation identifies over 200 ha of land for development as a business / research and development park / hotel / conference centre. The policy reflects the original planning permission for the business park (08/00215/OUTIN) which included the requirement for a rail halt as a planning condition. It also recognises the

associated allocation of Tornagrain New Town located to the south of the business park. Dalcross Railway Station has been identified as a transport linkage, helping to ensure that Tornagrain is a sustainable community.

- 8.7 A number of the general policies contained within the Highland wide Local Development Plan are directly applicable to this application including, but not restricted to, Policy 28 (Sustainable Design), Policy 56 (Travel), Policy 57 (Natural Built and Cultural Heritage) and Policy 64 (Flood Risk). The particular policy tests that must be taken into account in determining this application, include matters related to layout, design, place-making and infrastructure provision.
- 8.8 The Scottish Government's National Planning Framework for Scotland 3 (NPF3) highlights seven cities, together with their surrounding regions, that will continue to be the focus of investment. In respect of Inverness and the Inner Moray Firth area a new rail station at Dalcross is regarded as an important development for economic and connectivity benefits. While not identified as a "national development", the support for the development through NPF3 is material consideration which should be afforded significant weight in the decision making process.
- 8.9 The site is an integral part of the emerging Inverness Airport Business Park (IABP) that includes a range of occupiers including a hotel, distribution centre, renewable energy support industry and industrial units. Development at the IABP is guided by a master-planning framework for the development of the business park in four main phases. This application is consistent with the master-plan elements of the IABP masterplan.
- 8.10 There is an extant planning permission (20/00701/FUL) for the erection of a single platform railway halt and works to facilitate the closure of Petty Level Crossing. Therefore, the principle of a rail halt in this location is established. The primary changes that are sought through this application are the fully accessible double platform halt (with delivery of double track section of railway), removal of Overbridge 87, a reduction in carparking spaces, a rail link to the Norbord site and a footbridge to provide pedestrian access at Petty Level Crossing. The remainder of this report will consider the impacts of the proposed development.

### **Design and Layout**

- 8.11 The development falls within an open low-lying agricultural area already impacted by key road links, rail and airport activities. The site lies within the Coastal Farmlands (Moray and Nairn) Landscape Character Type. The main element of the development (rail halt) falls within an area which is allocated for significant future development. In this regard the proposals will have low landscape impact on this environment given that the dualling of the A96(T) that is expected to come forward soon. However, this application does propose more above ground infrastructure than the extant planning permission (20/00701/FUL). Key visible elements arising from the development to the surrounding area will include footbridges (including the lift), signage, fencing, lighting / CCTV columns, parking areas and shelters. The halt will also include real time passenger information and ticket purchase machines.
- 8.12 The applicant has provided visualisations within submitted Design and Access Statement demonstrating how the rail halt may look when completed. These shows

that the principle impact will be from the footbridge at the rail halt and the two lift towers (maximum height of 10 metres) at each platform that would connect the stepped footbridge to provide access to both planforms. This visualisation also shows the development layout at the rail halt which includes the lighting, carparking, fencing and landscaping. The existing overbridge on the airport access road (C1017) and the existing railway line is also visible. Inverness Airport and Inverness Business Park are located to the north of the rail halt site.

- 8.13 The rail halt is a contemporary design and would be similar to other halts along this route. The lift towers will become a new visual feature in the landscape but due to the halt being located on much lower ground than this section of the airport access road it should not appear too intrusive. The waiting shelters are 6 bay and measure 9.55m x 1.6m with a height of 2.56m. The platforms will also include the cycle shelters, seating stations, fencing and lighting columns. The lift towers will be clad with steel sheeting. The external colours for the waiting shelter, lift towers and footbridge have yet to be confirmed, but can be secured through planning conditions.
- 8.14 It is proposed that there will be 'Orbital' cycle shelters on each platform accommodating up to 20 bicycles each. Representations received request long-term secure storage for bicycles. In response the applicant advises that the British Transport Police has concerns in relation to long-term storage at train stations and that the location of this halt, so close to Inverness Airport, makes it particularly sensitive from a counter terrorism perspective and therefore long-term bicycle storage cannot be provided. However, the cycle shelters will be covered, and CCTV will be in operation.
- 8.15 The proposed rail halt will provide key infrastructure that will deliver the opportunity for journeys to Inverness Airport through public transport from Inverness and Aberdeen.

### Removal of Overbridge 87 and Stopping-Up Order for the U5409

- 8.16 In order to facilitate the dual track this application proposes to remove Overbridge 87 (OB87) which is located to the south east of the site. The OB87 is a stone arch bridge over the Aberdeen to Inverness railway line. The bridge is not wide enough to accommodate the dual track. OB87 links an existing active travel route U5409 to Inverness Airport from the C1017. The stopping-up of the U5409 will be subject to a separate Stopping-Up Order to both the north and south of the bridge. While the closure of the U5409 is not a matter for this application, it has to be given a level of consideration.
- 8.17 There will be a new footbridge and accessible lifts provided at the halt to replace the OB87. Although the lifts will not be in operation from 11:30pm 5am as the electricity at the station will be powered off. The footbridge will remain open to the public albeit it will not be lit.
- 8.18 Transport Planning has not raised any concerns with the removal of the OB87 and the closure of the U5409 as this is considered to be a secondary route and there will be another principle route on the airport access road (C1017). Furthermore, there will be bollards to the south and the north on this route to ensure that no vehicles have access. There will also be new signage to ensure people are aware of the new

route as a consequence of the removal of the OB87 and closure of the U5409. This will be considered in detail and agreed through the Road Construction Consent process.

### Land at Norbord site

8.19 A small area of land is included within the application site near to the Norbord site where the project will provide a rail link to facilitate the movement of freight by rail. This would be located to the south side of the railway line where there are open fields. The link will be screened by the trees to the north side of the railway line. In the interests of climate change and modal shift, this is welcomed.

## **Closure of Petty Level Crossing**

- 8.20 The applicant's Design and Access Statement highlights the Scottish Government's priority rail projects which include commuting services between Elgin and Inverness including a new station at Dalcross; hourly service between Inverness and Aberdeen and the reduction in journey times. It also reflects Network Rail priorities which include proposals to facilitate the closure and partial closure of Level Crossings in Scotland. The Petty Level Crossing has been identified for closure.
- 8.21 Currently there are 2 crossing points for pedestrians; at Petty and at Woodend that is approximately 450m further to the north east of Petty Level Crossing and consists of kissing gates. The Woodend crossing is private and although it has historically been used by the public it is not intended or available for public use. Trains passing this crossing are more likely to be going slower as the crossing is closer to the proposed rail halt where trains will be slowing down and speeding up. Petty Level Crossing is located on the C1020 and is single carriage that connects A96(T) to the B9039. Petty Level Crossing is presently equipped with an automatic half barrier crossing.
- 8.22 While the closure of the crossing itself is not a matter for the application, it has required a level of consideration given the proposed works sought to facilitate the crossing. It remains that the case that to allow a legal closure of the Level Crossing that an order under Section 207 of the Town and Country Planning (Scotland) Act 1997 (As Amended) is required.
- 8.23 The previous application (20/00701/FUL) highlighted 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 benefits in terms of the proposal to close the Petty Level Crossing. These safety issues may become a greater issue with the likely increase of users due to the developments at Tornagrain and Inverness Airport. The dualling of the A96(T) road 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 Inverness Airport, Business park and Tornagrain localities.
- 8.24 The applicant considers that Level Crossings represent one of the principal public safety risks on the railway. As a result the applicant considers Level Crossing the

closure of a Level Crossing is the only way to guarantee public safety. It has highlighted that Petty Level Crossing has a history of misuse and is considered to be high risk.

- 8.25 The applicant proposes the closure of Petty Level Crossing for a number of performance and safety reasons. The reasons provided by the application include:
  - the development will increase safety risk due to complication with the introduction of the new rail halt and associated timing issues on the crossing sequencing and barrier down time;
  - the location of the 'strike points' to the east of the station will result in significant barrier down time to cater for stopping and non-stopping trains, which may increase the risk of mis-use;
  - the location of the 'strike point' to the west of the station, may fail to detect train movement from the (potential) Norbord sidings heading east, which would be unacceptable;
  - the siding connection will introduce (potential) detection issues;
  - there are compatibility issues with the new and existing signalling: and
  - the increase in speed and frequency of trains.
- 8.26 Turning heads would be on the Dalcross Station Road at both the north and south sides of the track. This will allow the houses on the south of the track to be serviced and for vehicles to turn if they inadvertently use this route. During the assessment of the application it was recognised that the proposed turning head to the south of Petty Level Crossing was located a significant distance from crossing. This had the potential to raise issues in terms of servicing the properties here and vehicles not being able to turn when the reach the end of the road. Amended plans were submitted showing the turning head moved adjacent to the crossing. The re-located turning head is supported by Transport Planning.
- 8.27 It is understood that the closure of Petty Level Crossing will cause inconvenience to local users, and this has been highlighted in the representations. The applicant has proposed to provide a new overbridge, with cycle trough, 100 metres to the east of the Level Crossing as mitigation for the closure. This will be accessed via a new footpath that will be fenced off from the railway line. This has been secured through discussions with the application since the renewal of the previous planning permission (20/00701/FUL). The location of the bridge will require the removal of a number of trees. The applicant will be required to provide compensatory planting for any trees that are removed, which can be secured through planning condition.
- 8.28 The bridge itself will have 3 landings before the deck height which will be 6.3 metres above the railway line to make passive provision for the future electrification of the line. The structure will be constructed with steel tressle supports which will be finished in green to reduce the visual impacts when read against the existing trees.
- 8.29 While this is not ideal, as the bridge does not provide an ability access, it will provide an access to some pedestrians and cyclists. A ramp option was explored however this would require an increase in land take, resulting in further tree loss. A lift option was also discounted as this would introduce a significant structure into this rural landscape. Furthermore, the recent pedestrian survey of crossing users recorded no children crossing without the aid of an adult and no elderly or disabled persons

crossing. The applicant does not consider that it is proportionate to the current or likely future usage.

- 8.30 Representations have been received in relation to access to private drainage infrastructure that would be affected by the closure of Petty Level Crossing. The applicant has confirmed that the development will not impact the residents' existing private drainage infrastructure. It will mean that access to the drainage will be more difficult however the applicant has also confirmed that they are in talks with the residents to find a resolution to this issue. In order to minimise the impact on the most affected residents it is considered that details of that arrangement can be secured through planning condition .
- 8.31 Transport Planning has recommended that a condition is attached to ensure that the new active travel bridge has been provided and a formal Order for the stopping-up of the C1020 Dalcross Station Road has been progressed prior to closure of the Petty Level Crossing. It also recommends that details for traffic sign changes associated with the Level Crossing are included through the required Road Construction Consent.
- 8.32 The applicant has stated that they are in discussions to close the Woodend Level Crossing. This crossing provides rights of access to the properties at Woodend. This does not form part of this application as it involves the discharge of private rights of access. It is considered that the new proposed pedestrian footbridge will provide a safer alternative to this Level Crossing.

#### **Road Traffic and Public Access**

- 8.33 The application seeks to deliver a railway stop 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 area.
- 8.34 The proposal is considered to have good access from the Airport Link Road. The improvements to the access road to the station are welcomed, catering for road traffic as well as pedestrians and cyclists. The links for non-motorised users would be via a segregated and direct link between the airport, business park and Tornagrain. This route is a valuable part of the local network for non-motorised users.
- 8.35 The car park has been designed in accordance with the Highland Council's Roads and Transport Guidelines for New Development. The car park will include 64 spaces (including 4 disabled spaces), 2 motorcycle parking bays, 10 electric vehicle charging spaces, bus layby and drop-off / pick-up facilities. The proposed car park will operate a one-way circulatory system with one entry and exit junction.
- 8.36 Transport Planning did not raise any concern in relation to the design of the car parking facilities. It was noted that if parking charges were to be introduced then a scheme detailing how this would be managed to avoid parking on the public road network should be provided. Overall, it is considered appropriate to secure a scheme for the monitoring of the use of the car park and the surrounding roads for parking should be secured by condition. This will be secured through planning condition.

- 8.37 The submitted Transport Statement concludes that the predicted peak period of vehicular trips generated by the development would be less than that predicted from the previous proposal (20/00701/FUL). Given the proposed reduction in car parking provision at the station (160 spaces previously reduced to 64), Transport Planning is content with this approach. Furthermore, if the development is designed and operated correctly, this new facility should help to reduce longer distance vehicular trips on the public roads connecting Nairn to Inverness.
- 8.38 The extant planning permission makes provision for a park and ride facility. This is not within the remit of Network Rail to deliver. The Council will continue to work with HiTrans to facilitate the delivery of a park and ride in this area. In relation to this application officers have liaised with HiTrans and Network Rail on the layout of the car park and the access road to ensure that it does not prejudice the delivery of a park and ride at a future date.
- 8.39 Although no shuttle bus is proposed from the rail halt to Inverness Airport and the wider area, It is understood that the local bus operators, Stagecoach, are willing to service the rail halt. It was proposed that a bus stop should be installed on the Airport Service Road (C1017), however Transport Planning raised safety concerns with vehicles travelling at a high speed and poor visibility. There is adequate space within the car park for buses to service the rail halt. As recommended by Transport Planning, a condition can ensure the timeous delivery of facilities for buses. There should also be real time information provided for the bus service and this can also be secured through planning condition.
- 8.40 Transport Planning raised concerns in relation to the proposed widths of the access ramps and requested that they are increased from 2m to 3m in order to allow pedestrian and cyclists to safely shared use of that ramps. Subsequent discussions clarified that standards would require ramps greater than 2.5m wide to have additional central handrails for safe pedestrian access. This would reduce the available width for pedestrians and cyclists to safely share use of that ramp, which would go against the intention of its use. It was therefore agreed that the ramps should be 2.5m and this will be secured through an appropriate planning condition. Transport Planning has also requested that the new active travel connection to the westbound platform on the southern side of the rail halt from the U5409 that will be stopped-up is also built to a similar 2.5m width.
- 8.41 Transport Planning and the Access Officer requested that a stepped access off the C1017 was installed to provide direct access on the eastbound platform. However, the applicant confirmed that this was ruled out when further consideration was given to improving the pedestrian access to the westbound platform, with the proposed new bridge and lifts providing connection to both platforms. This is accepted.
- 8.42 The Dalcross footway / cycle route (U5049) and the route adjacent to the Airport Link Road (C1017) that passes the eastern side of the proposed railway halt that connects to Inverness Airport and the surrounding businesses has been highlighted by Transport Planning. However, during the assessment of the application the applicant confirmed that HiTrans in partnership with Network Rail and HIAL will provide enhancements to this active travel route. To ensure that these improvements are inplace in a timely manner Transport Planning has recommended that a suitable

worded condition is attached to any planning permission. As with the previous proposal it will be recommended that to support active travel the 1.4km route of the U5049 and the path adjacent to the C1017 require to be improved. This work shall require to be undertaken during the first phase of this development and completed by first use of the railway station. A short and long-term maintenance agreement will require to be established and submitted for the approval of the Planning Authority.

- 8.43 The applicant has been informed of the requirement to include lighting for the U5409 to the south of the railway line as this route needs to be safe and attractive for people to use all year round and at all times when the station is in operation. While the applicant has set out it will require Transport Scotland approval as the project sponsor, a condition can be attached to any permission which may be granted to secure the lighting of this important active travel route.
- 8.44 In relation to the closure of Petty Level Crossing Transport Planning has requested that a new formalised waiting area on the B9039 opposite the northern end of the C1020 Dalcross Station Road is installed with a shelter for school children using school transport. This is required to ensure that school children have a safe pick-up due to the change of routing of school services and the removal of the Level Crossing.

### Drainage and Flood Risk

- 8.45 The land for the development lies within an area identified by SEPA as at risk of flooding, however neither SEPA nor the Council's Flood Risk Management Team (FRM) have raised any objection. Planning conditions could be attached to ensure no land raising takes place and that the carpark is built on existing ground levels. The ground levels of these areas are lower than the surrounding landform therefore it has no natural outfall. Rainfall accumulating in these areas either infiltrates to the ground or evaporates. The applicant will be required to submit an updated Drainage Impact Assessment prior to any works commencing as noted in both SEPA and the FRM Team comments in paras 5.5 and 5.13.
- 8.46 Furthermore, the development of the A96(T) dualling project to the south of the site will likely change the surface water provisions locally. In addition, there are concerns over the watercourse / swales / drainage associated with the airport. For this reason, both HIAL, in conjunction with SEPA, will need to be consulted in relation to the finalised SuDs scheme, which is shown as entering into the current airport water swales. The key requirement of the final drainage design will be to ensure there is no increased flooding downstream of the development.
- 8.47 Transport Planning has been involved in discussions with the consultants designing the drainage for the roads within this development. These discussions have identified there are different options for the form of drainage required and that is should be possible to design and deliver a suitable roads drainage arrangement. As this is the case, Transport Planning do not require any additional information but request that a condition is attached to ensure the drainage details are submitted prior to works commencing.

### **Construction Impacts**

- 8.48 The main element of the development is not anticipated to have any significant adverse construction impacts given the separation of the site from the nearest residential property. By using best practice construction management, the anticipated impacts with the construction can be minimised. Developers must 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 set restrictions in terms of operation, plant and equipment used, noise level etc. The use of cranes will require to be limited due to proximity to the airport.
- 8.49 The development is not expected to have any adverse impact 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. As badgers have been identified, mitigation has been laid out this includes employing an appropriately experienced badger specialist to oversee the construction and ensure safe passage for the badgers.
- 8.50 It is anticipated that there will be construction impacts in relation to the erection of the new footbridge adjacent to Petty Level Crossing. Concerns were raised in relation to this by Environmental Health. There has been no mitigation proposed in respect of the anticipated impact of the construction of this development will have on the properties adjacent to Petty Level Crossing. It is however predicted that during the construction phase of the development the very high noise levels would be for very short periods of time, around 5 minutes and will be restricted to daytime. This will be secured through planning conditions.
- 8.51 Impacts of construction can be managed through a Construction Environment Management Document and a Construction Traffic Management Plan. Both of these can be sought by condition.

# **Amenity Impacts**

- 8.52 The principal impacts of this developed related to the closure of Petty Level Crossing and the provision of additional capacity on the rail network as a result of the twin tracking of the line. The applicant has cited case law which sets out that Network Rail benefit from provisions related to statutory authority in relation to noise, therefore the agent of change principle does not apply. The onus is therefore on the applicant to ensure that the operational noise is both necessary and unavoidable. The applicant has been approached to consider further mitigation but were unwilling to do so with the use of permanent sound barriers being discounted as impracticable and the imposition of a speed limit discounted due to the impact on journey times. Environmental Health has accepted the lack of mitigation given the aforementioned case law and removed its objection to the application.
- 8.53 Appropriate conditions can be attached to reduce the impact of dust and external lighting.

# Archaeology

8.54 The site has no known archaeological interests. However, it is located in an area of archaeological potential. It was previously requested that when groundbreaking works are undertaken the area should be subject of an evaluation in order to establish the archaeological content and potential. This will still be the case should this application be granted. Depending on the results, a 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.

## Woodland and Trees

8.55 The applicant confirmed that there would be significant woodland removal to facilitate this development and has proposed to provide compensatory planting. The Forestry Officer has confirmed that the proposed compensatory planting is not adequate and 0.64ha additional planting would be required. 0.64ha of further compensatory planting and tree protection measures will be secured through planning conditions.

## **Protected Species**

- 8.56 The application is supported by an Ecological walkover survey and Badger Mitigation Plan. The survey was undertaken in July 2020 to update the previous surveys undertaken. The survey was undertaken to determine if there were any significant changes in terms of the presence or other wise of protected species on site that may be impacted by the development following on from the earlier planning permissions on the site. The survey summarises the findings in terms of protected species identified and provides further guidance on further survey and any licensing and/or mitigation required. The potential impact on badgers and their setts was assessed and a badger mitigation plan provided in support of a licence to disturb badgers from NatureScot.
- 8.57 The survey found no evidence of Otters, Pine marten, Water Voles or Wildcat. Furthermore, there was no den sites located for either Pine marten or Wildcat.
- 8.58 A number of trees were identified as having potential roost features for bats. These were categorised as having low potential with a small number of features. Two bridges within the development area were considered to offer the potential to support bats and further survey work is recommended if significant works will cause disturbance. This will be secured through conditions.
- 8.59 The walkover survey recorded a number of breeding birds with some carrying food to nests, showing signs of distress, or displaying indicating nests nearby within the trackside vegetation and elsewhere on site. However, no Schedule 1 birds were recorded. One nest (Yellowhammer) with young and one suspected nest within the de-vegetated area was identified. A buffer of 5m was established and the area left uncut.
- 8.60 A number of badger setts were identified within the survey area. The locations of these setts are at a distance from the main works and reflect the results of the 2019

survey. The main sett and associated annex sett and outliers adjacent to the Norbord works is within 30m of the proposed construction works associated with the Norbord access (turnout and headshunt). A Badger Mitigation Plan has been provided and will be secured through planning condition.

- 8.61 In respect of Invasive non-native species (INNS) there was evidence of Lupin (*Lupinus polyphyllus*) around the trackside at the main road bridge. This is a garden escape and readily flowers and sets seed in the UK. It can be controlled ahead of works by herbicide treatment. The soil in the vicinity should be left in situ and not spread around the site during construction.
- 8.62 The findings of the survey will be incorporated into the Construction Method Statement. The aim will be to minimise the impact of the proposed works on the biodiversity of the site. Where works may directly impact on protected species then licensing will be required. It is considered that appropriate mitigation can be secured through the Construction Method Statement to reduce any impact.

#### Other material considerations

- 8.63 The applicant has confirmed that ScotRail will be responsible for maintaining the land within the station lease, which includes the proposed ramped access from the C1017 Airport Access Road.
- 8.64 A number of matters have been identified by Access Panels within the area related to provision for users of the station. While many of these matters will be matters for the operator of the station rather than the applicant, the applicant has been approached in relation to the matters highlighted and have provided a response as follows:
  - "Disabled toilet As the station is unstaffed station toilet facilities will not be provided. Toilets attract vandalism and are often misused. Toilet provision is provided on board trains;
  - Tactile paving Tactiles are included within the design and will be provided;
  - Hearing loops/help points Hearing induction loops are to be provided on both platform to relay passenger announcements. Help points will also be provided at low level with braille signage on both platforms. Customer information screens will also be provided on both platform as well timetabling information on poster boards. Passenger announcements will also be made via the long line public announcement (LLPA);
  - Waiting shelter The waiting shelters are open and there is no provision for heating, as this would be impracticable;
  - Platform height designed to match rolling stock When undertaking detailed design the project will undertake calculations to minimise the step from platform to train. Unfortunately there is a range of rolling stock (trains) that run on this line including passenger trains, freight trains, heritage trains and it is also a diversionary route, therefore there is a range of train profiles. When designing the position of the coping stones to the track there is a balance between ensuring trains can run through the platform without striking the coping stones and minimising the stepping. The project will seek to achieve the optimum values, however for the above reasons it will not be step free, but we will seek the minimal value whilst ensuring clearance."

- 8.65 While the proposal is of a type that falls within the provisions of the Town and Country Planning (Changing Places Toilet) (Scotland) Regulations 2020, it is not of the scale which would require a Changing Places Toilet to be delivered.
- 8.66 In relation to aviation interests, matters related to landscaping, drainage and bird strike require consideration through the finalised landscaping proposals which should not include any fruiting plants / trees. This can be addressed through use of a planning condition.
- 8.67 There are no other material considerations

#### Non-material considerations

- 8.68 The following matters, which have been raised through representations to the applications, are not material planning considerations:
  - a) Provision of a Cycle and Ride scheme
  - b) The frequency of HGVs utilising the C class road at Petty for timber extraction;
  - c) Train speed misinformation;
  - d) Impact on views from properties;
  - e) Lack of structural surveys on the properties at Petty Level Crossing in relation to the faster heavier trains; and
  - f) The naming of the new footbridge.

