

Agenda Item	6.2
Report No	PLS/37/26

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 17 June 2026

Report Title: 26/00771/MS: NHS Highland

Land 400m NE of Blar Mhor Industrial Estate, Lochside, Fort William

Report By: Area Planning Manager - South

Purpose/Executive Summary

Description: Proposed hospital (Class 8) with associated energy centre, outbuildings, and miscellaneous development. Application for the approval of matters specified in conditions 2 (a - c), (e - g), (j - t), 6, 7, 9, 10, 12, 13, 16, 17, 18, 21, and 25 of planning consent 25/03053/S42

Ward: 11 - Caol and Mallaig

Development category: Major

Reason referred to Committee: Area Manager's Discretion

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** the application as set out in section 11 of the report

1. PROPOSED DEVELOPMENT

- 1.1 Planning permission in principle (reference 18/03647/PIP) was granted in December 2018 for a mixed-use masterplan comprising residential (Class 9 and flatted), hospital (Class 8), STEM Centre (Class 10), commercial (Classes 1 & 2), and community uses. A Section 42 application (reference 25/03053/S42) was approved by Committee in December 2025 to vary Condition 1 of 18/03647/PIP. This variation increased the gross floor area of the hospital and provided for an Energy Centre building. An updated Site Phasing Plan was also approved.
- 1.2 This current application seeks approval of matters specified in conditions for the following:-
- the siting, design and external appearance of all buildings and other structures (Condition 2(a));
 - details of sustainable design considerations (Condition 2(b));
 - means of access including connections to the A830(T) for all modes of transport (Condition 2 (c));
 - road layout (Condition 2 (e));
 - hard and soft landscaping and boundary treatments (Condition 2 (j), (k), (l));
 - vehicle loading and unloading during operation (Condition 2 (m));
 - water and waste water connections (Condition 2 (o));
 - site levels (Condition 2(r));
 - finished floor levels (Condition 2(s));
 - street and car park lighting (Condition 2(t));
 - surface water drainage proposals (Conditions 6 and 7, including Condition 2 (n));
 - (public) access management plan (Condition 9);
 - noise impact assessment and mitigation (Conditions 10 and 12);
 - waste management (Condition 13, including Condition 2(p));
 - car parking, including disabled parking (Condition 16, including Condition 2(f));
 - cycle parking; (Condition 17, including Condition 2(g));
 - parking management plan (Condition 18) ;
 - archaeological investigation and recording; (Condition 21); and
 - outline travel framework plan (active travel) (Condition 25)
- 1.3 The proposed development comprises the erection of a hospital (11,790m² gross floor area (GFA), an energy centre (385m² GFA), and associated vehicular, pedestrian and active travel access arrangements, landscaping and parking. Although not part of this application, an area has been set aside for the future development of a STEM Centre, including associated parking. This area will be landscaped in the interim until such time as the STEM centre site is brought forward for development.
- 1.4 Pre Application Consultation: No formal pre-application consultation
- 1.5 Supporting Information: Access Management Plan, Design and Access Statement, Drainage Strategy and Flood Risk Assessment, Noise Impact Assessment, Outline Landscape Specification; Parking Management Plan; Travel Plan; Surface Water

Drainage Calculations; Cycle Stand/Hi-Bike Plinth Cycle Guideline Compliance Dimensions Plan

- 1.6 Variations: Revised plans received with updated drainage details - C-5035001 Rev P05, C-5035002 Rev P04, C-5035003 Rev P03, C-5035004 Rev P04, C-5035006 Rev P04, C-5035020 Rev P02

Revised site plan A-6010201 Rev P04 and ground level landscaping plan L-0000001 Rev P09, submitted showing cycling/active travel details

2. SITE DESCRIPTION

- 2.1 The site is located to the north of Fort William at Lochyside, within the wider Blar Mhor allocated site, to the northeast side of the A830 trunk road at Camaghael. Site preparation works across the wider area were undertaken in 2019 under previous permissions, and the cleared area for the hospital is located to the north of the police and ambulance stations. Phase 2A housing has recently been constructed to the west. A summary of previous permissions and phases of construction phases undertaken to the south of hospital site is provided below.