#### 9. CONCLUSION

- 9.1 The application has attracted a number of concerns, primarily related to the proposed closure of the C1020 Dalcross Station Road over Petty Level Crossing and the proposed mitigation for the closure of the Level Crossing. It is the convenience of the crossing that is of concern and lack of all abilities crossing. These concerns must be weighed against the strong policy support for the development of the rail halt in this area and the operational and safety interests highlighted by Network Rail. The matter of the stopping up of the Petty Level Crossing and Overbridge 87 are not matters for this application and will be subject to a separate statutory process. Only the works proposed to facilitate the stopping up can be considered through this application.
- 9.2 The design and layout of the proposed development are generally acceptable. Finalised drawings remain to be approved in collaboration with several consultees to ensure detailed matters associated with access, drainage, landscape, and air safety can be considered further. These can be addressed through planning conditions and informatives. In a similar manner ecological safeguards / protection can be secured.
- 9.3 The development of a rail halt and its associated infrastructure is seen as a valuable asset for the continued investment at Inverness Airport, the Inverness Airport Business Park and the community of Tornagrain. It will facilitate the delivery of the vision and spatial strategy set out in the Development Plan and assist in modal shift to more sustainable modes of transport.
- 9.4 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. IMPLICATIONS

- 10.1 Resource: Not applicable
- 10.2 Legal: Not applicable
- 10.3 Community (Equality, Poverty and Rural): Not applicable
- 10.4 Climate Change/Carbon Clever: The application if granted would facilitate journeys for business, commuting and leisure in the area by sustainable transport, thus reducing the impact on journeys by private cars. Furthermore, the development would provide 10 EV charging points.
- 10.5 Risk: Not applicable
- 10.6 Gaelic: Not applicable

#### 11. RECOMMENDATION

#### Action required before decision issued N

**Subject to the above,** it is recommended that planning permission be **GRANTED**, subject to the following:

#### **Conditions and Reasons**

1. No development or work shall commence until a detailed specification for all proposed external materials and finishes (including trade names and samples where necessary) has been submitted to, and approved in writing by, the Planning Authority. Thereafter, development and work shall progress in accordance with these approved details.

**Reason:** In order to enable the planning authority to consider this matter(s) in detail prior to the commencement of development; in the interests of amenity.

2. No development shall commence until a timetable for the stopping-up of the C1020 Dalcross Station Road (located at Petty Level Crossing) and associated footbridge and the new school waiting area (on the B9039 opposite the junction with the C1020) has been submitted to and approved by the Planning Authority.

Thereafter, the approved details will be fully implemented in accordance with the approved details prior to the closure of Petty Level Crossing. For the avoidance of doubt the closure of Petty Level Crossing shall not be implemented until a meaningful start has been made in respect of the proposed rail halt. **Reason**: To ensure key elements of the development are implemented in timeous manner when balanced against changes to existing service provision.

3. No development shall commence until a timetable for the stopping-up of the U5409 and the removal of the existing Overbridge 87 (OB87) has been submitted to and approved by the Planning Authority.

Thereafter, the approved details will be fully implemented in accordance with the approved details prior to the stopping-up of the U5409. For the avoidance of doubt the closure of U5409 and the removal of OB87 shall not be implemented until a meaningful start has been made in respect of the proposed rail halt.

**Reason:** To ensure key elements of the development are implemented in timeous manner when balanced against changes to existing service provision.

4. No development shall commence on site until a construction phase Traffic Management Plan (including a routing plan for construction vehicles) has been submitted to, and approved in writing by, the Planning Authority. The approved Traffic Management Plan shall be implemented prior to development commencing and remain in place until the development is complete.

**Reason**: To protect road safety and the amenity of other users of the public road and rights of way.

- 5. No development shall commence until a Travel Plan, which sets out proposals for reducing dependency on the private car, has been submitted to, and approved in writing by, the Planning Authority. The Travel Plan shall include:
  - i. Measures for extending and/or increasing the frequency of the existing local bus services;
  - ii. Details for the management, monitoring, review and reporting of these measures; and
  - iii. Details of the duration of the Travel Plan.

The approved Travel Plan shall thereafter be implemented from the date of first occupation of any part of the development.

**Reason:** In order to reduce dependency on the private car and to encourage greater use of public transport.

6. No development shall commence until a scheme for bus stop signs, lay-bys and shelters with the provision of real time bus information has been submitted to and approved in writing by the Planning Authority.

Thereafter the development shall not be occupied until the approved scheme has been implemented in full.

**Reason**: In order to facilitate the use of a variety of modes of transport.

7. No development shall commence until a scheme for the delivery of directional signage (inclusive of design details) to and from the proposed rail halt shall be submitted on the local and trunk road networks has been submitted to and approved in writing by the Planning Authority in consultation with Transport Scotland.

Thereafter the scheme shall be implemented prior to the first operation of the development.

**Reason**: To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the local and trunk road networks will not be diminished.

- 8. No development shall commence until a Construction Environmental Management Document has been submitted to and approved in writing by the Planning Authority in consultation with HIAL. The Document shall include:
  - a) An updated Schedule of Mitigation (SM) including all mitigation proposed in support of the planning application, other relevant agreed mitigation (e.g. as required by agencies) and set out in the relevant planning conditions;
  - b) Processes to control / action changes from the agreed Schedule of Mitigation;
  - c) The following specific Construction and Environmental Management Plans (CEMP):
    - (i) Habitat and Species Protection Plans for badger, bat, otter, ground nesting birds and red squirrel supported by precommencement protected species surveys, inclusive of the mitigation identified in the Ecological Walkover Survey and Badger Mitigation Plan (*Young, Paul : Nov 2020*);
    - (ii) Residual Forest Waste Management Plan;
    - (iii) Pollution prevention plan;
    - (iv) Dust management plan, details of a dust mitigation scheme designed to protect neighbouring properties from dust arising from the construction phase of this development;
    - (v) Construction Noise, Vibration and Assessment and Mitigation Plan in accordance with BS5228 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise;
    - (vi) Site waste management plan;
    - (vii) Measures to protect public and private water supplies; including an emergency response plan;

- (viii) Measures to protect private drainage infrastructure;
- (ix) Measures to prevent the spread of any non-native invasive species that may be present on the site;
- (x) Construction Method Statement in relation to all equipment to be used on site ensuring that the equipment will not affect the operation of Inverness Airport;
- d) Provision of a communication plan to ensure all contractors are aware of the possible presence of protected species frequenting the Site and the laws relating to their protection;
- e) Details of the appointment of an appropriately qualified Environmental Clerk of Works (ECoW) with roles and responsibilities including but not limited to power to Stop the Job / Stop the Activity should a breach or potential breach of mitigation or legislation occurs.
- f) Statement of responsibility to 'stop the job / activity' if in potential breach of a mitigation or legislation occurs;

Unless otherwise agreed in writing by the planning authority the development shall then proceed in accordance with the approved CEMD.

**Reason**: To secure the final detailed information on the delivery of all on-site mitigation projects and to protect the environment from the construction and operation of the development.

- 9. No development shall commence until a detailed Outdoor and Active Travel Access Plan of public access across and to the site, and adjacent (as existing, during construction and following completion) has been submitted to, and approved in writing by, the Planning Authority. The details shall show:
  - i. All existing access points, paths, core paths, tracks, rights of way and other routes (whether on land or inland water), and any areas currently outwith or excluded from statutory access rights under Part One of the Land Reform (Scotland) Act 2003, within and adjacent to the application site;
  - ii. All proposed and enhanced paths, tracks and other routes for use by walkers, riders, cyclists, all-abilities users, etc. and any other relevant outdoor access and active travel enhancement (including construction specifications, signage, information leaflets, delivery mechanisms, proposals for on-going maintenance etc.). For the avoidance of doubt this shall include:
    - a) the details of the paths to and from the active travel bridge at the Petty Level Crossing;
    - b) details of the active travel bridge at the Petty Level Crossing;
    - c) details of the proposed enhancements to the active travel link between the Rail Halt and Inverness Airport Terminal;
    - d) details of all active travel links into the Rail Halt inclusive of

details of handrail locations and fully surfaced paths delivered at no less than 2.5m in width.

iii. Proposed improvements of paths, tracks or other routes (whether on land or inland water), temporary or permanent, proposed as part of the development (including details of mitigation measures, diversion works, duration and signage).

The approved Outdoor and Active Travel Access Plan, and any associated works, shall be implemented in full prior to the first occupation of the development or as otherwise may be agreed within the approved plan.

**Reason:** In order to safeguard public access both during and after the construction phase of the development.

10. The external lighting system shall be designed and installed in accordance with the best practice contained in the Institute of Lighting Professionals document Guidance Notes for the Reduction of Obtrusive Light.

**Reason:** In the interests of amenity.

11. 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, 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.

12. Prior to any site excavation or groundworks, a Tree Protection Plan and Arboricultural Method Statement shall be submitted to and subsequently approved in writing by the Planning Authority, in accordance with BS5837:2012 (Trees in Relation to Design, Demolition and Construction).

Barriers are to remain in place throughout the construction period and must not be moved or removed without the prior written approval of the Planning Authority.

**Reason:** To ensure the protection of retained trees throughout the construction period.

13. A suitably qualified Arboricultural consultant must be employed by the applicant to ensure that the Approved Tree Protection Plans and Arboricultural Method Statement (AMS) are implemented the agreed standard. Stages requiring supervision are to be set out in the AMS for the written agreement of the Planning Authority and certificates of compliance for each stage are to be submitted for approval.

**Reason:** To ensure the protection of retained trees throughout the construction period.

- 14. No development shall commence until a compensatory planting plan has been submitted to and approved in writing by the planning authority. The Compensatory Planting Plan must provide for compensatory planting of no less than 0.64 hectares to replace existing trees and woodland areas that are to be removed to accommodate the Development and must include as a minimum:
  - a. details of the proposed planting at Dalcross, Inverness, including:
    - i. The location of any and all area(s) to be planted,
    - Copies of the land agreements in place with the relevant landowner(s) which allow delivery of the compensatory planting;
  - b. detail of the associated timescales for implementing the compensatory planting including any phasing, which shall be no later than the first planting season following commencement of works or development on any element of the development;
  - c. proposals for the maintenance, for a minimum period of 5 years, and establishment of the Replanting Scheme, including the frequency of checks, suitable triggers for any necessary replacement planting (including timing of the aforementioned planting), fencing, ground preparation and drainage
  - d. proposals for reporting to the planning authority on compliance with timescales for implementation of the Replanting Scheme

The approved Plan shall be implemented in full, unless otherwise agreed in writing by the planning authority.

Reason: To comply with Scottish Government Policy on Woodland Removal and in the interests of amenity.

- 15. No development shall commence on each phase until a detailed scheme of hard and soft landscaping works related to each phase has been submitted to and approved in writing by the Planning Authority. Details of the scheme shall include:
  - i. All earthworks and existing and finished ground levels in relation to an identified fixed datum point;
  - ii. A plan showing existing landscaping features and vegetation to be retained;
  - iii. The location and design, including materials, of any proposed walls, fences, gates, seating and other landscaping features, including 1:20 scale plans showing the detail of the feature;
  - iv. All soft landscaping and planting works, including plans and schedules showing the location, species and size of each individual tree and/or

shrub and planting densities. Fort he avoidance of doubt no fruit bearing trees or shrubs shall be planted; and

v. A programme for preparation, completion and subsequent on-going maintenance and protection of all landscaping works.

Landscaping works shall be carried out in accordance with the approved scheme.

• All planting, seeding or turfing as may be comprised in the approved details shall be carried out in the first planting and seeding seasons following the commencement of that phase of development to which the scheme relates.

Any trees or plants which within a period of five years from the completion of the phase of development to which they relate, die, for whatever reason are removed or damaged shall be replaced in the next planting season with others of the same size and species.

**Reason**: In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site

16. A suitably qualified consultant must be employed at the applicants' expense to ensure that the Landscape Plan is implemented to the agreed standard. Stages requiring supervision are to be agreed with the Planning Authority and certificates of compliance for each stage are to be submitted for approval.

Reason: In the interests of amenity.

- 17. No development shall commence until an updated Flood Risk Assessment (FRA) has been submitted to and approved in writing by, the Planning Authority. This shall include further analysis to demonstrate that:
  - there will be no detrimental impact on flood risk as a result of changes to, or extension of, culvert 86H;
  - there will be no loss of Woodend Burn floodplain capacity as a result of the widening of the embankment. Appropriate compensatory storage should be provided;
  - the flood route through the western part of the rail halt site will be preserved. Full details of any mitigation proposed to ensure that there is no flooding to the new infrastructure should be provided. The FRA should also demonstrate that there will be no increase in pass forward flow (through the site) as a result of the works.

Thereafter, only the approved details shall be implemented.

**Reason:** To ensure that all flood mitigation infrastructure, required in order to reduce the risk of flooding occurring both within and outwith the application site, is provided timeously.

18. No development shall commence until an updated Drainage Impact Assessment (DIA) has been submitted to and approved in writing by, the Planning Authority. This shall include:

- calculations that demonstrate that all storms up to and including the 200 year plus climate change event are managed on site;
- discharge into a receiving watercourse is limited to the predevelopment greenfield rate for a range of return periods;
- confirmation that space is allocated to provide SuDs for the road drainage; and
- the proposed maintenance responsibilities/requirements for the drainage network are provided

Thereafter, only the approved details shall be implemented.

19. No development shall commence until full details of 2 covered and secure communal bicycle storage/racking system for 20 bicycles each have been submitted to, and approved in writing by, the Planning Authority. Thereafter, the storage/racking system shall be installed in accordance with these approved details prior to the first occupation of the development hereby approved.

Reason: In order to facilitate the use of a variety of modes of transport.

20. No development shall commence until full details for the new active travel ramps and footways (including lighting) have been submitted to, and approved in writing by, the Planning Authority.

For the avoidance of doubt the active travel ramps and footways shall be constructed to a minimum width of 2.5m. The footway shall be designed and constructed in accordance with The Highland Council's Road Guidelines for New Developments standards.

Thereafter, the approved details shall be installed in accordance with the approved details prior to the first occupation of the development hereby approved.

**Reason:** In the interests of pedestrian and cyclist safety.

- 21. No development shall commence until full details of the permanent lighting scheme(s) have been submitted to, and approved in writing by, the Planning Authority in consultation with HIAL. It shall include details of:
  - i. lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal;
  - ii. type, height and location of all lighting, temporary and permanent; and
  - iii. a maximum height of 7m for proposed lighting on C1017 to the station car park.

The approved lighting scheme is to be implemented as approved on commencement of the development. No subsequent alterations shall take

place unless first submitted to and approved in writing by the Planning Authority.

**Reason:** It is necessary to control the permanent lighting arrangements on this development to avoid confusion with aeronautical ground lights or glare which could endanger the safe movement of aircraft and the operation of Inverness Airport.

- 22. No development shall commence until a Bird Hazard and Landscape Management Plan has been submitted to, and approved in writing by, the Planning Authority in consultation with HIAL. It shall include details of:
  - i. earthworks, including the removal, storage and distribution of soil;
  - ii. monitoring of any standing water within the site temporary or permanent;
  - iii. drainage details including sustainable urban drainage schemes (SuDs), including consideration of any netting;
  - iv. management of any areas which may attractive to nesting, roosting and "loafing" birds; and
  - v. maintenance of planted and landscaped areas, particularly in terms of height and species of plants.

The plan shall be implemented as approved on commencement of the development and shall remain in force for the life of the development. No subsequent alterations to the plan are to take place unless submitted to and approved in writing by the Planning Authority.

**Reason:** It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and operation of Inverness Airport.

23. Should cranes be utilised as part of the construction process the aerodrome must be consulted and approval granted before their use.

**Reason:** To ensure construction equipment does not endanger the safe operation of aircraft by breaching the Obstacle Limitation Surfaces or interfering with the communication, navigation aids or surveillance equipment.

24. 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. For the avoidance of doubt this shall include the upgrade of the footpath adjacent to the C1017, the U5409 active travel route between the new station and the airport and pedestrian link from the Petty Level Crossing to the site have been upgraded.

**Reason:** To ensure key elements of the development are implemented in timeous manner when balanced against changes to existing service provision.

25. No development shall commence until a scheme for management and monitoring of the car parking within the site and on the adjacent local roads

has been submitted to and approved in writing by the Planning Authority. This shall detail:

- a) All management arrangements for the car park;
- b) Monitoring of the use of the car park and cycle parking provision within the site;
- c) Monitoring of the use of the local road network adjacent to the site for car parking;
- d) Review mechanism for management arrangements for car parking within the site and a scheme of mitigation and monitoring for any proposed changes to the management of the car park. Any mitigation will be required to demonstrate that it will avoid the parking of cars on the local road network.

Thereafter, the scheme shall be implemented prior to first operation of the site. **Reason:** To ensure the car parking is managed in a manner which does not adversely affect the safety and free flow of the local road network.

26. No works or development to facilitate the closure of the Petty Level Crossing shall commence until a scheme has been submitted to and approved in writing by the Planning Authority, following prior consultation with affected residents by the applicant, to ensure safe access to services and infrastructure associated with residential properties within 100m of the Petty Level Crossing. Thereafter the scheme shall be implemented prior to closure of the Petty Level Crossing.

**Reason**: In the interests of amenity.

# **REASON FOR DECISION**

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.

# TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION

In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), the development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

# FOOTNOTE TO APPLICANT

### **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.

- 1. 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.
- 2. 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.

# 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 application, with written justification and plans to allow these matters to be formally considered.

### 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 (paragraph 259), planning permission does not remove the liability position of developers or owners in relation to flood risk.

### Scottish Water

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

## Septic Tanks & Soakaways

Where a private foul drainage solution is proposed, you will require separate consent from the Scottish Environment Protection Agency (SEPA). Planning permission does not guarantee that approval will be given by SEPA and as such you are advised to contact them direct to discuss the matter (01349 862021).

## Local Roads Authority Consent

In addition to planning permission, you may require one or more separate consents (such as road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Area 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: <u>http://www.highland.gov.uk/yourenvironment/roadsandtransport</u>

Application forms and guidance notes for access-related consents can be downloaded from:

http://www.highland.gov.uk/info/20005/roads\_and\_pavements/101/permits\_for\_wor king\_on\_public\_roads/2

### 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.

### **Construction Hours and Noise-Generating Activities**

You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact <u>env.health@highland.gov.uk</u> for more information.

# **Protected Species – Halting of Work**

You are advised that work on site must stop immediately, and NatureScot must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from NatureScot: <a href="https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species">https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species</a>

Designation: Area Planning Manager – South

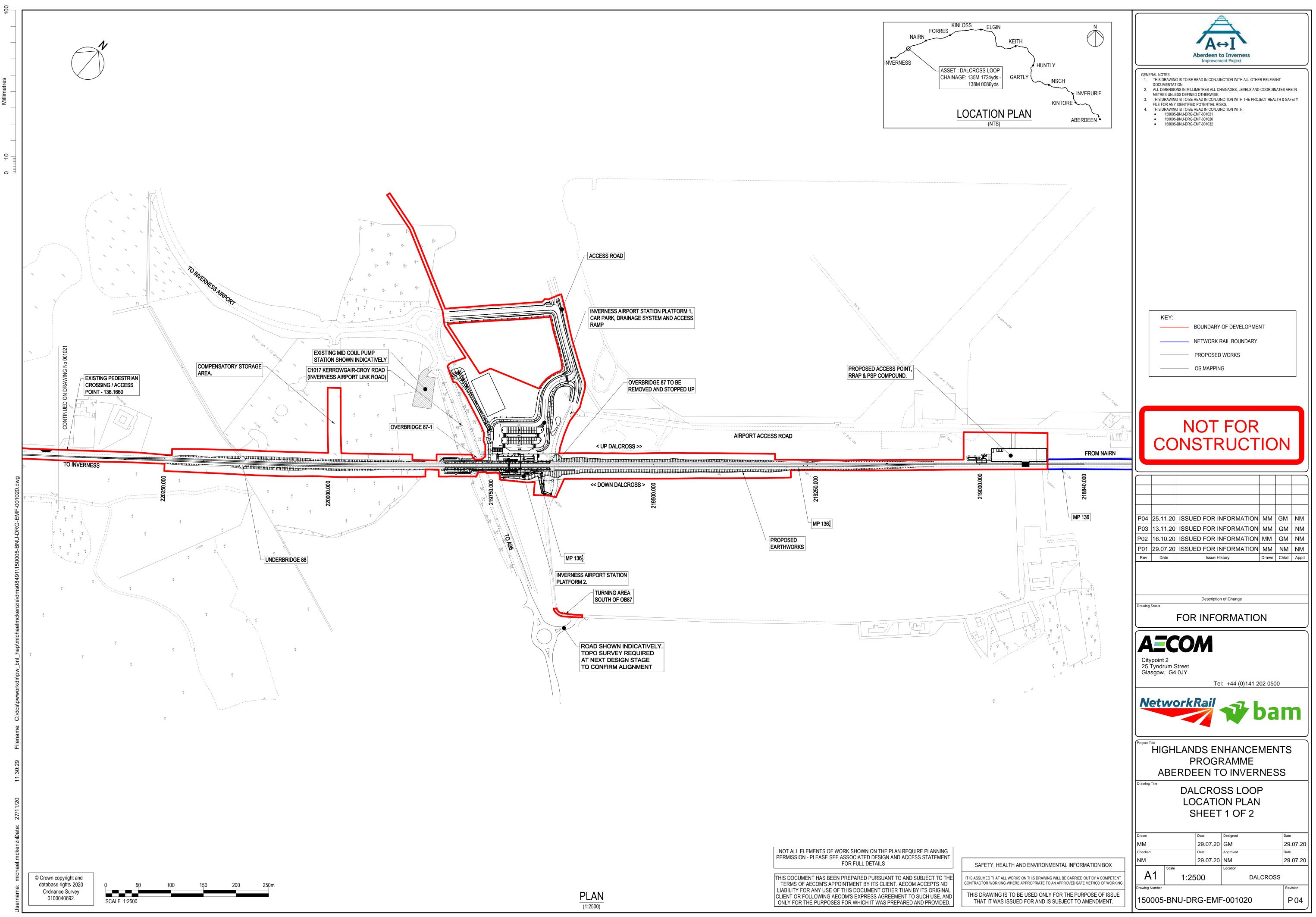
Author: Claire Farmer – Planner, Strategic Projects Team

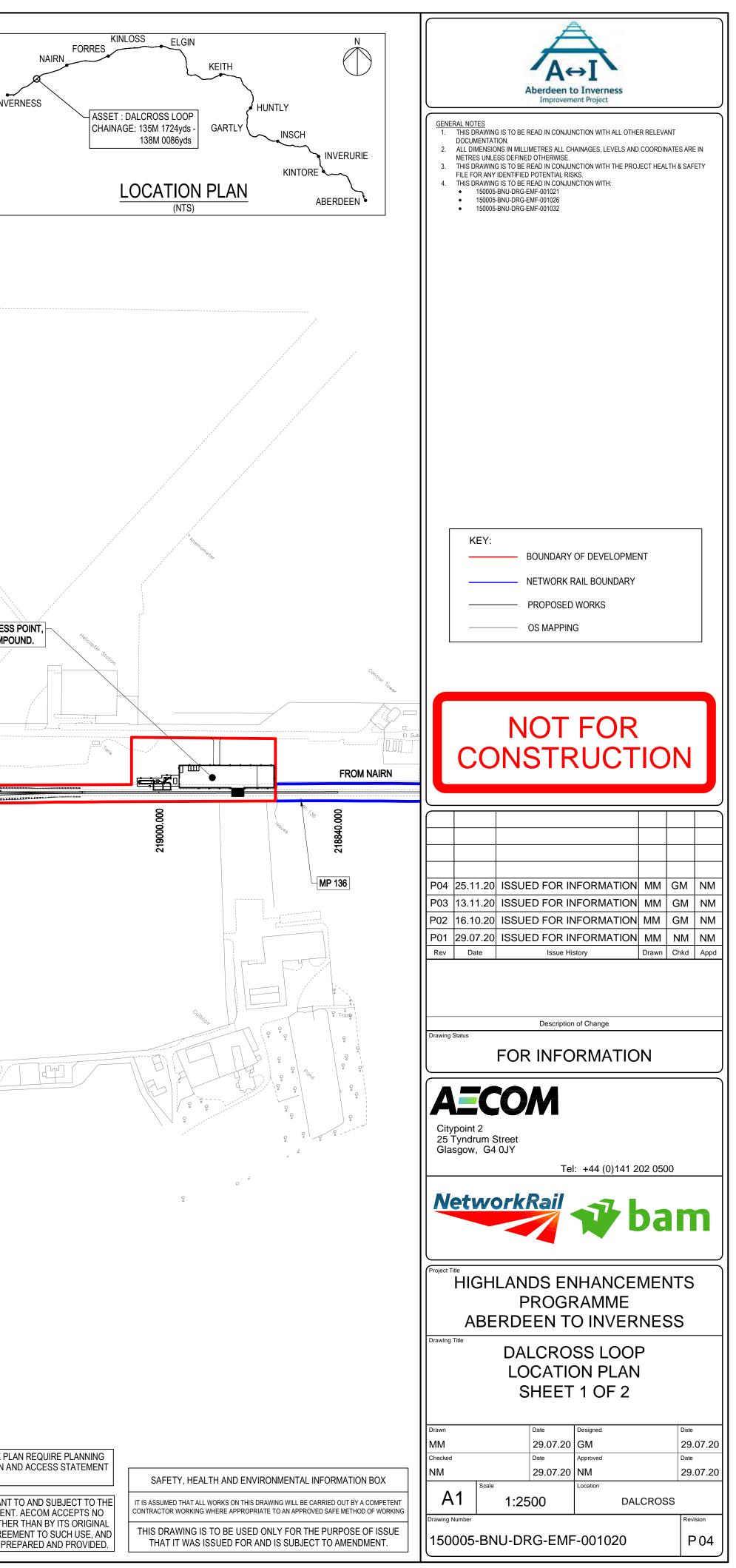
Background Papers: Documents referred to in report and in case file.

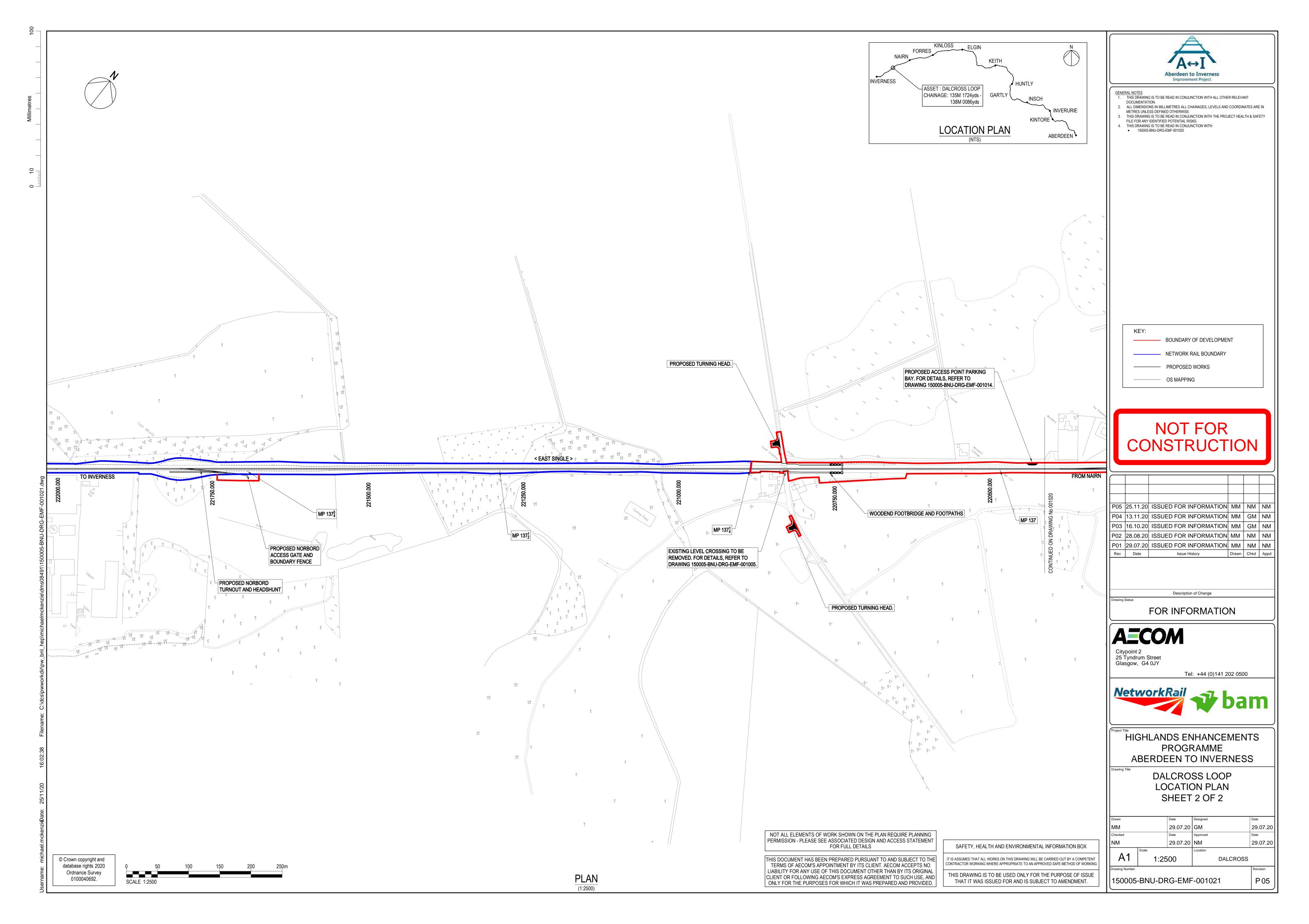
Relevant Plans:

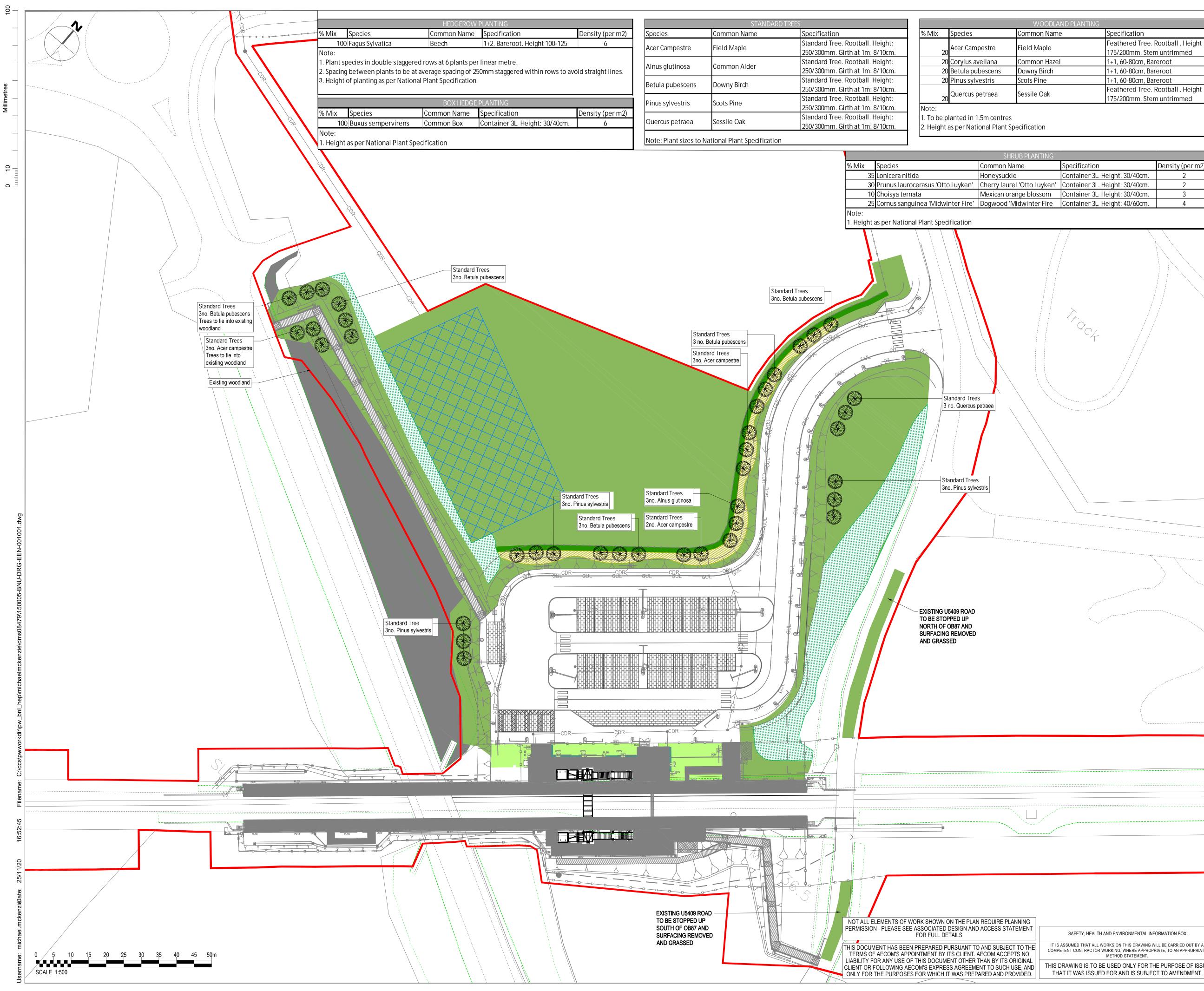
- Plan 1 150005-BNU-DRG-EMF-001020 REV P04 Location Plan Sheet 1 of 2
- Plan 2 150005-BNU-DRG-EMF-001021 REV P05 Location Plan Sheet 2 of 2
- Plan 3 150005-BNU-DRG-EEN-001001 REV A05 Landscaping Plan
- Plan 4 116647-BNU-DRG-EMF-001016 REV P04 Elevation Plan
- Plan 5 150005-BNU-DRG-EMF-001004 REV P05 Site Layout Plan East
- Plan 6 150005-BNU-DRG-EMF-001007 REV P05 Layout Plan Station and Car Park
- Plan 7 150005-BNU-DRG-EMF-001009 REV P04 Section Plan
- Plan 8 150005-BNU-DRG-EMF-001010 REV P03 Section Plan
- Plan 9 150005-BNU-DRG-EMF-001014 REV P03 Site Layout Plan West Access Point
- Plan 10 150005-BNU-DRG-EMF-001015 REV P05 Site Layout Plan Proposed Car Park
- Plan 11 150005-BNU-DRG-EMF-001017 REV P02 Elevation Plan
- Plan 12 150005-BNU-DRG-EMF-001006 REV P06 Site Layout Plan Station and Car Park
- Plan 13 150005-BNU-DRG-EMF-001011 REV P01 Elevation Plan Sheet 1 of 3
- Plan 14 150005-BNU-DRG-EMF-001012 REV P03 Elevation Plan Sheet 2 of 3
- Plan 15 150005-BNU-DRG-EMF-001017 REV P02 Elevation Plan Sheet 3 of 3

Plan 16 - 005-BNU-DRG-EMF-001018 REV P04 General Plan – North Access Ramp Plan 17 - 150005-BNU-DRG-EMF-001022 REV P03 Site Layout Plan – South Access Ramp Plan 18 - 150005-BNU-DRG-EMF-001023 REV P03 Site Layout Plan – OB87 Removal Plan 19 - 150005-BNU-DRG-EMF-001029 REV P03 Site Layout Plan – Earthworks East Plan 20 - 150005-BNU-DRG-EMF-001030 REV P02 Section Plan – Cross Section Plan 21 - 150005-BNU-DRG-EMF-001031 REV P01 Location Plan - Norbord Plan 22 - 150005-BNU-DRG-EMF-001032 REV P02 Turning Point – South Plan 23 - 150005-BNU-DRG-EMF-002000 REV P01 Site Layout Plan - Footbridge 1 of 3 Plan 24 - 150005-BNU-DRG-EMF-002001 REV P01 Elevation Plan - Footbridge 2 of 3 Plan 25 - 150005-BNU-DRG-EMF-002002 REV P01 Elevation Plan – Footbridge 3 of 3 Plan 26 - 150005-BNU-ERG-EMF-001013 REV P02 General Plan – Typical Details Plan 27 - 150005-BNU-DRG-EMF-002002 REV P 02 Elevation Plan – Footbridge Plan 28 - 150005-BNU-DRG-EMF-001027 REV P03 General Plan - Tree Loss Plan 29 - 150005-BNU-DRG-EMF-001028 REV P03 General Plan – Tree Loss Plan 30 - 150005-BNU-DRG-EMF-001021 REV P06 Location Plan Plan 31 - 150005-BNU-DRG-EMF-001034 REV P04 General Plan – Station Road