- 2.2 Revised permission in principle (18/03647/PIP) was granted on 19 December 2018. Subsequent matters specified in conditions (MSC) applications were approved for the detailed design of phase 1 housing (18/05939/MSC housing – 117 units), along with amended surface water drainage arrangements (19/00965/MSC). The phase 1 housing layout was further amended by through applications 19/05601/MSC (phase 1-1: 38 residential units); 19/005621/MSC (phase 1-2: 37 residential units), and 19/05623/MSC (phase 1-3: 42 residential units). Phase 1 residential development is now complete.

- 2.3 Approval of matters specified in conditions (22/03479/MSC) for Phase 2 housing (122 residential units) was granted on 22 December 2022. This phase was subdivided into three parts: Phase 2A (63 residential units), Phase 2B (45 residential units), and phase 2C (14 residential units). Phase 2A residential units have now been completed.

3. PLANNING HISTORY

There is a detailed planning history on this site (predominately dating back to 2010). The history section below starts with the last permission in principle and lists applications from then until present time.

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|-----|------------|---|--|
| 3.1 | 18.12.2018 | 18/03647/PIP - Mixed-use masterplan comprising residential (Class 9 and flatted), Hospital (Class 8), STEM Centre (Class 10), commercial (Classes 1 & 2) and community uses | Planning Permission in Principle Granted |
| 3.2 | 29.04.2019 | 18/05654/FUL – Construction of new college building to form a Centre for Science and Technology | Granted |
| 3.3 | 25.06.2019 | 18/05939/MSC - Application for Matters Specified in Conditions 2/6/7/9/13/16/17/19/21 & 22 of Planning Permission 18/03647/PIP | Granted |

		relating to the detailed design of Phase 1 residential development of 117 unit	
3.4	16.03.2021	19/00965/MSC - Approval of matters specified in conditions 2n (details of surface water drainage system). 2r (existing and proposed site levels), 6 (surface water drainage), 7 (capacity of surface water drainage) and 8 Approved (scheme for remodelling of surface water drainage basin) of application 18/03647/PIP in relation to enabling works for the formation of a new SUDS basin and the extension of an existing SUDS basin to serve Phase 1 residential development	Granted
3.5	12.03.2019	19/05601/MSC - Application for Matters Specified in Conditions 2/6/7/9/13/16/17/19/21 & 22 of Planning Permission 18/03647/PIP - Amendments to design for sub-phase of residential masterplan including changes to fuel source, minor alterations to external works and alterations to detailed house type design (Phase 1)	Granted
3.6	12.03.2019	19/05621/MSC - Application for Matters Specified in Conditions 2/6/7/9/13/16/17/19/21 & 22 of Planning Permission 18/03647/PIP - Amendments to design for sub-phase of Granted residential masterplan including changes to fuel source, minor alterations to external works and alterations to detailed house type design (Phase 1)	Granted
3.7	12.03.2019	19/05623/MSC - Application for Matters Specified in Conditions 2/6/7/9/13/16/17/19/21 & 22 of Planning Permission 18/03647/PIP - Amendments to design for sub-phase of residential masterplan including changes to fuel source, minor alterations to external works and alterations to detailed house type design (Phase 1)	Granted
3.8	22.12.2022	22/03479/MSC - Erection of 122 residential units with associated works (Phase 2)	Granted
3.9	08.08.2023	23/01625/FUL - The proposal involves the construction of a 27m long bus only link between the Tweedale Health Centre and the housing development to the north, currently under construction. Part of the existing road network in the car park will be widened to	Granted

accommodate passing vehicles. There will be a 190m long new footpath connecting the housing development and the existing road network. There will also be associated signage, road markings, planting and drainage works

3.10 16.01.2026 25/03053/S42 - Section 42 Application to develop land without compliance with conditions 1 of 18/03647/PIP to increase the Hospital GFA (up to 12,400m²) plus Energy Centre (up to 1,000m²) with associated site area increases Granted

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour / Schedule 3 Development

Date Advertised: 05.03.2026

Representation deadline: 19.03.2026

Timeous representations: 0

Late representations: 0

4.2 Material considerations raised are summarised as follows:

a) None

4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam.

5. CONSULTATIONS

5.1 **Kilmallie Community Council:** No response

5.2 **Caol Community Council:** No response

5.3 **Fort William, Inverlochy and Torlundy Community Council (FITCC):** Letter of support

Although the proposal is not within the FITCC area the application was discussed given its significance to the area.

The Community Council support the plans but have concerns that there are insufficient parking spaces and more parking provision is required.

5.4 **Access Officer:** Satisfied with the public access elements contained within the access management plan.

5.5 **Active Travel:** No separate response received from the Active Travel Team. Active Travel matters considered in Transport Planning Team response.

5.6 **Archaeology:** No objection

Archaeological work was carried out in 2011. No additional mitigation required.

5.7 **Contaminated Land Team:** No objection

The matters specified in conditions for this proposal do not relate to contaminated land.

5.8 **Developer Contributions Officer:** No objection

Development Plans advise on non-residential development.

5.9 **Development Plans:** No objection.

The proposal will be in overall conformity, if further satisfactory information is provided regarding sustainable transport and heating and cooling policy.

Developer contributions are not required.

5.10 **Environmental Health:** No objection

Condition 12

The Noise Impact Assessment confirms that provided the plant is attenuated to meet the limits set out in Section 5.4 of the Noise Impact Assessment, cumulative internal noise levels at the most exposed dwellings are predicted to achieve Noise Rating Curve (NRC) 20 in compliance with this condition

Condition 13

The Waste Management Strategy for non-clinical and municipal waste has been reviewed, and Environmental Health have no objection to the discharge of this condition.

5.11 **Flood Risk Management Team (FRMT):** Originally recommended Conditions 6 and 7 were not discharged until the surface water drainage design has been finalised. A revised drainage scheme was submitted on 21 April 2026 which reflected site specific infiltration results. The FRMT have reviewed the revised scheme and have raised no objection.

5.12 **Transport Planning Team:** The original consultation response (dated 19 March 2026) provided an overview of the roads and transport issues arising from the development. Clarification was sought on the proposed bus route and its delivery as part of the wider development. It noted that Phase 2C of the housing development would require alterations to cater for the bus route and sought commitment from The Highland Council that the Council would work with NHS Highland to deliver the bus route. Advice provided on the need for Road Construction Consent. Clarifications were also sought on the width/route of shared cycle/pedestrian routes, and details of the proposed cycle shelters.

Parking provision was generally acceptable; however, parking restrictions were recommended on Am Blar Mhor Road/Lochy Bank Road and The Grazings (to be delivered by the applicant). In addition, further information was sought on measures to deal with over-spill parking beyond the hospital grounds.

Provision for service vehicles/segregated service yard and waste management strategy were considered acceptable.

Following submission of clarifications and revised/additional information, the Transport Planning Team provided a further response (dated 19 May 2026). This concluded that the internal layout, parking provision and drainage are acceptable. There were remaining concerns regarding the delivery of a public transport solution, given the proposed routing remains dependent on third-party land and future development. Additional information sought on connections with wider active travel routes – revised Access Management Plan sought. Trigger points requested for Parking Management Plan, and similar for the Travel Plan to define thresholds which would prompt intervention/action.