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PLANTING Specification	A
Feathered Tree. Rootball . Height 175/200mm, Stem untrimmed	Zer A⇔I N
1+1, 60-80cm, Bareroot	Aberdeen to Inverness Improvement Project
1+1, 60-80cm, Bareroot 1+1, 60-80cm, Bareroot	GENERAL NOTES
Feathered Tree. Rootball . Height	1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT     DOCUMENTATION.
175/200mm, Stem untrimmed	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. GUIDANCE HAS BEEN TAKEN FROM NETWORK RAIL GUIDELINES, GOOD PRACTICE GUIDE FOR ROADS AND SCOTS GUIDANCE.
	LEGEND
cification Density (per m2)	
tainer 3L. Height: 30/40cm. 2	RED LINE PLANNING BOUNDARY
tainer 3L. Height: 30/40cm.         2           ntainer 3L. Height: 30/40cm.         3	
ntainer 3L. Height: 40/60cm. 4	PROPOSED STANDARD TREES TOTAL NO: 38
	PROPOSED NATIVE MEADOW GRASS
	MG5 BY SCOTIA SEEDS OR SIMILAR AND APPROVED TOTAL AREA: 8983m <sup>2</sup> AND ANY AREAS DISTURBED DURING CONSTRUCTION
	PROPOSED WOODLAND PLANTING TOTAL AREA: 1249m <sup>2</sup>
	PROPOSED HEDGEROW PLANTING TOTAL LINEAR METER: 108m
	PROPOSED BOX HEDGE PLANTING TOTAL LINEAR METER: 21m
~~~~ // ```````````````````````````````	PROPOSED SHRUB PLANTING TOTAL AREA:405m <sup>2</sup>
	PROPOSED AMENITY GRASS A19 (ALL PURPOSE LANDSCAPING) BY GERMINAL OR SIMILAR AND APPROVED TOTAL AREA:323m <sup>2</sup>
	PROPOSED GEOCELLUAR STORAGE AND FILTER DRAIN SYSTEM
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	A04         13/11/20         FOR PLANNING         PT         RH         CH           A03         11/09/20         FOR PLANNING         CS         JD         CH
	A02 24/06/19 ISSUED FOR FORM 001 MB JD CH
	A01 02/04/19 ISSUED FOR IDC MB JD CH
	Rev         Date         Issue History         Drawn         Chkd         Appd
	Description of Change Drawing Status
	FOR ACCEPTANCE
	AECOM
	Citypoint 2
	25 Tyndrum Street
N	Glasgow, G4 0JY Tel: +44 (0)141 354 6000 Fox: +44 (0)141 332 2622
	Fax: +44 (0)141 332 2632
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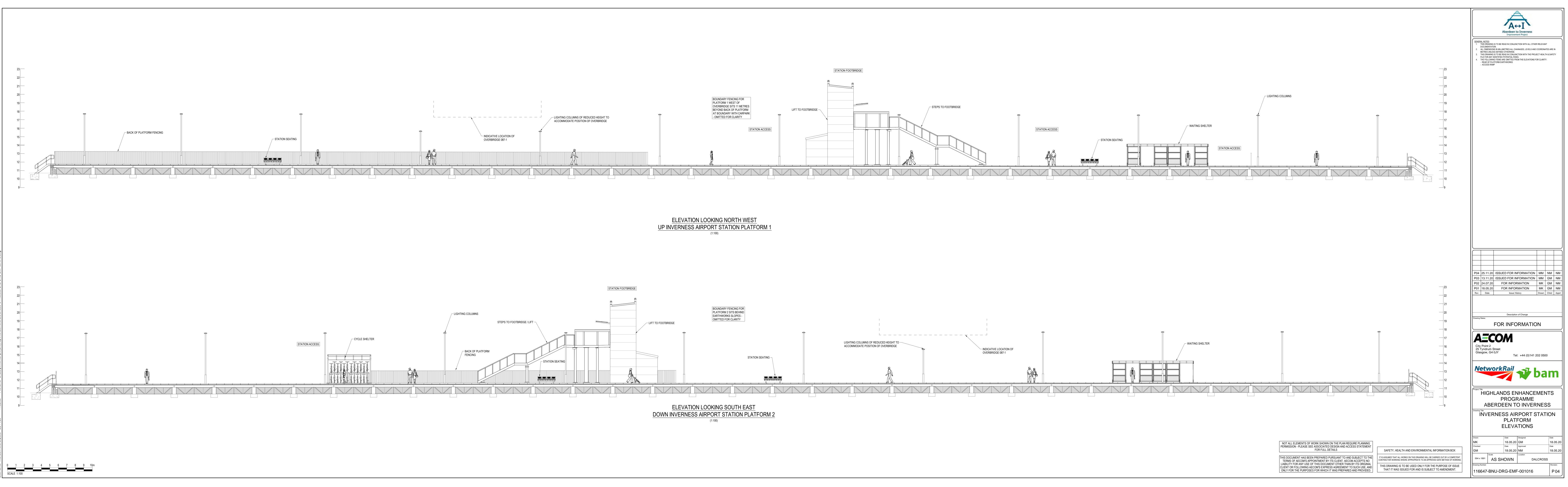
### HIGHLANDS ENHANCEMENTS PROGRAMME ABERDEEN TO INVERNESS DrawIng Title

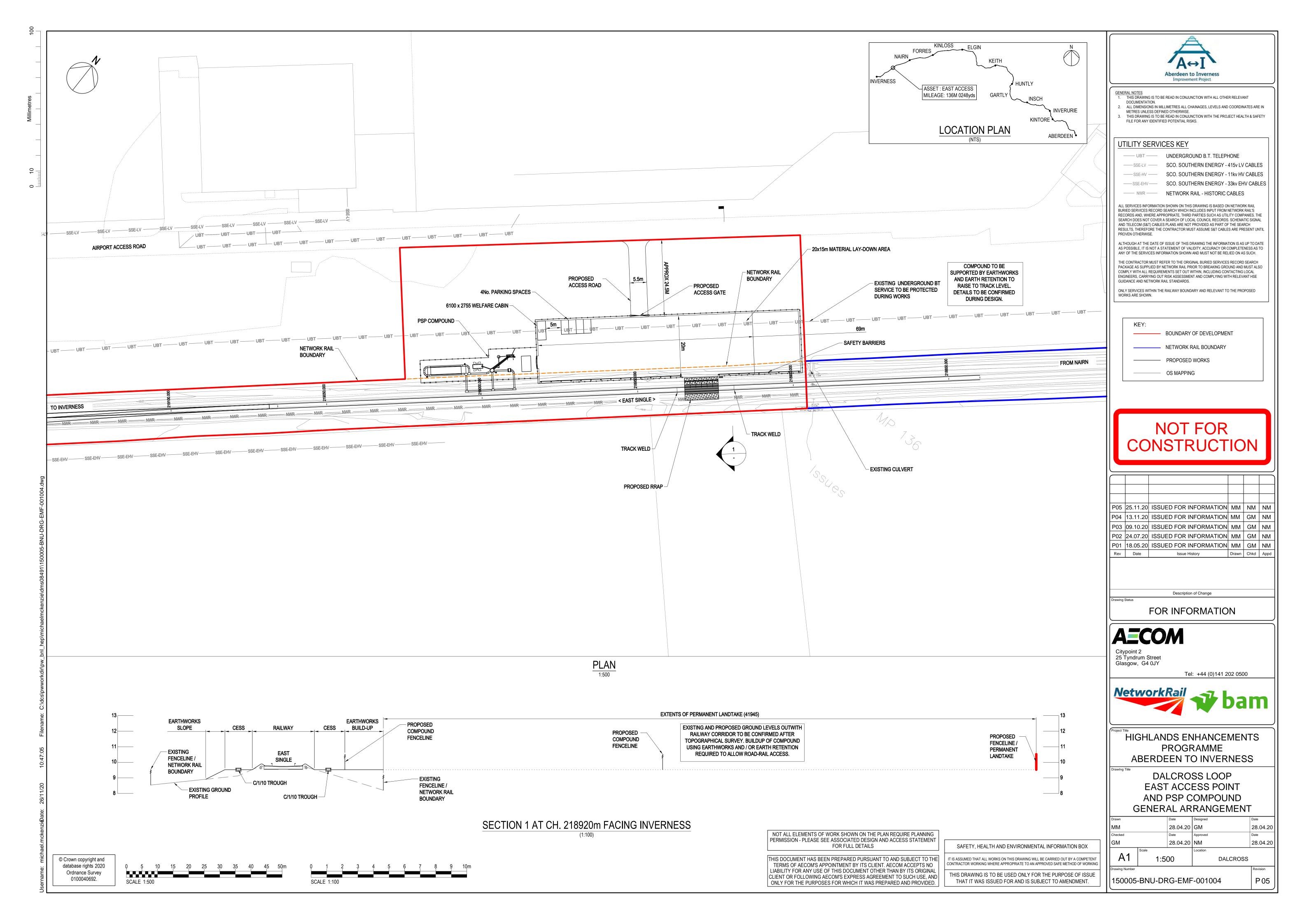
## DALCROSS STATION PROPOSED CAR PARK LANDSCAPE PLAN

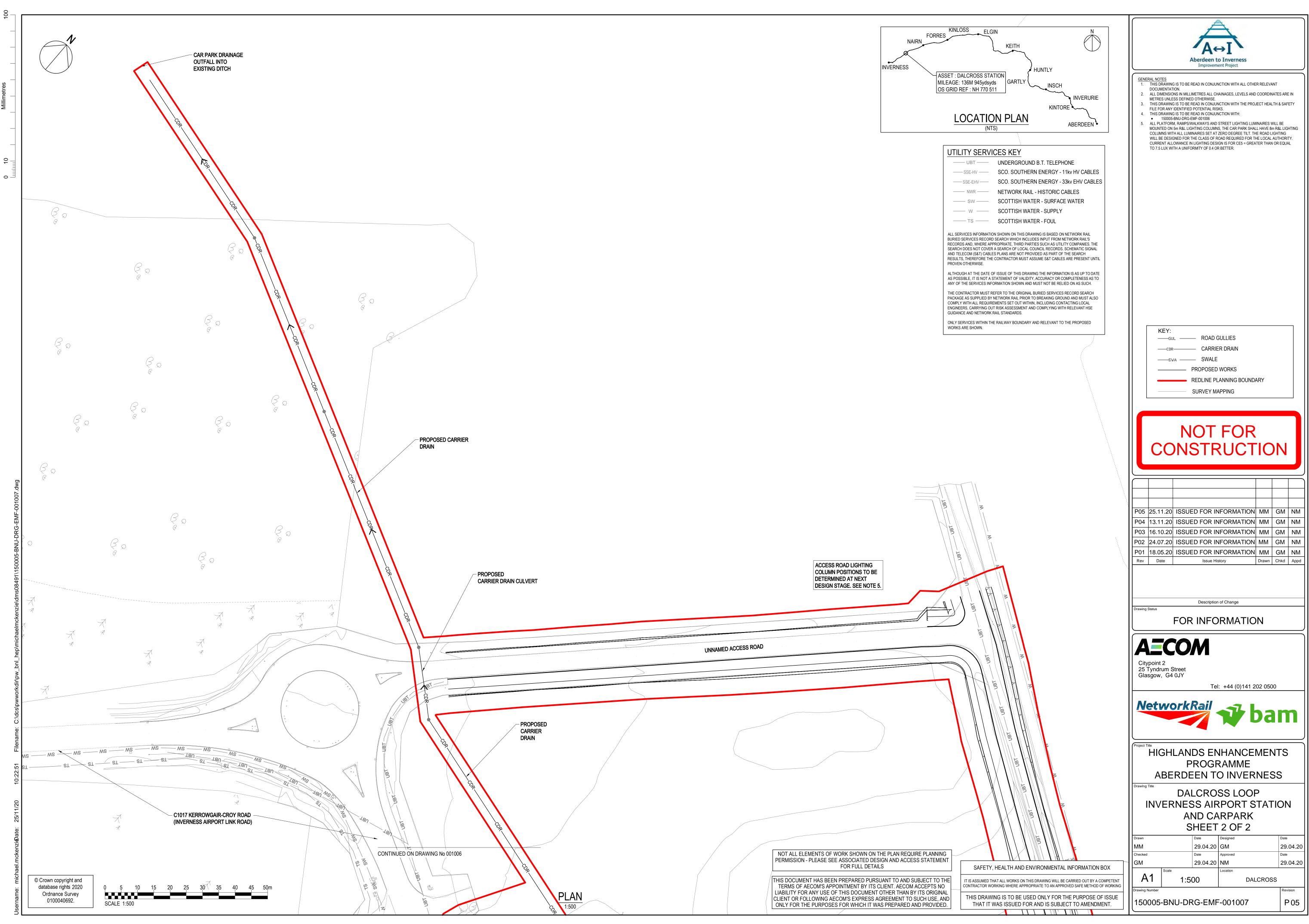
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MB		02/04/19	PT	PT
Checked		Date	Approved	Date
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	Scale		Location	
A1 1:500@ A1			DALCROSS STAT	ΓΙΟΝ
Drawing Number				Revision
150005-BNU-DRG-EEN-001001				A05

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.

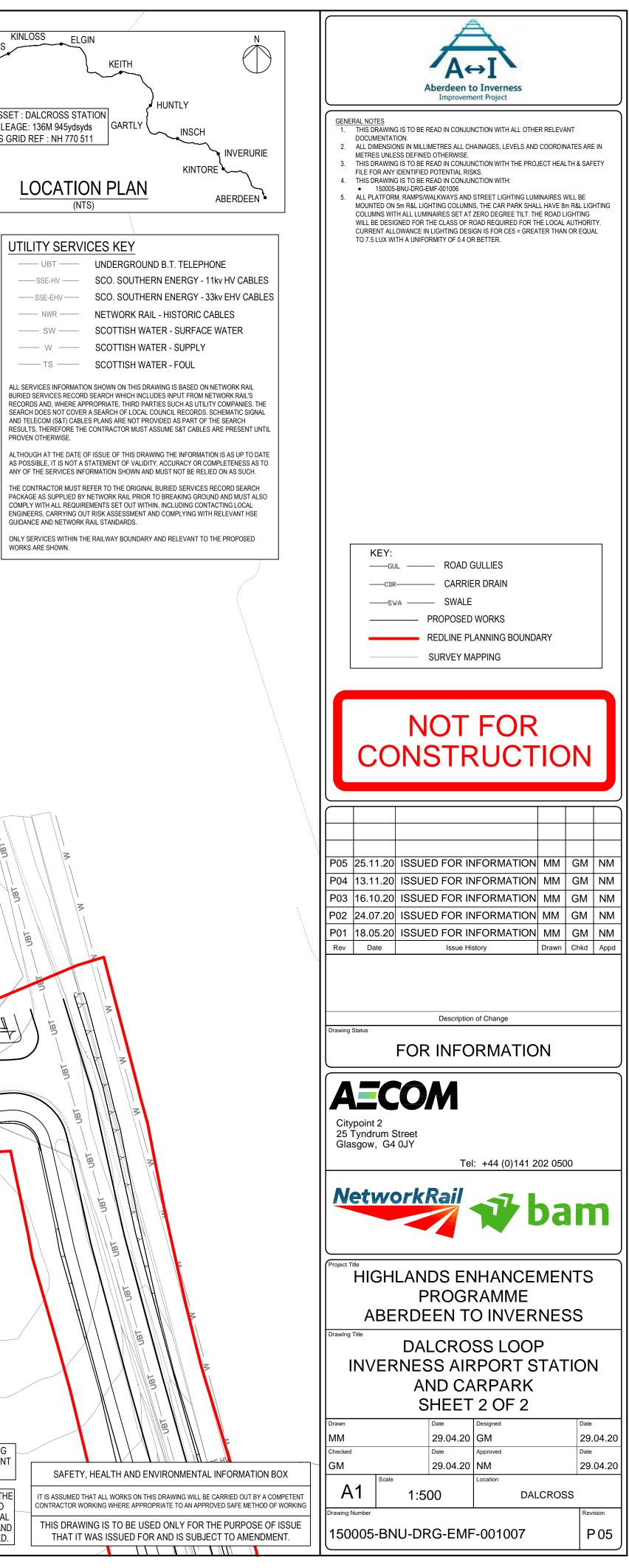
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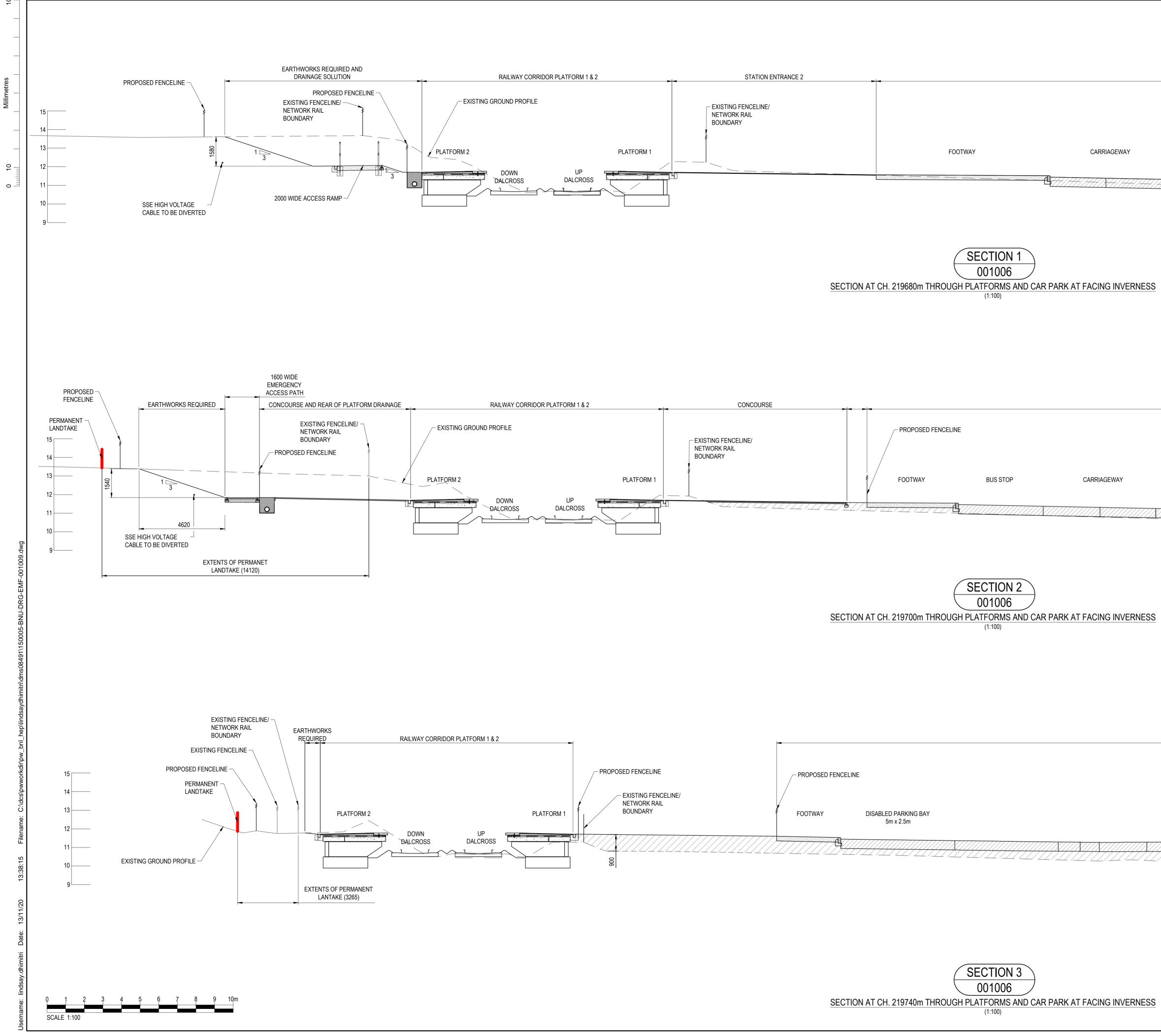