Following the submission of additional information on 25 May 2026 the Transport Planning Team provided a further response (Dated 2 June 2026) and raised no objection in principle to the discharge of relevant conditions. The Transport Planning Team recommend conditions relating to the operation of the bus link, a finalised Access Management Plan, implementation of a Traffic Regulation Order and ongoing parking management and a detailed Travel Framework Plan be agreed prior to occupation.

5.13 Disability Access Panel: Letter of support

The Access Panel has met with the applicant's representatives to discuss the new hospital prior to the application being submitted. Support is given provided that the agreements reached regarding accessibility to the hospital and infrastructure are not sacrificed due to future financial constraints.

NHS Highland and the Access Panel have agreed to continue liaison meetings until the new hospital development is complete.

5.14 Scottish Water: No objection

There is currently sufficient capacity in the Camisky Wellfield Water Treatment Works to service development.

There is currently sufficient capacity for a foul only connection in the Fort William Waste Water Treatment Works to service development.

5.15 Transport Scotland: No objection

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 National Planning Framework 4 (2023) (NPF4)

Policy 1 - Tackling the Climate and Nature Crises

Policy 2 - Climate Mitigation and Adaptation

Policy 3 - Biodiversity

Policy 4 - Natural Places

Policy 11 - Energy

Policy 12 - Zero Waste

Policy 13 - Sustainable Transport

Policy 14 - Design Quality and Place

Policy 15 - Local Living and 20 Minute Neighbourhoods

Policy 18 - Infrastructure First

Policy 19 - Heating and Cooling
Policy 20 - Blue and Green Infrastructure
Policy 22 - Flood Risk and Water Management
Policy 23 - Health and Safety
Policy 25 - Community Wealth Building

6.2 **Highland Wide Local Development Plan 2012**

28 - Sustainable Design
29 - Design Quality and Place-making
30 - Physical Constraints
31 - Developer Contributions
56 - Travel
57 - Natural, Built and Cultural Heritage
64 - Flood Risk
65 - Waste Water Treatment
66 - Surface Water Drainage
70 - Waste Management Facilities
72 - Pollution
73 - Air Quality
77 - Public Access

6.3 **West Highland and Islands Local Development Plan (2019) (WestPlan)**

Development Plan allocation – FW08 Blar Mor: Mixed use allocation for housing, community, business and retail uses over an area of 22ha.

6.4 **Highland Council Supplementary Planning Policy Guidance**

Developer Contributions (March 2018)
Flood Risk and Drainage Impact Assessment (Jan 2013)
Managing Waste in New Developments (March 2013)
Physical Constraints (March 2013)
Standards for Archaeological Work (March 2012)
Sustainable Design Guide (Jan 2013)

7. **OTHER MATERIAL POLICY CONSIDERATIONS**

7.1 **Scottish Government Planning Policy and Guidance**

Designing Streets
Designing Places

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.

8.3 The key considerations in this case are:

- compliance with the development plan and other planning policy
- siting, design and layout
- roads, parking, active travel and public access
- waste management
- flood risk and surface water drainage
- other servicing and infrastructure
- landscaping and biodiversity
- noise impact
- archaeology
- any other material considerations

Development plan/other planning policy

8.4 The proposed hospital development benefits from an extant permission in principle as part of the wider Blar Mhor Masterplan, which was updated in December 2025. This update included an assessment against most recent planning policy.

8.5 The current application solely relates to the approval of matters specified in conditions associated with the extant permission in principle, insofar as they relate to the development of a new hospital with associated energy centre, outbuildings and ancillary development.

Siting, design and layout

8.6 The Design and Access Statement for the proposed hospital sets out NHS Highland's aim to deliver a modern, flexible, accessible building at the heart of the community. The building design is of simple form, comprising two interlocking rectangular blocks with a level exterior, orientated to take advantage of views towards Ben Nevis from the principal elevation. The siting and layout have been informed by climate, landscape setting, daylighting, access and connectivity.