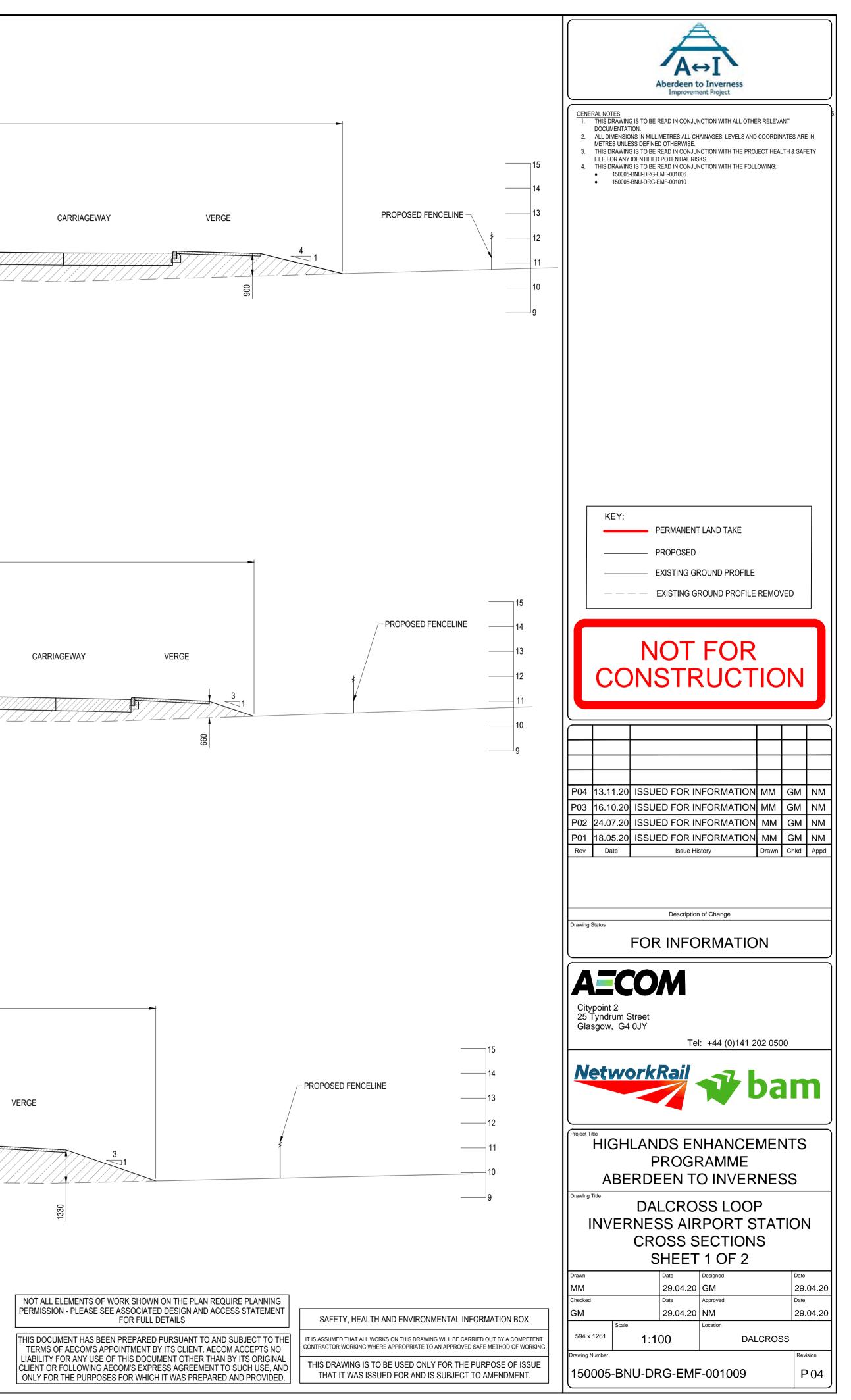


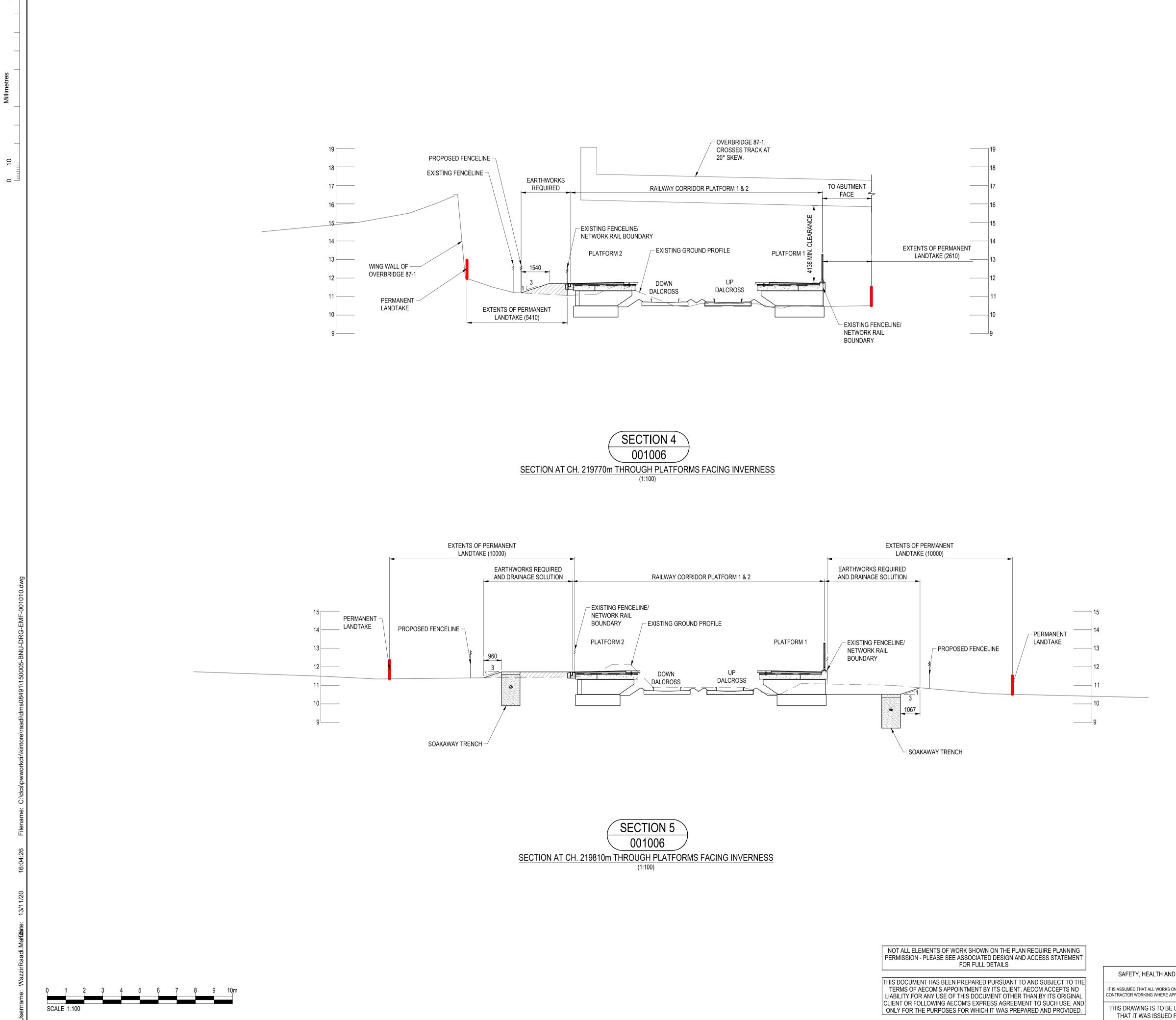
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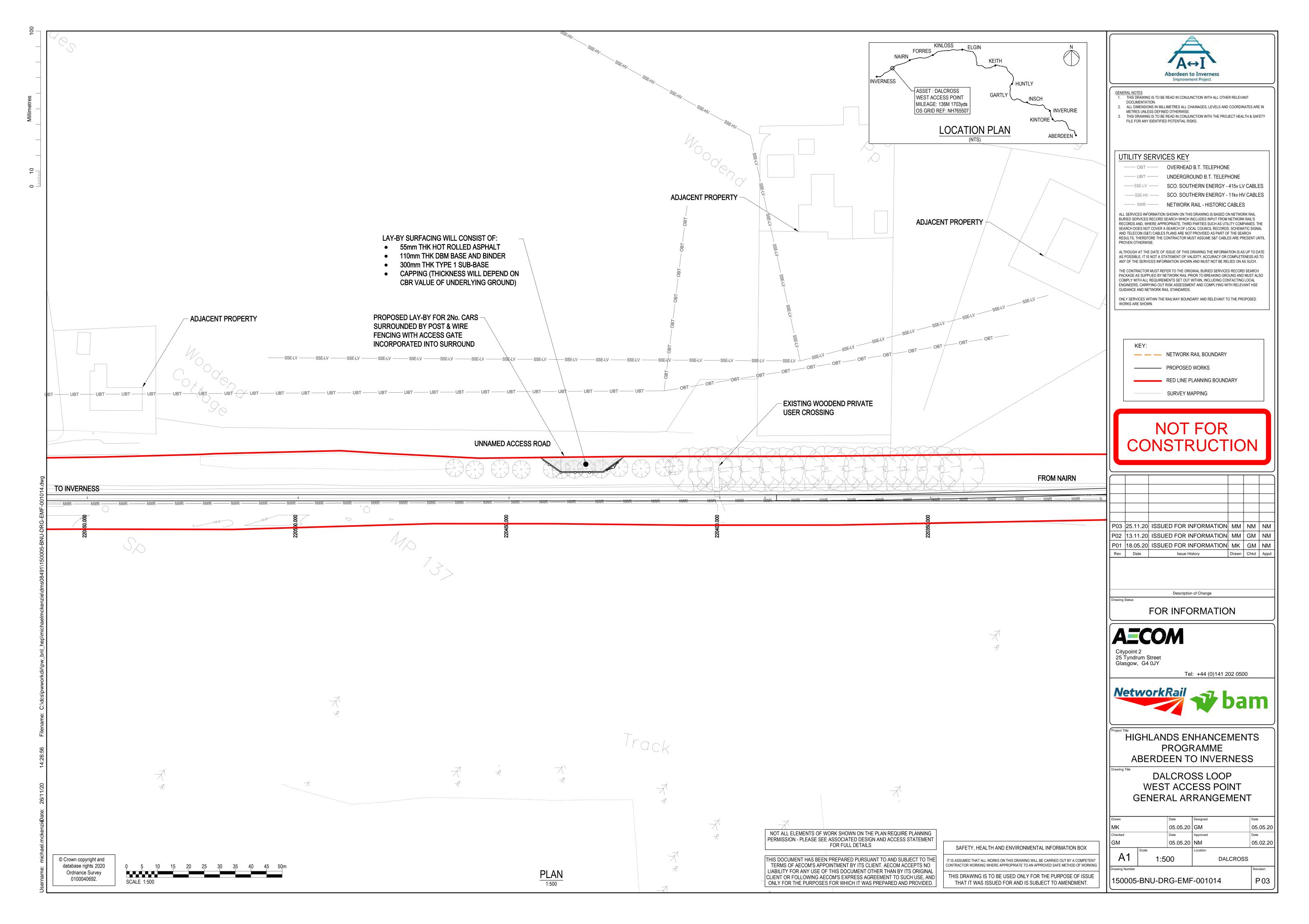


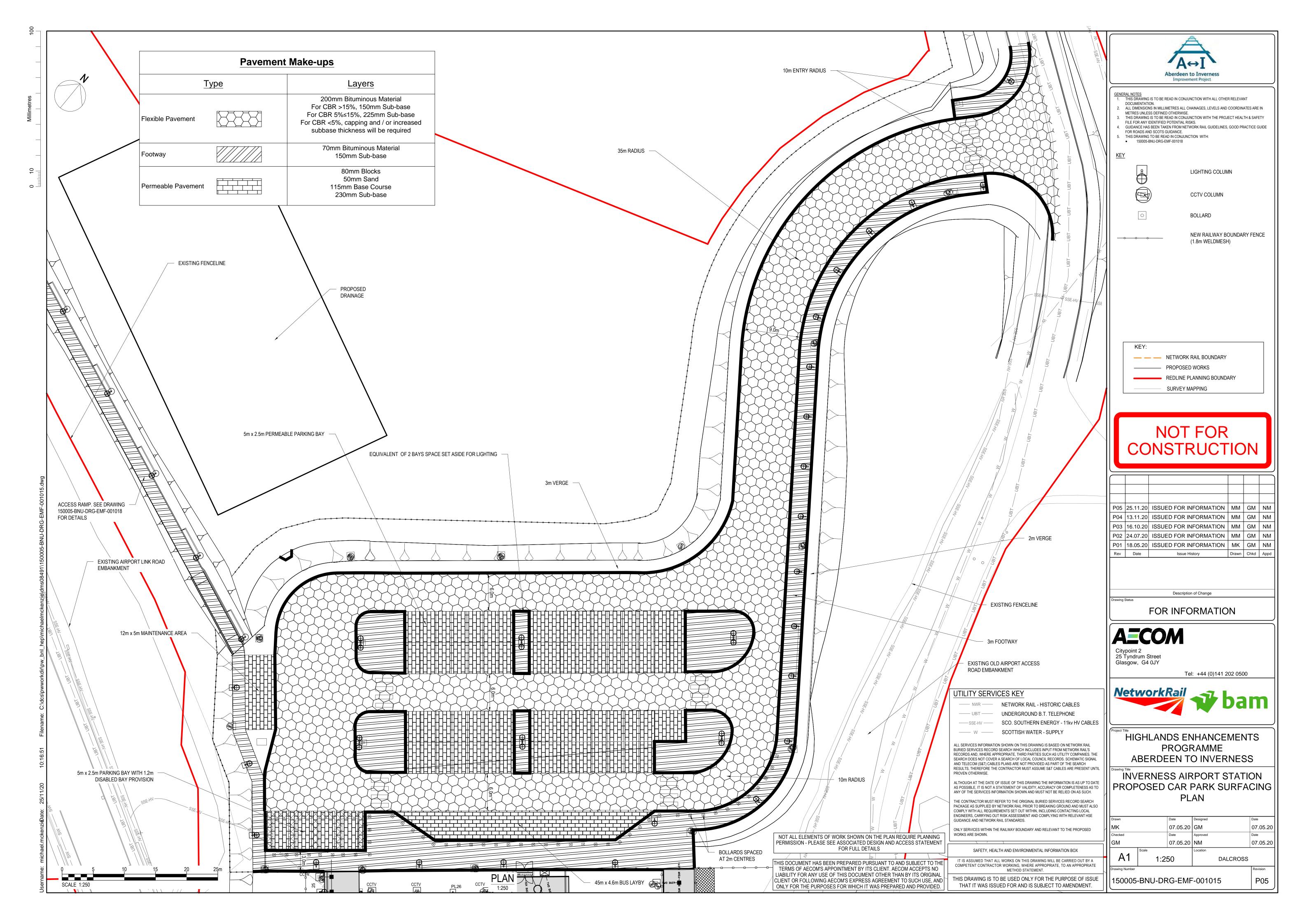


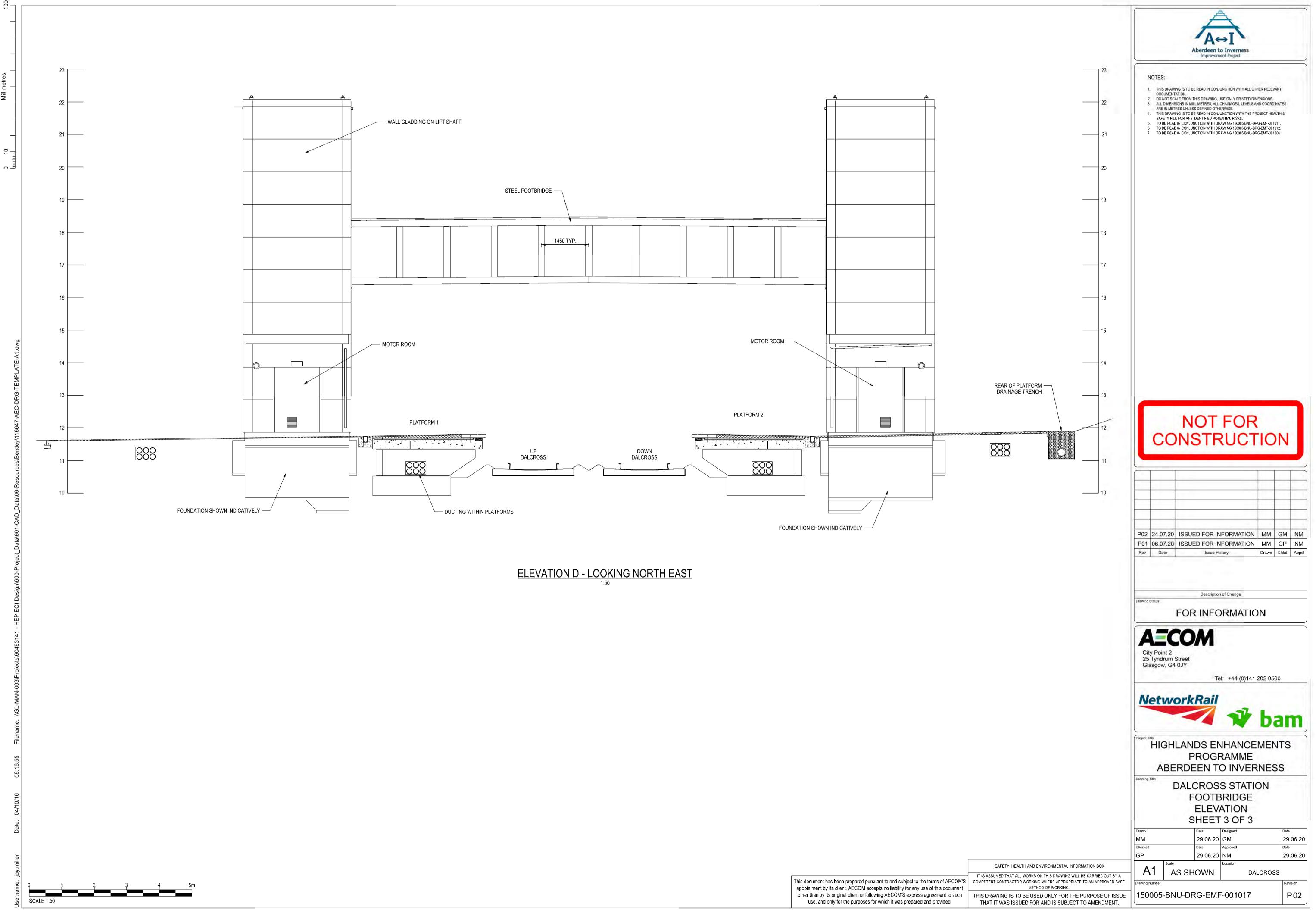
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SAFETY, HEALTH AND THIS DRAWING IS TO BE

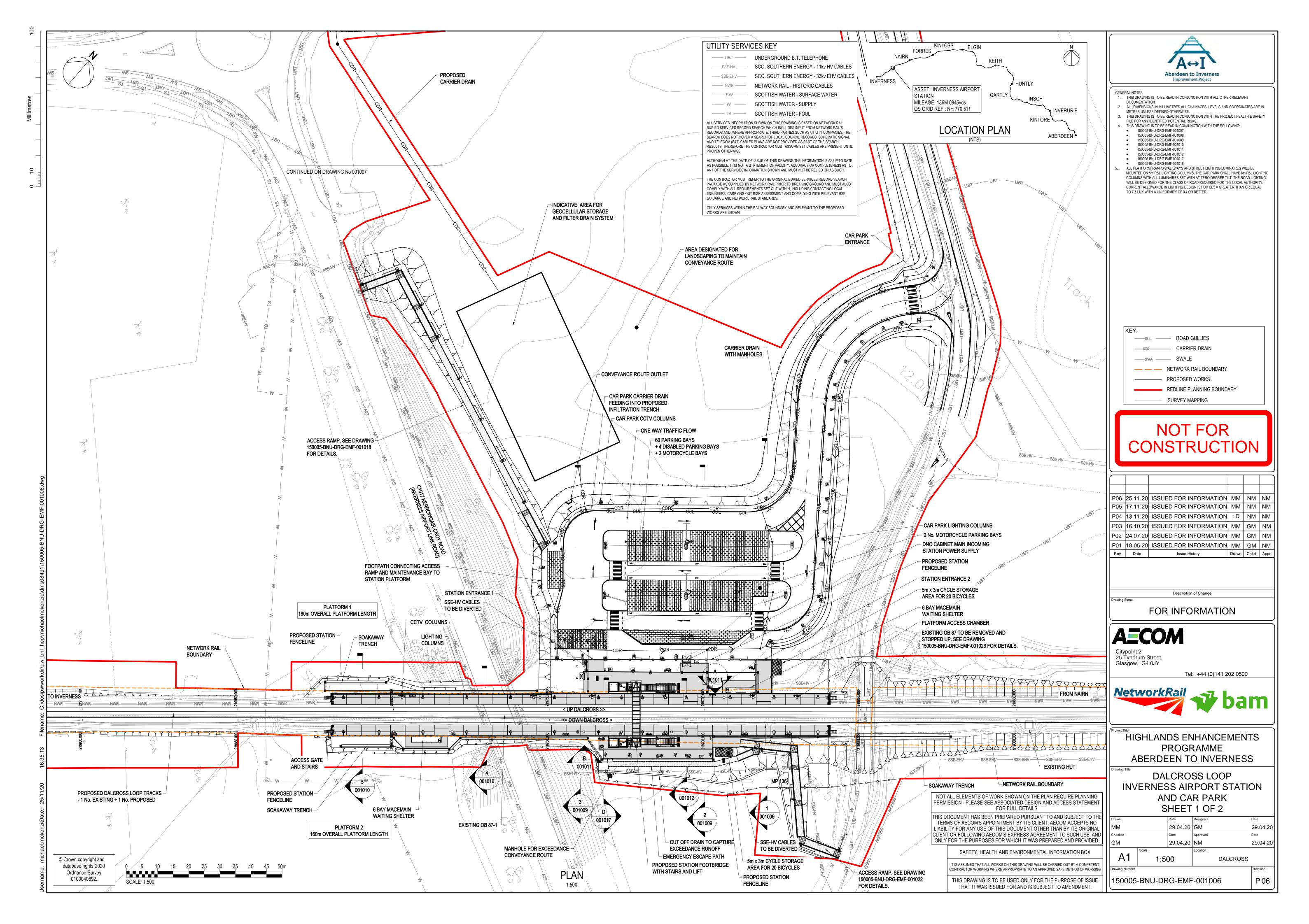
	Aberdeen to Inverness Improvement Project
	GENERAL NOTES         1.       THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.         2.       ALL DIMENSIONS IN MILLIMETRES ALL CHAINAGES, LEVELS AND COORDINATES ARE IN METRES UNLESS DEFINED OTHERWISE.         3.       THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT HEALTH & SAFETY FILE FOR ANY IDENTIFIED POTENTIAL RISKS.         4.       THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING:         •       150005-BNU-DRG-EMF-001006         •       150005-BNU-DRG-EMF-001009
	KEY:         PERMANENT LAND TAKE         PROPOSED         EXISTING GROUND PROFILE         EXISTING GROUND PROFILE REMOVED
	NOT FOR CONSTRUCTION
	P03       13.11.20       ISSUED FOR INFORMATION       MM       GM       NM         P02       24.07.20       ISSUED FOR INFORMATION       MM       GM       NM         P01       18.05.20       ISSUED FOR INFORMATION       MM       GM       NM         Rev       Date       Issue History       Drawn       Chkd       Appd
	Description of Change Drawing Status FOR INFORMATION
	AECOM Citypoint 2 25 Tyndrum Street Glasgow, G4 0JY Tel: +44 (0)141 202 0500 NetworkRail bam
	Project Title HIGHLANDS ENHANCEMENTS PROGRAMME ABERDEEN TO INVERNESS
	Drawing Title DALCROSS LOOP INVERNESS AIRPORT STATION CROSS SECTIONS SHEET 2 OF 2 Drawn Date Designed Date
	Drawn     Date     Designed     Date       MM     30.04.20     GM     30.04.20       Checked     Date     Approved     Date       GM     30.04.20     NM     30.04.20
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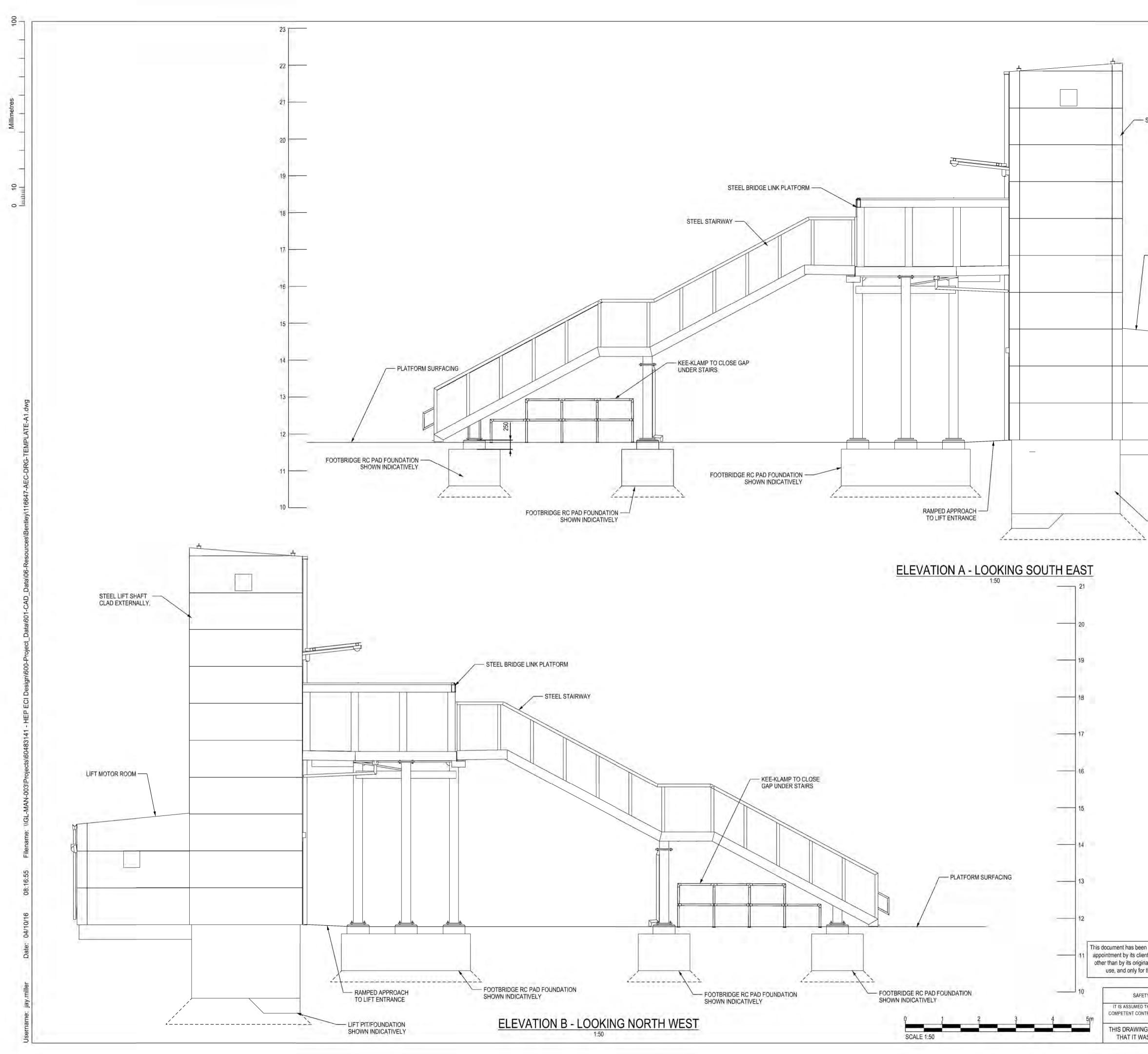




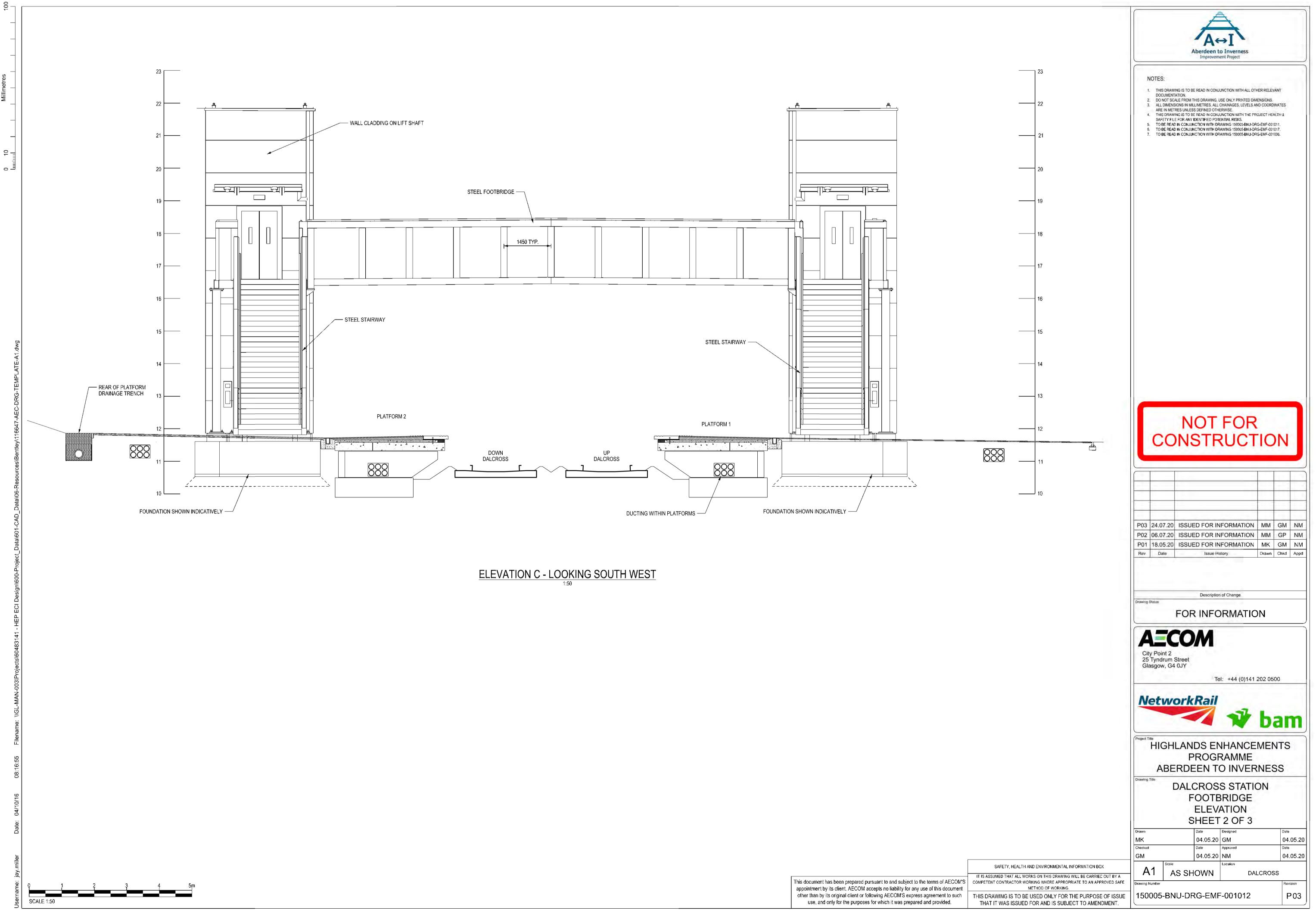


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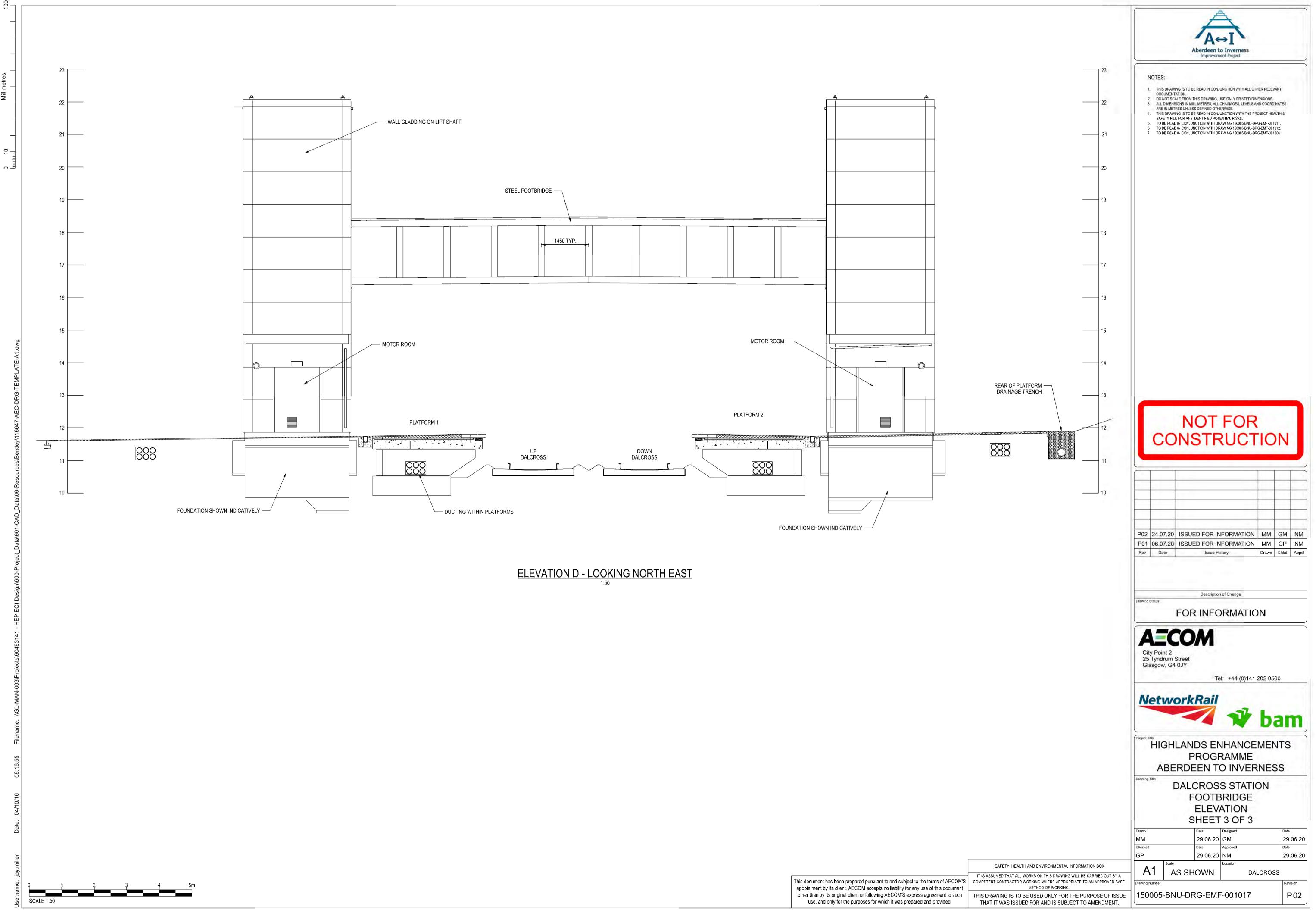




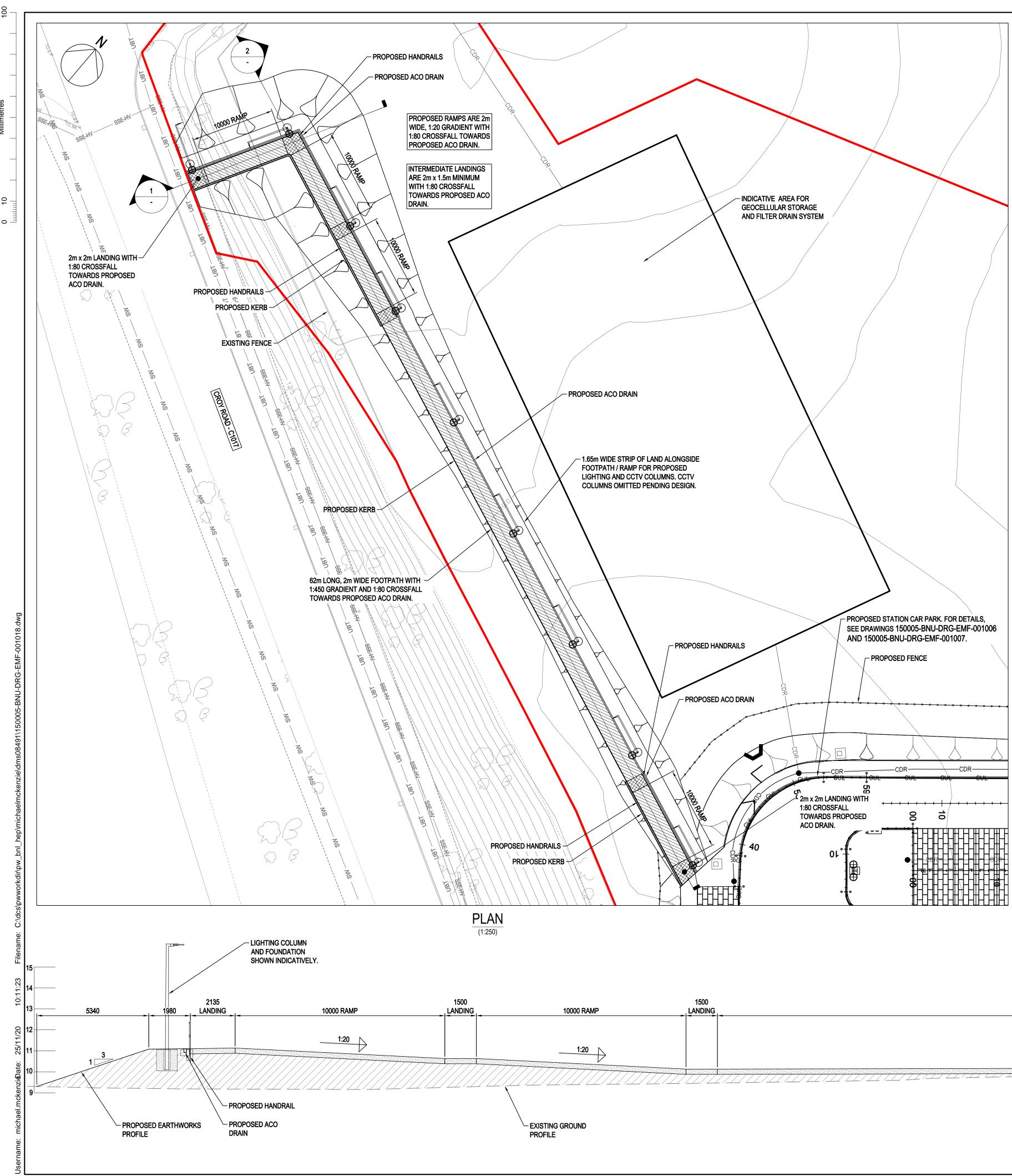
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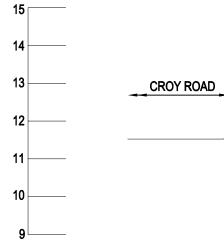


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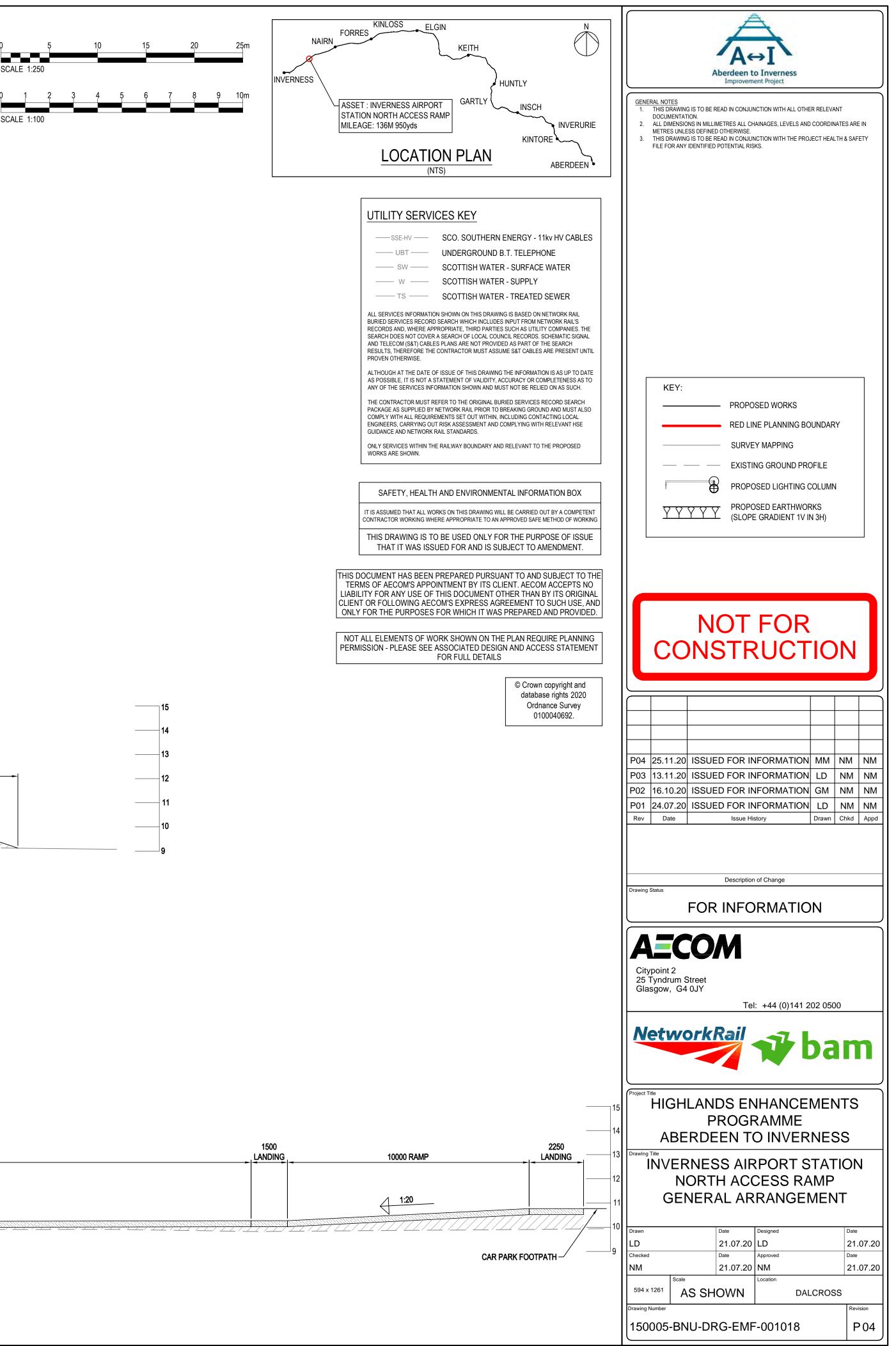
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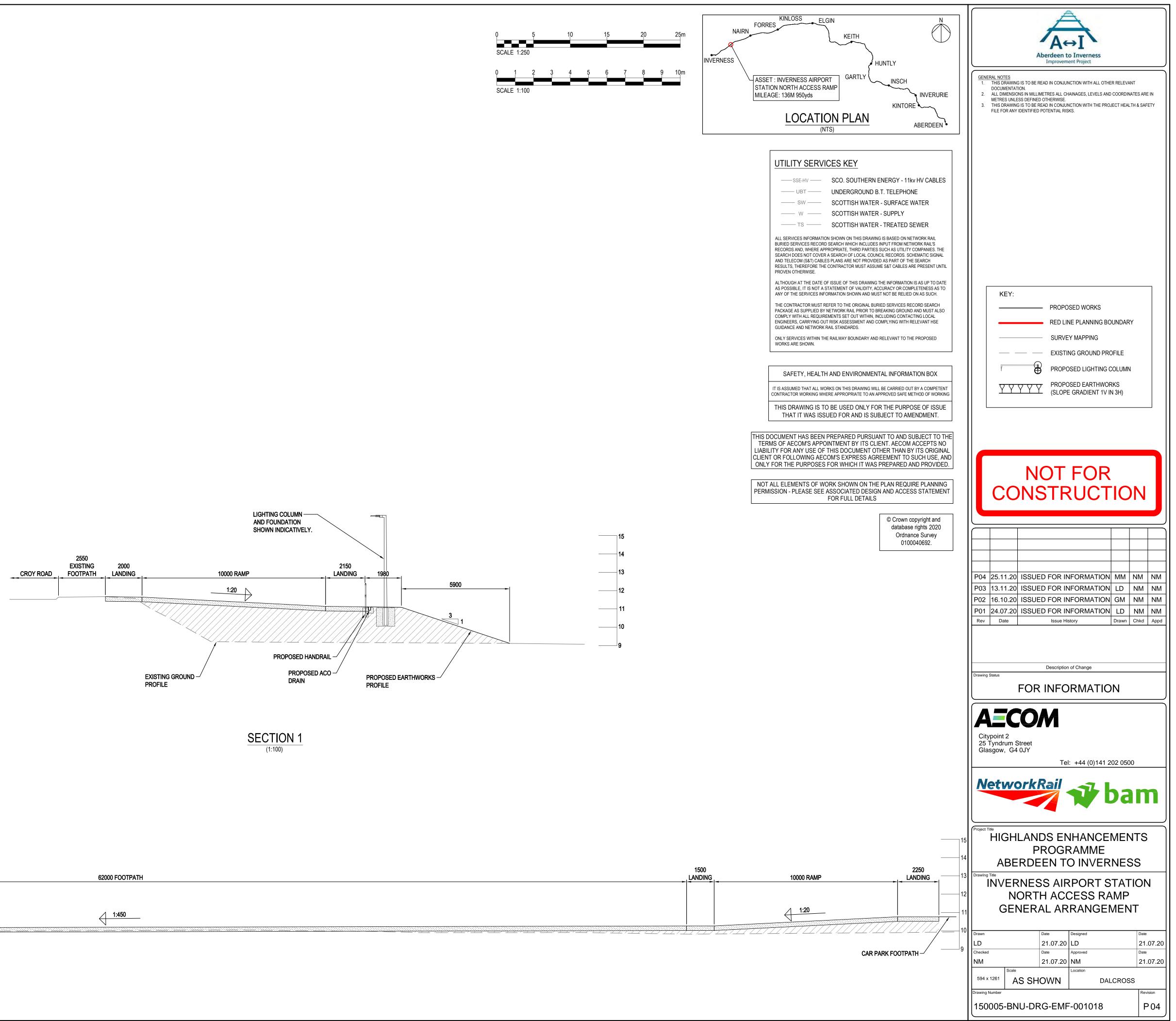


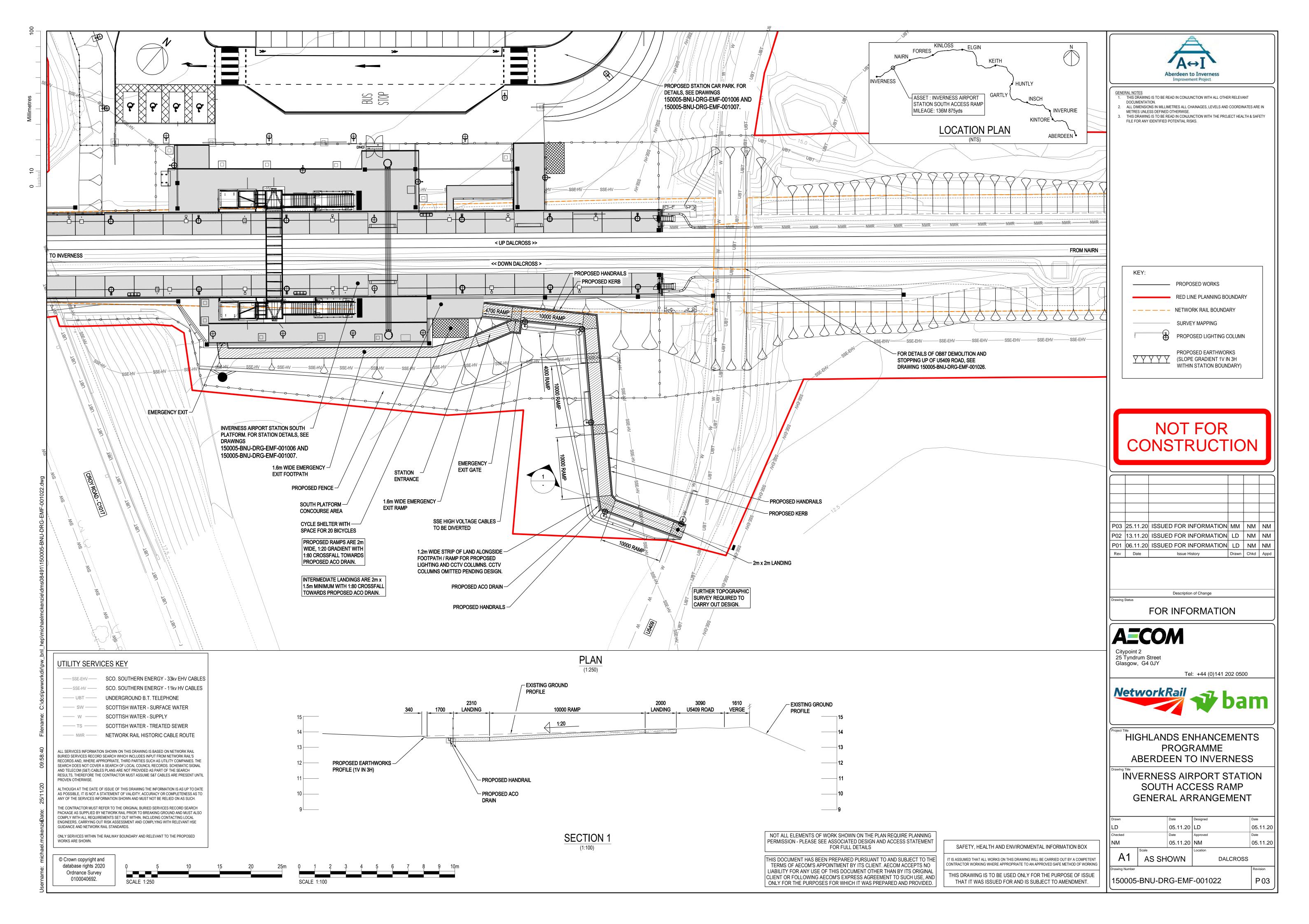


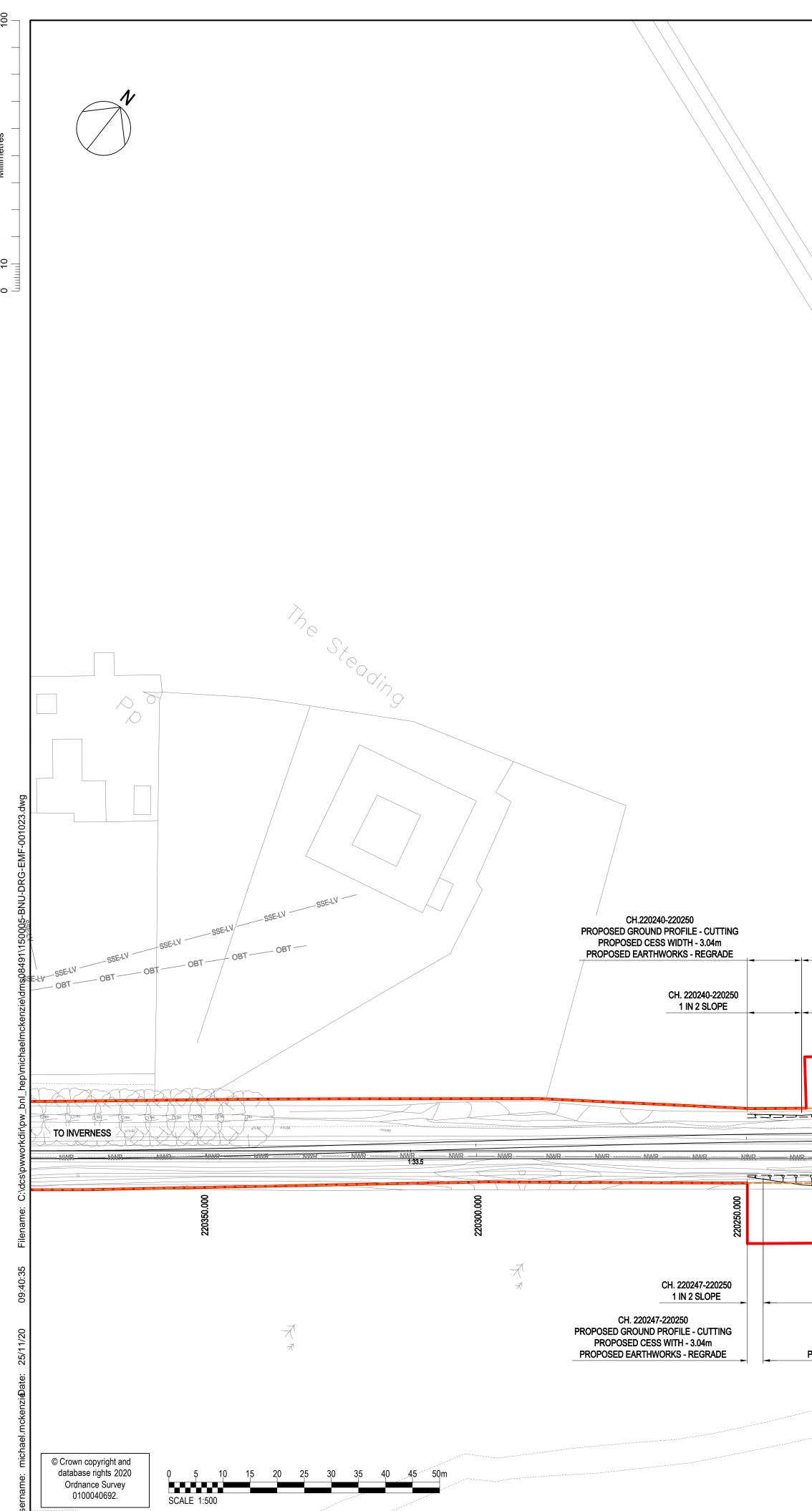
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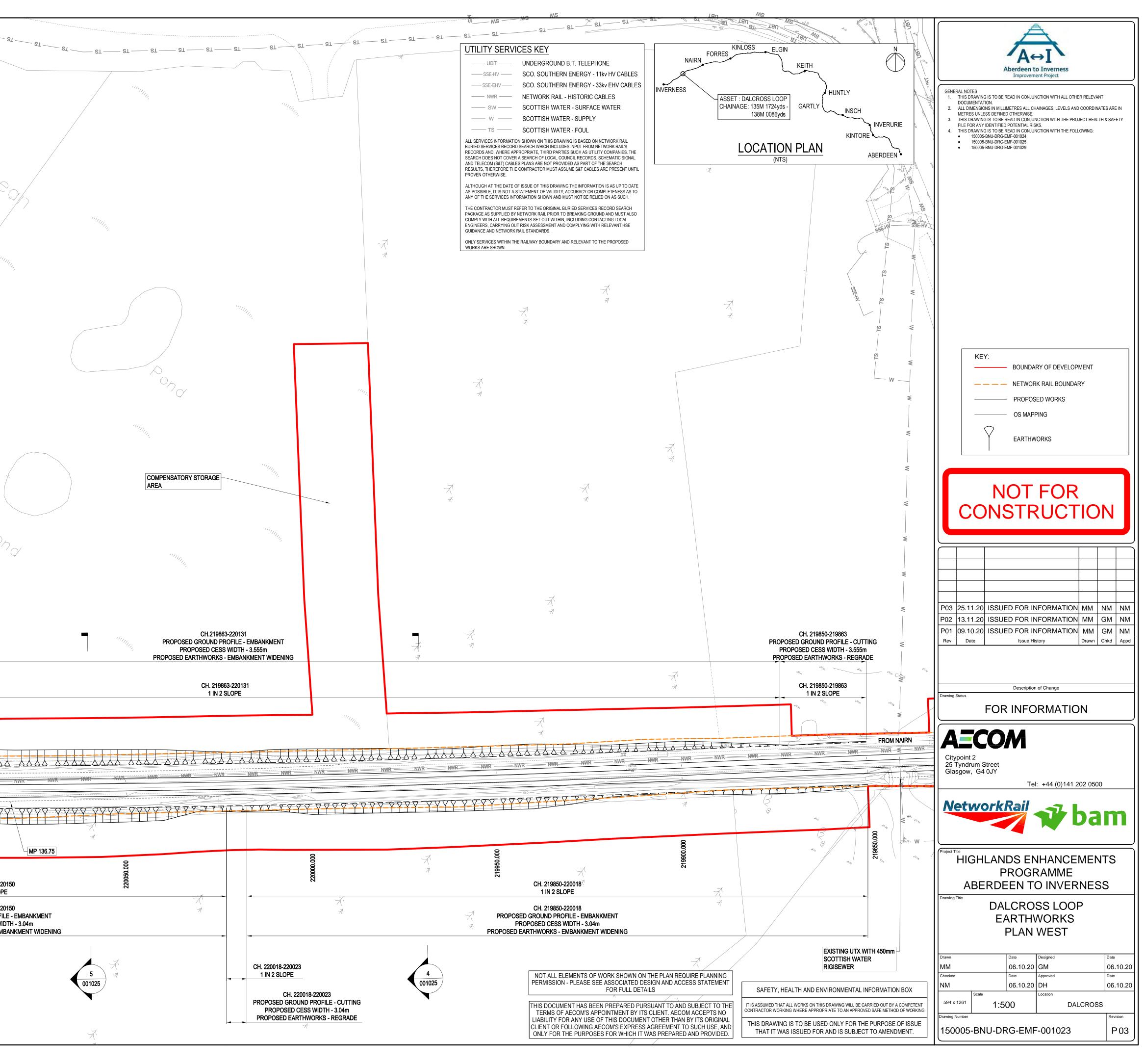


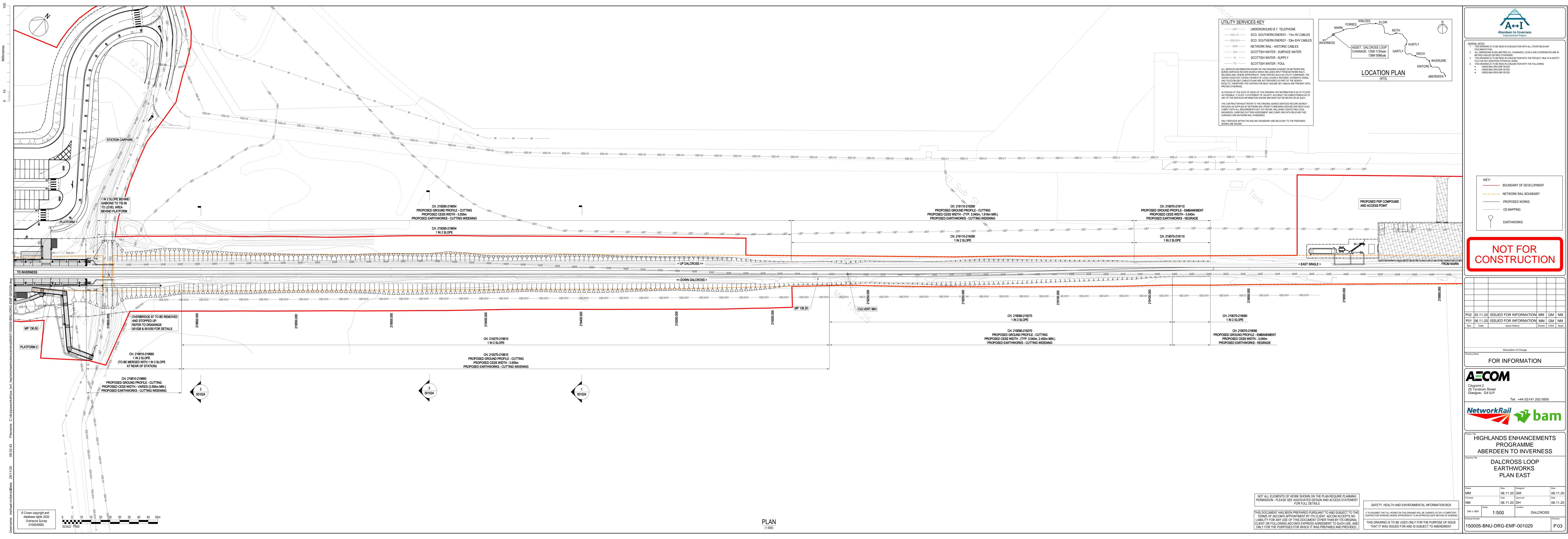


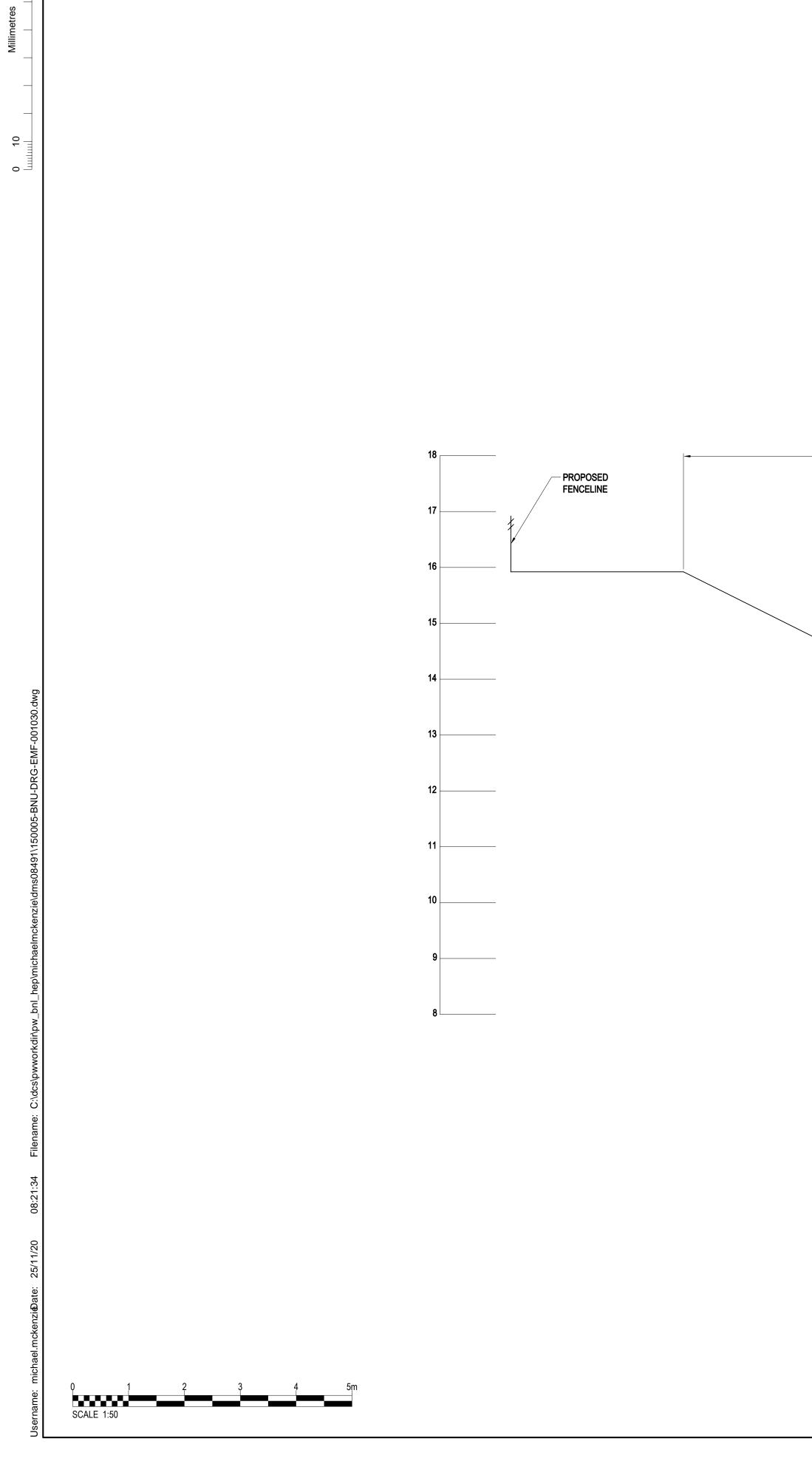