8.7 The main hospital building will present as a flat roofed structure; however, the roofs are designed with falls to gutters with waterproofing measures designed to accommodate periods of high rainfall and snow loading. The main roofs are enclosed by parapet walls, which will conceal photovoltaic panels and plant on the roof. A matt finished copper-toned metal cladding has been selected for its durability and resilience to weathering. The Design and Access Statement suggests that the warm, earthy-toned palette will respond to the surrounding landscape and provide a welcoming civic building which avoids a stark or overly clinical, institutional appearance. Varied fenestration and vertical fin details add visual interest and will help to reduce the visual scale and mass of the building. The overall design, including the external fabric, glazing, and shading, incorporates passive design principles to enhance environmental performance and sustainability.

8.8 A service yard is proposed to the west of the main hospital building and will accommodate fuel storage, an energy centre (boiler room/workshops), sprinkler tanks, and emergency generators. The energy centre is of simple, functional design and will be finished in matt light grey rainscreen cladding panels.

- 8.9 Overall, the proposal is considered to respond appropriately to both the natural landscape setting and the surrounding development. The quality of materials and detailing is appropriate for a building of this civic importance. The design has been informed by a robust programme of public consultation, and the layout accords with the approved masterplan and previous planning permissions. As such, the siting, design, and layout are considered acceptable.

Roads, parking, active travel and public access

General Road Layout

- 8.10 The proposals show the primary vehicular access to the hospital site being taken from the existing roundabout on the U5528 (Lochy Bank Road), which currently serves the Police Station and Phase 1 Housing. Secondary access points are proposed from the recently constructed road 'The Grazings' to the southwest, providing servicing and emergency ("blue light") access. This arrangement accords with the approved masterplan for the wider site.
- 8.11 The Transport Planning Team has reviewed the scale and geometry of the internal layout, together with the street lighting proposals and raises no objection to the discharge of Conditions 2(e) and 2(t).
- 8.12 Service and facilities management vehicles will access the site from the Blar Mhor Roundabout, following a dedicated route to the service yard. The layout allows for anticlockwise circulation, with vehicles exiting onto the "blue light" route, although provision is also made for vehicles to turn and exit via the same route if required. The service yard is designed to operate on a 24-hour basis, accommodating loading, unloading, and vehicle manoeuvring, while remaining fully segregated from public areas. Access will be controlled through signage and security measures including barriers, gates, and fencing. A covered service entrance is also provided for goods deliveries.
- 8.13 The road layout accommodates appropriate vehicle loading and unloading provision during operation and Condition 2(m) can be discharged.

Parking provision and Layout

- 8.14 The NHS parking strategy seeks to balance parking provision with cost and environmental considerations, avoiding unnecessary over-provision. The proposed hospital will have a main front car park accessed from the east, including 119 standard spaces (15 with EV charging), 15 accessible spaces (2 with EV charging), 8 enlarged bays, motorcycle parking, and a drop-off area for key entrances.
- 8.15 Additional staff parking will be located to the rear, accessed from the north. This will provide 18 standard spaces (9 with EV charging), 2 accessible bays, 2 enlarged bays, plus dedicated areas for fleet vehicle washing and ambulance parking.
- 8.16 Land has also been set aside for future parking provision associated with the proposed STEM Centre. This area is expected to provide an additional 86 standard car parking spaces and 5 accessible parking spaces when brought forward.