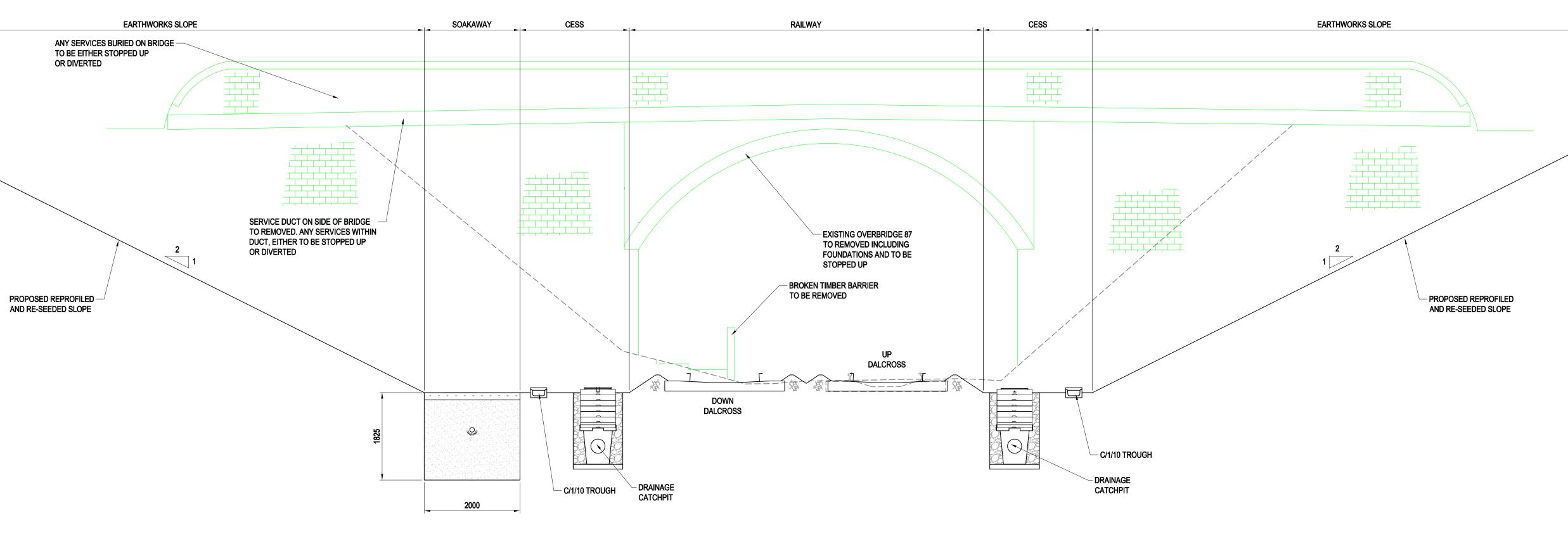
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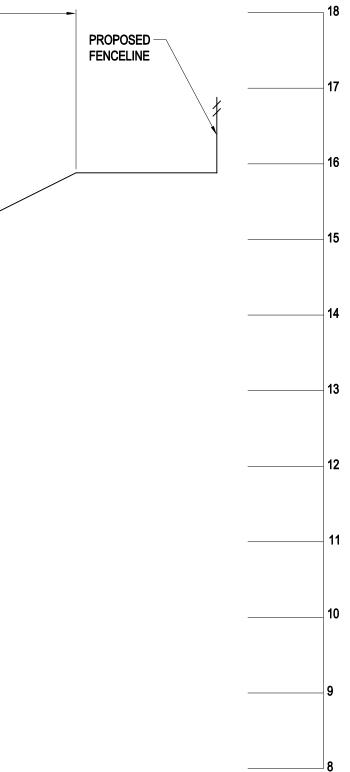
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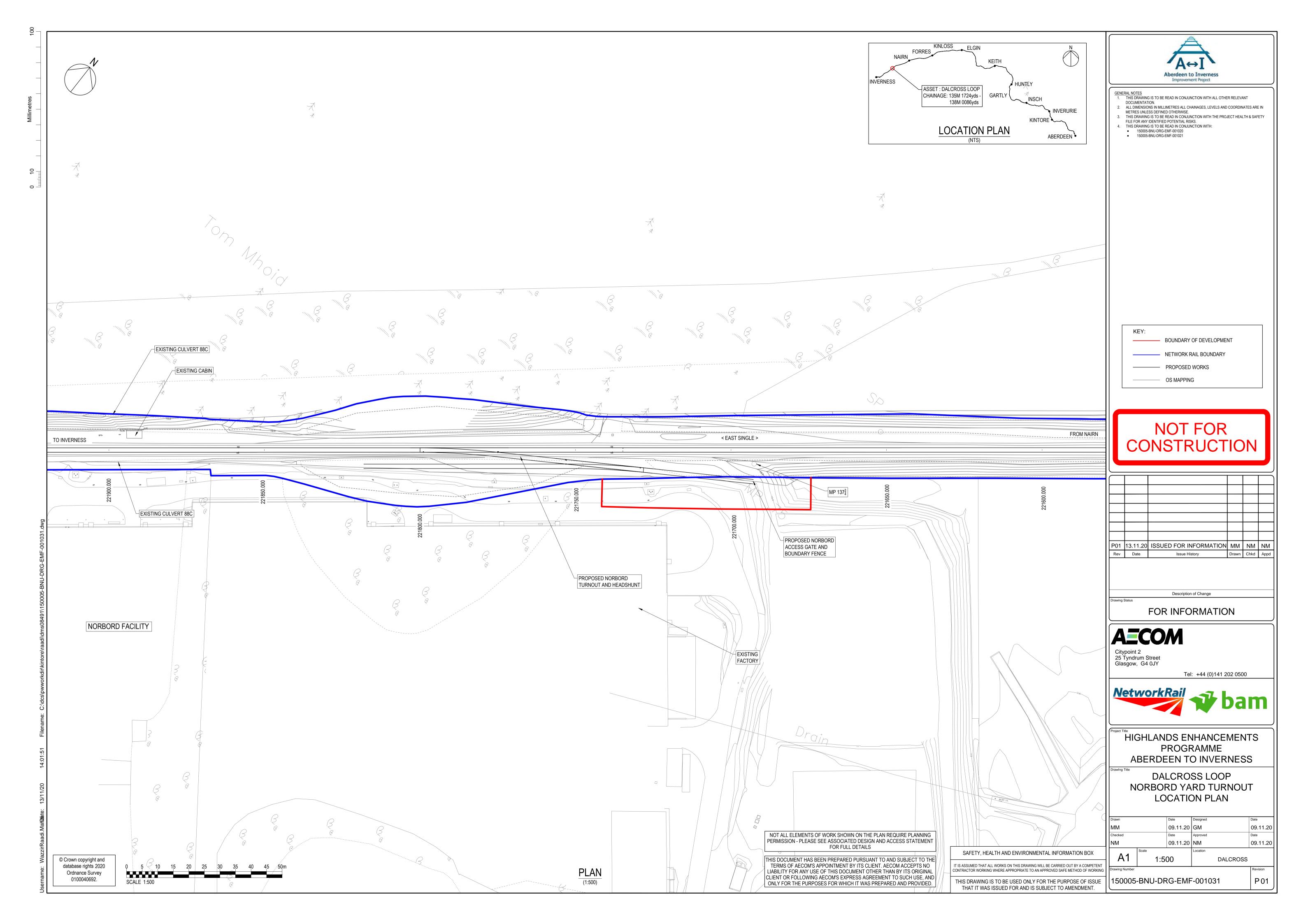
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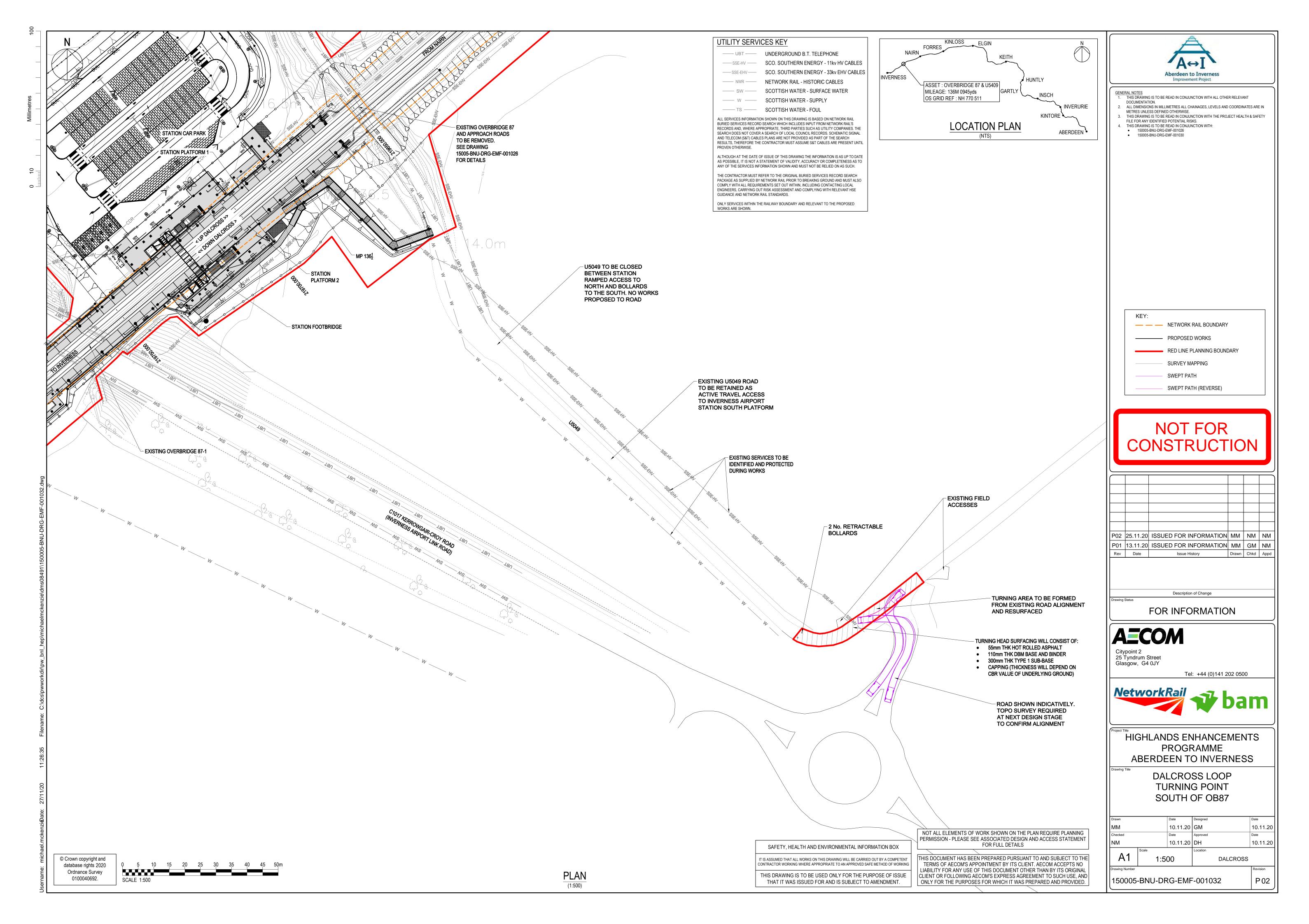
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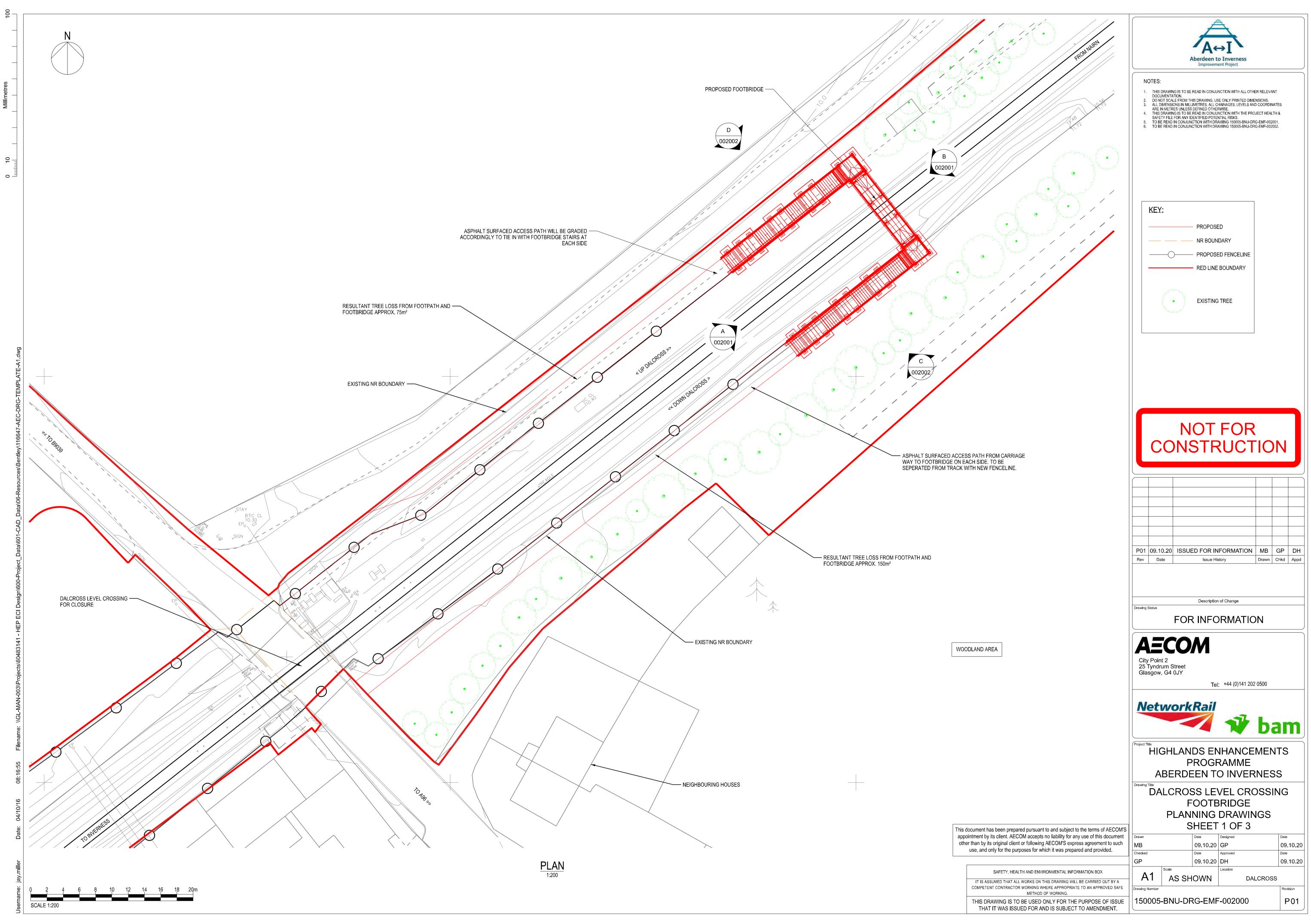
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	NetworkRail bam
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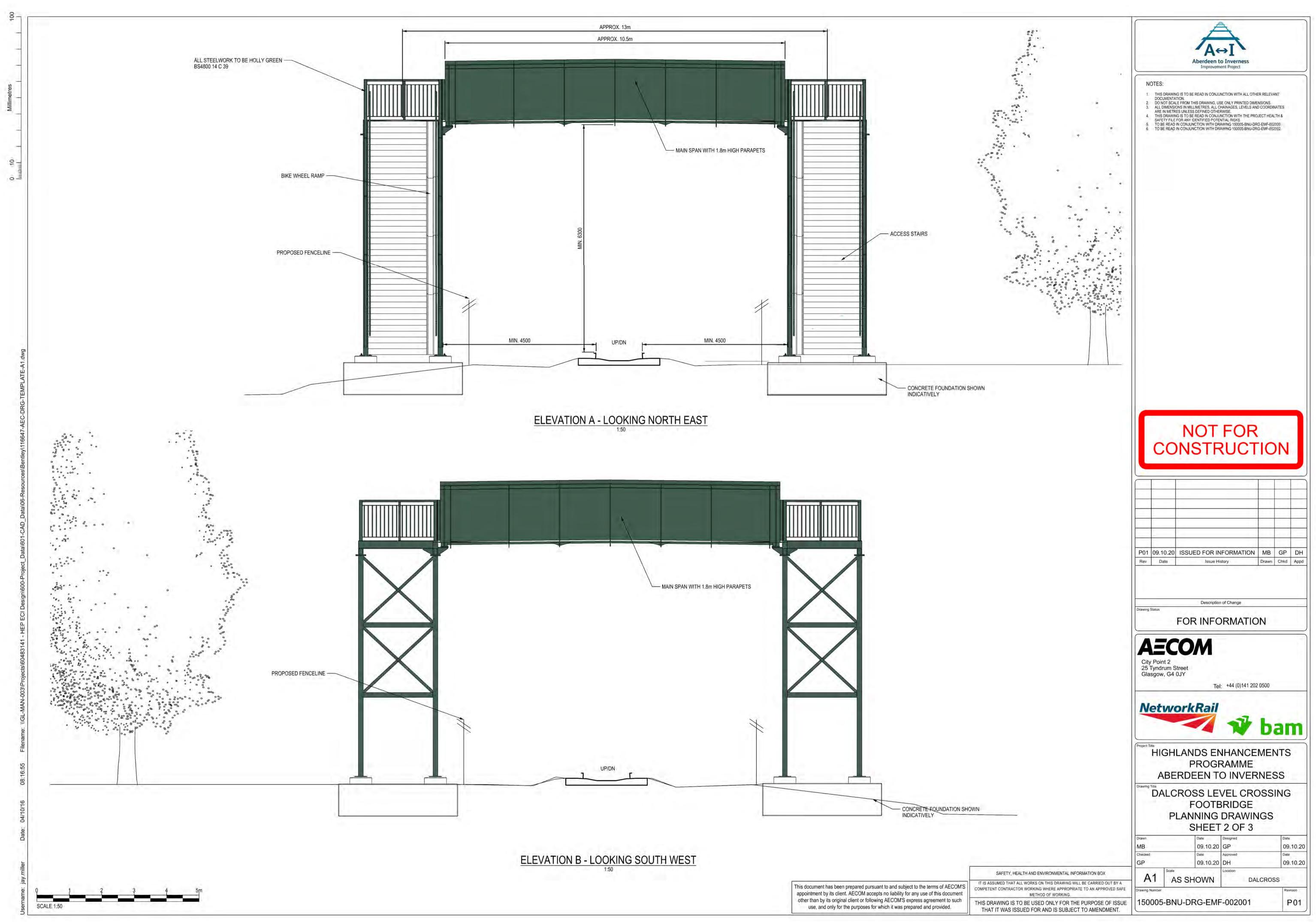


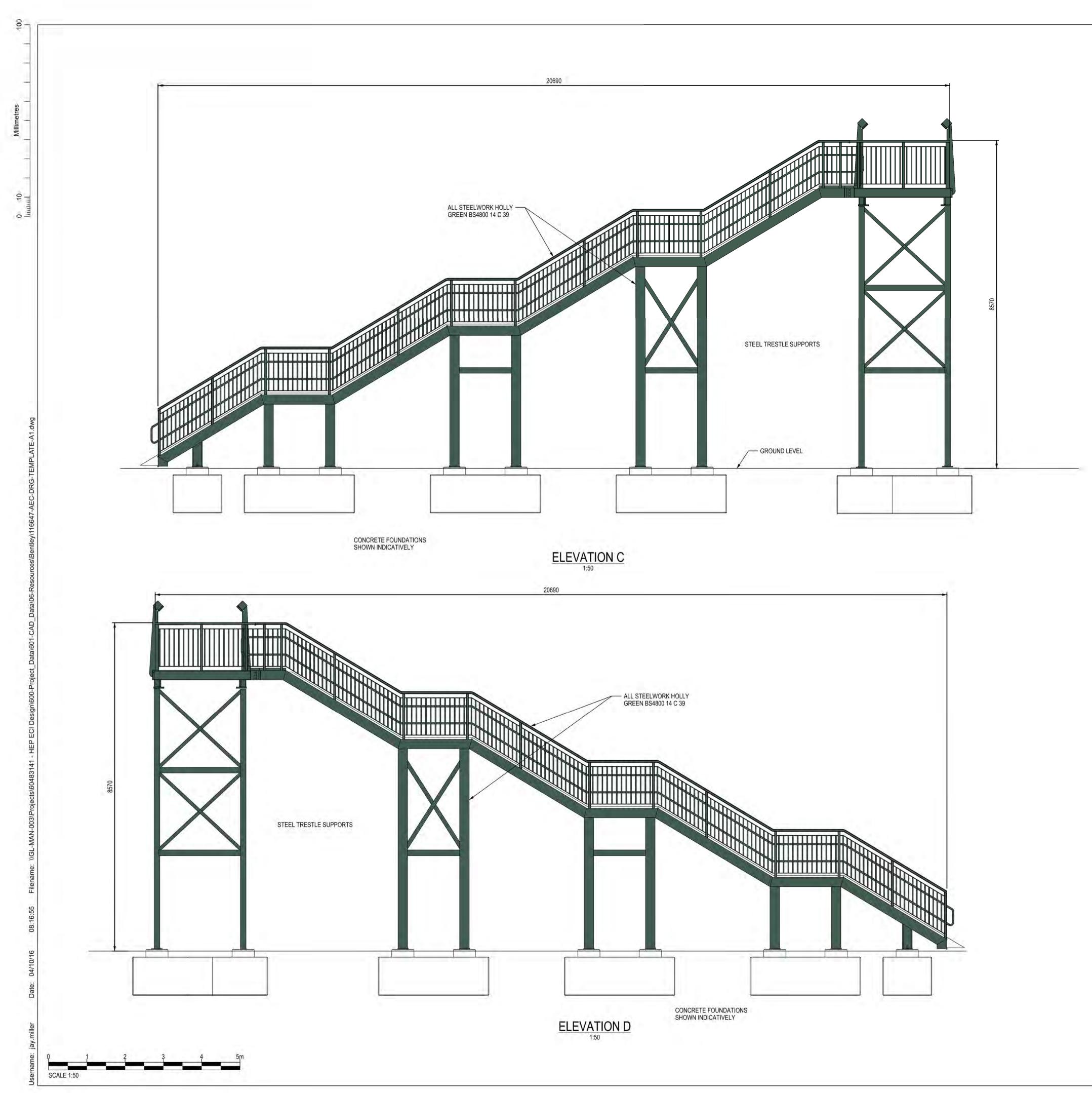




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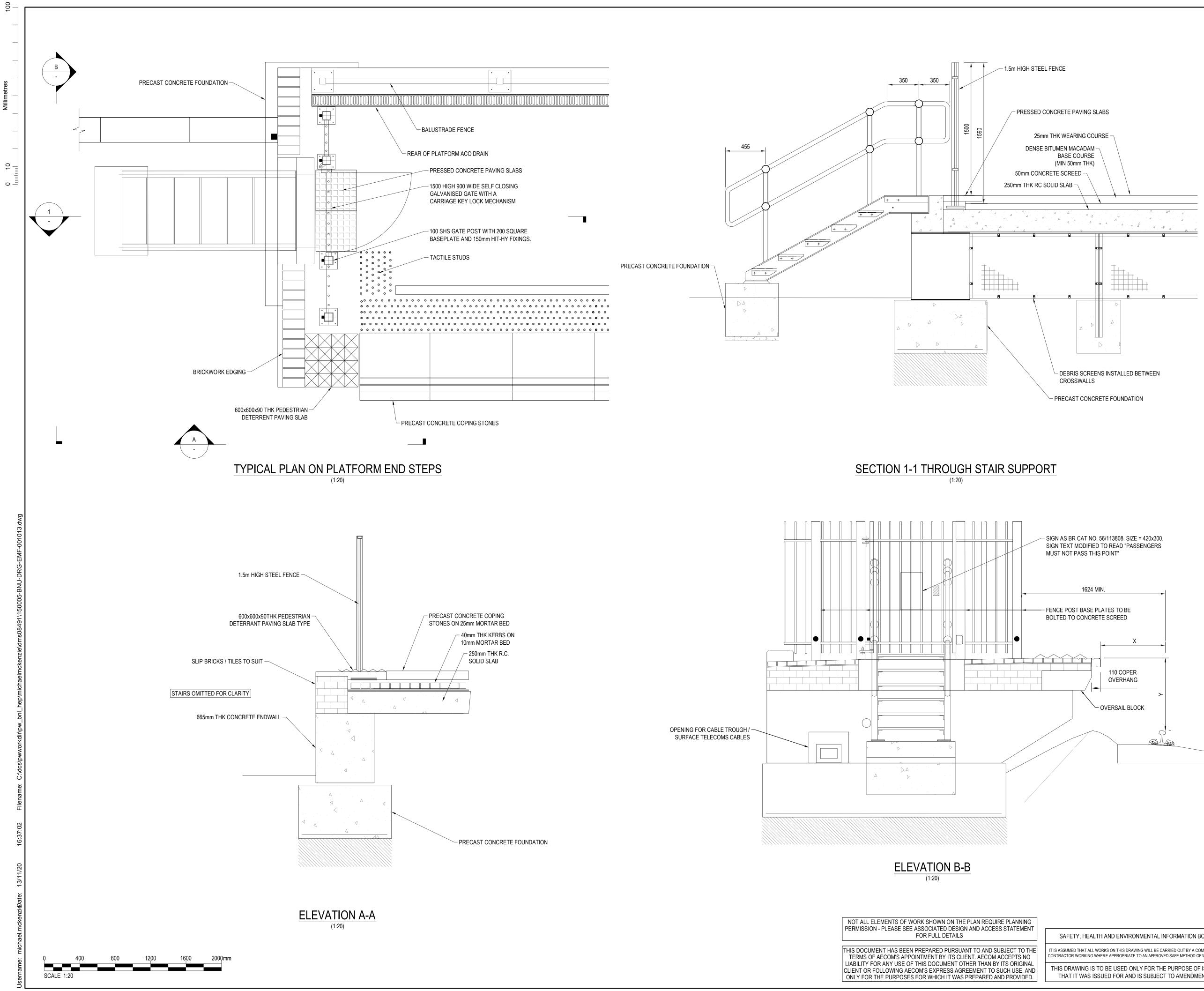




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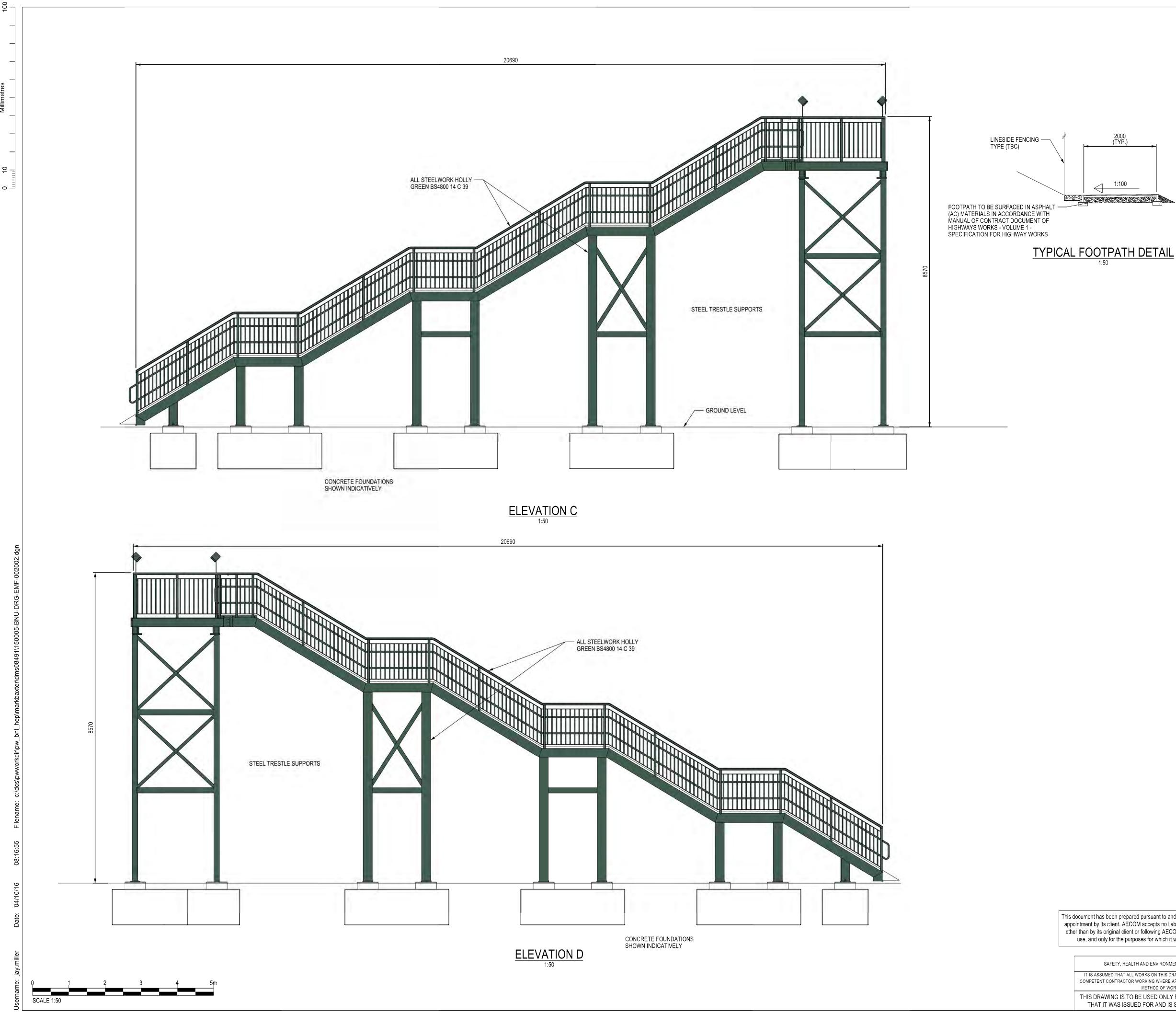
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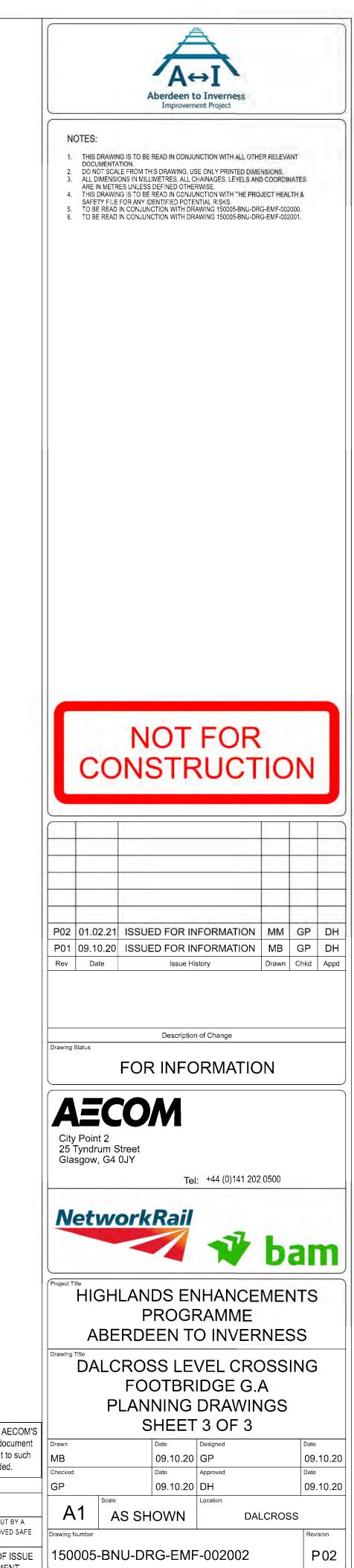
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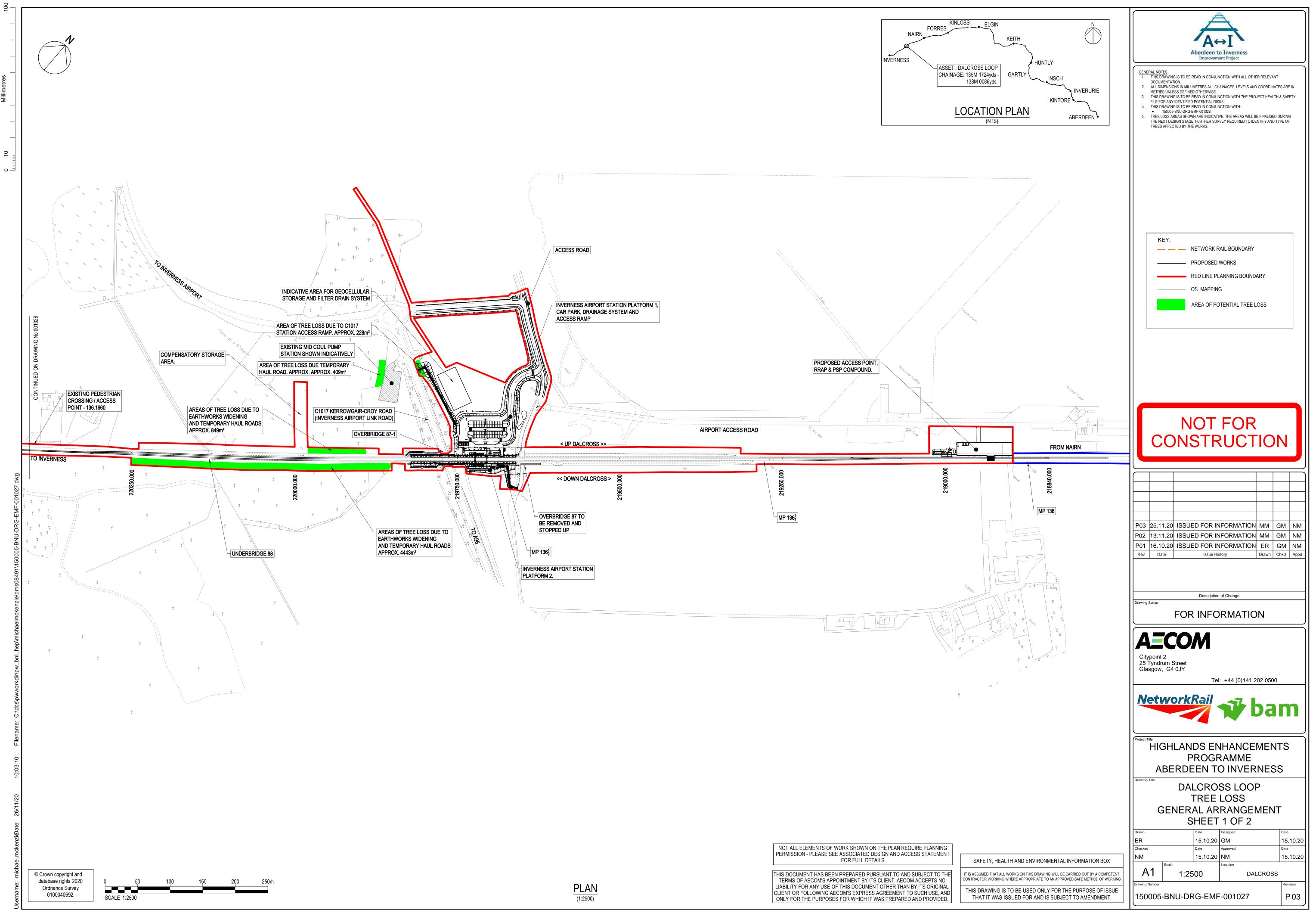
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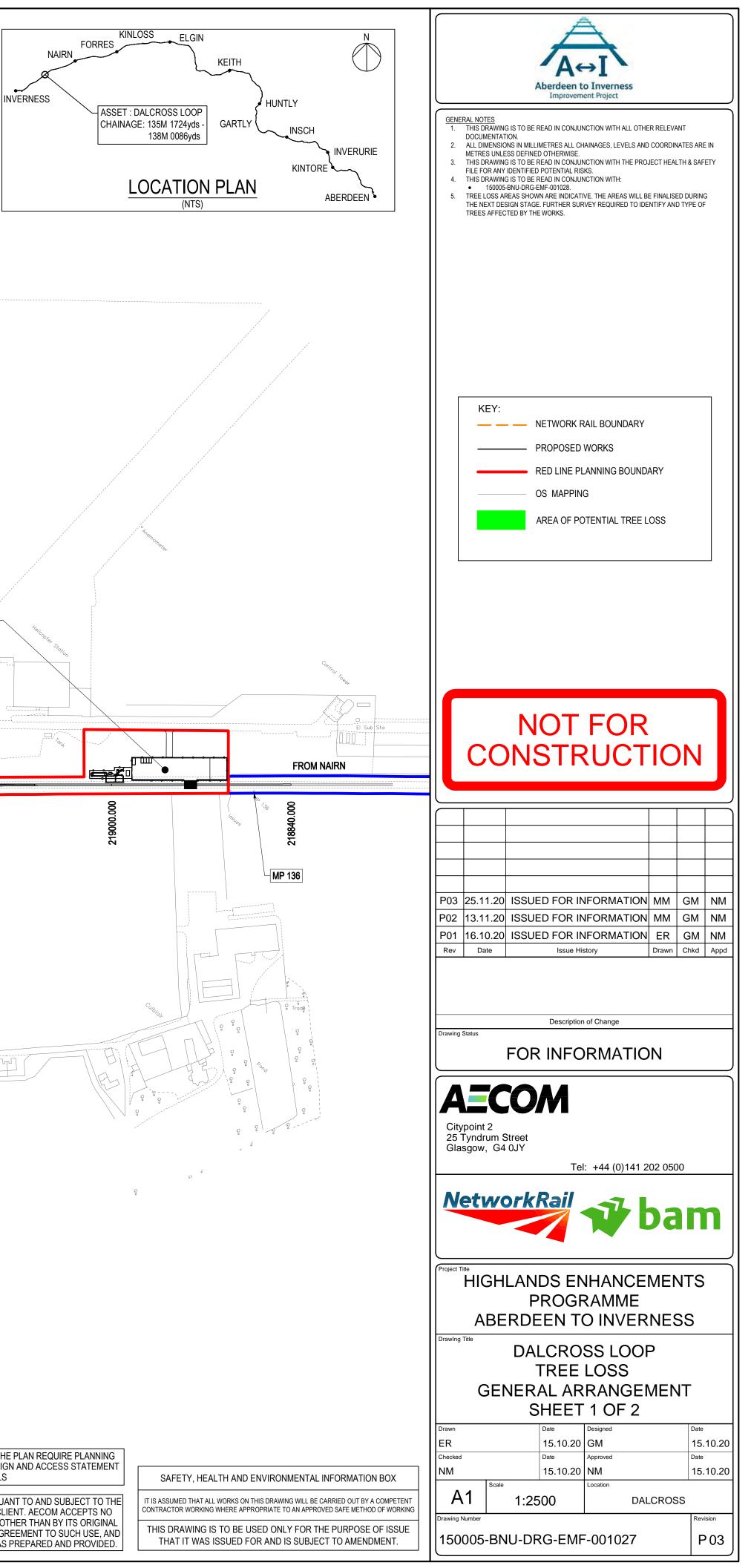
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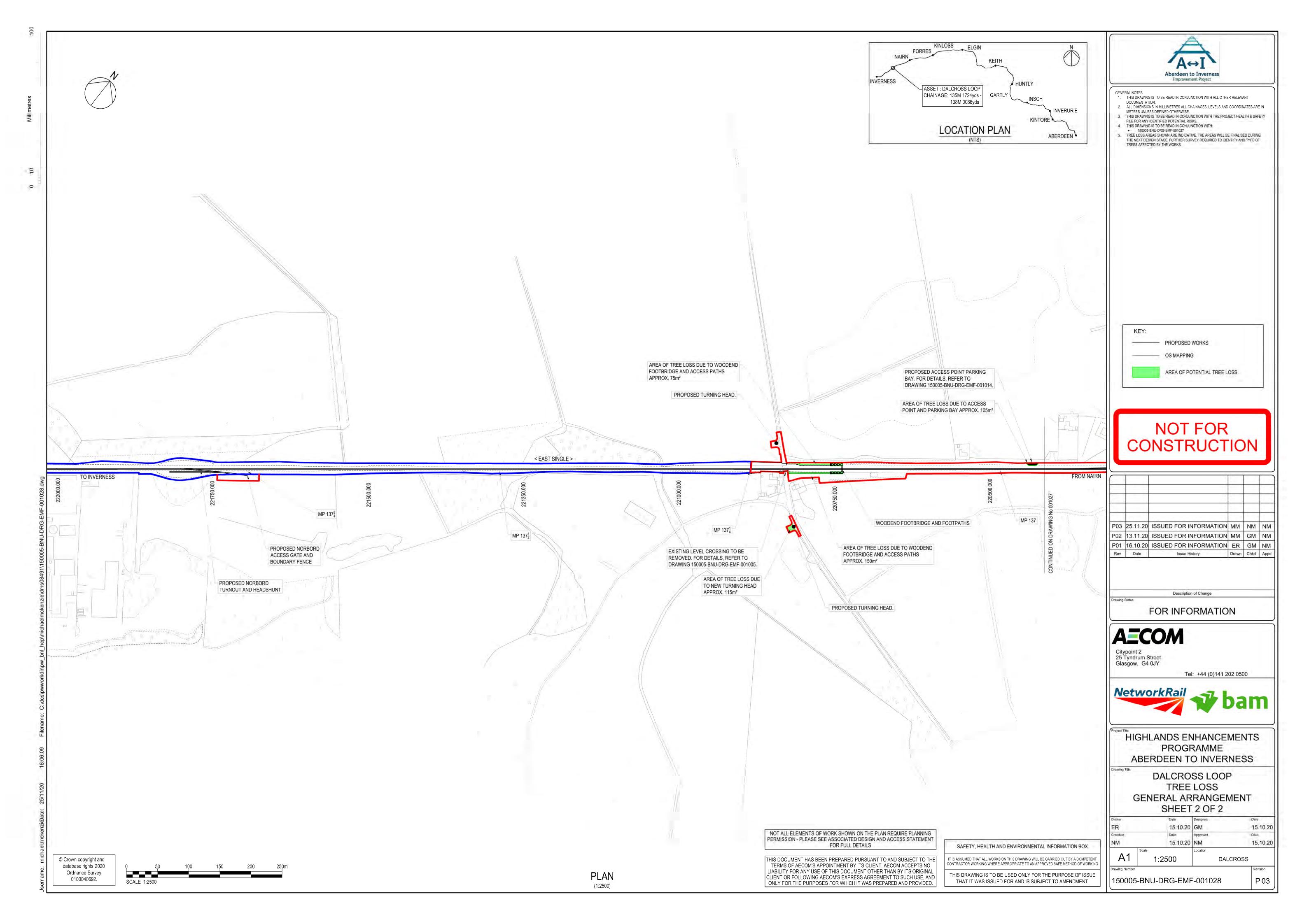


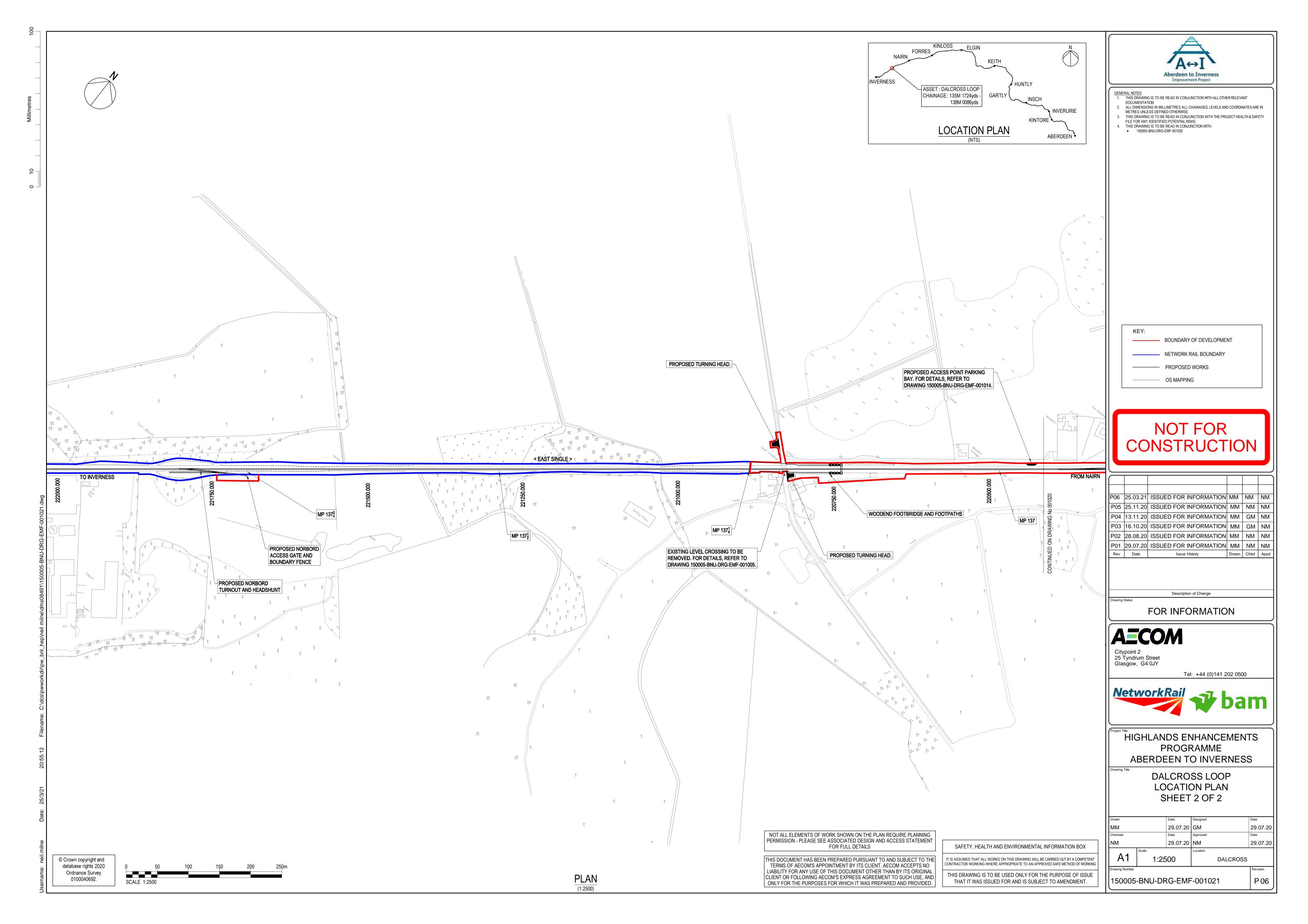
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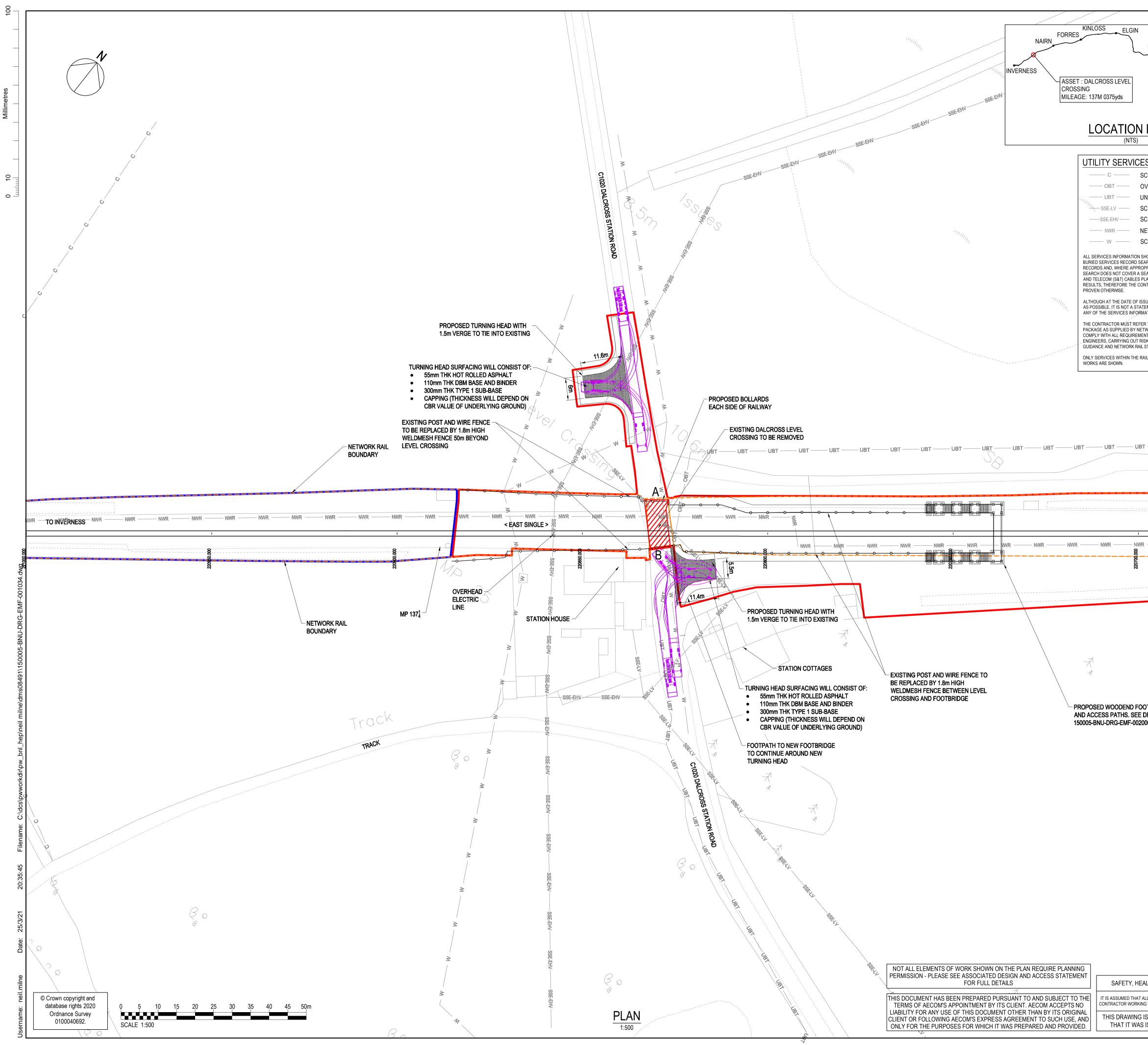
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