- 8.17 A parking assessment based on current usage at Belford Hospital identified a peak demand between 10:00 and 11:00 of approximately 96 spaces. This figure was uplifted by 20% (to 116 spaces) to account for peak variation; however, a total of 166 spaces is proposed as part of the current scheme. The total figure takes account of the semi-rural location of the hospital and lack of publicly accessible parking outwith the site, in comparison to the existing Belford Hospital.
- 8.18 Travel survey data indicates that the majority of journeys are currently undertaken by car (88% of patients/visitors and 71% of staff), with car use expected to remain the dominant mode at the new facility (albeit reduced to 76% of patients/visitors and 63% of staff).
- 8.19 Parking will operate without physical barriers and will instead be managed through road markings and wayfinding signage, directing vehicles to appropriate spaces (standard, accessible, EV, motorcycle and cycle parking). When the STEM Centre is developed, markings and signage will be updated to distinguish between hospital and STEM Centre parking.
- 8.20 The Transport Planning Team have confirmed the Parking Management Plan demonstrates that the proposed level of parking provision is sufficient to accommodate predicted demand. The submission identifies a total provision of 166 car parking spaces across the site, including a mix of standard, accessible and enlarged bays, as well as spaces with electric vehicle charging. This level of provision has been assessed against anticipated demand, with the submitted analysis indicating a peak requirement of approximately 116 spaces when an appropriate allowance for variation is applied. On this basis, the overall quantum of parking is considered acceptable and is not expected to result in capacity issues within the site under typical operating conditions. The range and distribution of parking types across the site also supports accessibility and operational requirements.
- 8.21 The proposals are considered to provide sufficient car parking to accommodate predicted demand, avoiding over provision which might otherwise detract from other modes of transport and active travel. Provision is made for a range of vehicles including oversized vehicles, motorcycles and EV charging bays. The parking layout is considered appropriate and has been reviewed and accepted by the Council's Transport Planning Team.

Cycle Parking

- 8.22 Cycle parking provision is to be provided close to key building entrances concentrated to the eastern side of the site, with a total of 36 spaces proposed. Provision includes secure cycle shelters (serving 10-12 bicycles) and a larger "Hi-bike" plinth area accommodating up to 14 bicycles. The Transport Planning Team supports the discharge of Condition 2(g); however, sought further clarification on the internal cycle parking stand arrangements to ensure they can accommodate a range of cycle types, including non-standard and adapted bicycles. This was submitted and found to be acceptable.

Bus Access

- 8.23 The submission includes indicative provision for bus stops and internal circulation. The Transport Planning Team requested further information to demonstrate that a deliverable public transport solution would be provided at the point of occupation, including confirmation of routing and implementation.
- 8.24 The updated Access Management Plan confirms that a bus route will be promoted from the A830 through the medical practice site, via a new link to Phase 1 residential housing, onto and through the hospital access, then travelling through a new link to Phase 2C housing onto The Grazings and back to the A830. A Minute of Understanding between NHS Highland and the Council is proposed to underpin the commitment to deliver this preferred route.
- 8.25 In addition to this, there is a condition attached to the Phase 2 housing permission (22/03479/MS) which prevents the commencement of development on Phase 2B or 2C (beyond site enabling and infrastructure works) until a detailed design for the one-way bus only and two-way cycle/pedestrian link through the site and the adjacent proposed hospital has been submitted to and approved in writing by the Planning Authority. This also requires details of the route, details of how the bus/cycle/pedestrian link will be managed, and a programme for delivery.
- 8.26 Two contingency options have been drawn up to provide an alternative public transport route serving the hospital should the timing of agreement of the Medical Practice to the Phase 1 housing link, or the construction of Phase 2C housing not aligning with the opening of the hospital.
- 8.27 An alternative route would be sought via the existing medical practice bus stop back to the A830 and onward to the hospital, then through a new link to phase 2C housing and back on to the A830. If the link through 2C housing is not available, the bus service would run from the A830 via the existing medical practice bus stop, back along the A830 to the hospital and then return back along Lochy Bank Road onto the A830.
- 8.28 Having reviewed the revised information the Transport Planning Team has advised that the submission demonstrates a viable and deliverable approach in principle, with outstanding elements relating to routing and operation capable of being secured through planning conditions prior to occupation.

Active Travel and Access Management

- 8.29 The submitted Access Management Plan provides an overview of access arrangements within the site, including internal pedestrian routes and cycle infrastructure. Further information was requested in order to demonstrate how the internal active travel links would connect to the wider active travel network.
- 8.30 Updated information has now been provided, illustrating how pedestrians and cyclists will access the site from both the Fort William and Corpach directions via existing and proposed routes. Much of the road and footway links around and to the hospital site are existing, having been delivered in an earlier phase of the masterplan.
- 8.31 The plan shows proposed shared walking and cycling paths through the car park area linking back to Lochy Bank Road and connecting to the A830 which forms part of the

Core Path network. An active travel link will be constructed along the northeast boundary to facilitate future connection to a proposed active travel link through phase 2C housing, once these units are developed.

- 8.32 Active travel links through the safeguarded STEM Centre site will be considered as part of any future application for that development. In the interim, it has been demonstrated that cyclists will be able to safely navigate through the site using the proposed internal routes and connections to the surrounding network. A route is also proposed through the hospital site to the Phase 2C housing site, and The Highland Council and NHS Highland are working together to achieve this onward link.
- 8.33 The active travel provision is considered to be acceptable in principle, however the latest response from the Transport Planning Team notes that the information does not confirm that the existing footway along the site access road will be widened and upgraded to accommodate shared pedestrian and cycle use. This has been raised with the agent. It is anticipated that agreement can be reached on the extent of shared foot/cycle ways and localised widening where necessary. A condition is proposed to require final details of the active travel provision prior to occupation of the hospital. The finalised active travel plan shall show the finalised routes, any widened footways, pedestrian and cycle crossings, and include confirmation of the finalised bus route option to be in operation at initial occupation of the hospital.

Monitoring and Review

- 8.34 Condition 18 of the permission in principle requires the submission of a Parking Management Plan in respect of each phase of non-residential development. This requires details of signage, specific provision for short-stay parking, management of staff parking and any other parking control measures. In addition to the parking provision and layout discussed above, the parking management plan has discussed available mitigation measures if parking provision is found to be insufficient once the hospital is in use; this would be determined through ongoing review.
- 8.35 Although adequate parking provision is currently proposed, taking into account alternative and enhanced modes of transport and active travel, given the nature of the development, contingency options have been considered if overspill parking were to become an issue in the future. A range of options have been set out in the Parking Management Plan which include alterations to the area of swale; agreements with adjoining landowners/operators and the provision of barriers to control parking areas.
- 8.36 Following further discussion with Transport Planning, NHS Highland have committed to facilitate the delivery (developer funded) of 'no waiting restrictions' on the approach to the hospital and the section from the roundabout to just beyond the 'blue light' entrance to ensure the safety and free flow of traffic around the hospital; delivery prior to the occupation of the hospital will be secured via planning condition. The Traffic Regulation Orders need to be progressed during the construction phase, which the agent has acknowledged.
- 8.37 The Transport Planning Team has advised that this commitment represents a significant strengthening of the overall parking strategy and provides additional confidence that parking overspill onto the surrounding road network can be effectively managed. On this basis and taking account of both on-site management measures

and off-site parking controls, it is considered that the Plan provides an appropriate and deliverable framework.

- 8.38 Condition 25 of the permission in principle requires the submission of an Outline Travel Framework Plan for each application for non-residential development. This requires proposals for reducing dependency on the private car and encouraging active travel. There is a second part to the condition that requires the submission, approval and implementation of a detailed Travel Framework Plan before the development is occupied.
- 8.39 The current submission has clarified that the details provided are in outline and has expanded on the requirements for a detailed Travel Framework Plan. The outline plan is considered acceptable and aligns with the Parking Management Plan (discussed above). NHS Highland has committed to the appointment of a Travel Plan Co-ordinator as recommended in the Travel Plan who will keep both plans under review following occupation of the hospital. Access and parking arrangements will also be formally reviewed through Post Occupancy Evaluations at 6 months, 1 year, and 3 years, with additional opportunities for feedback as required.

Waste management

- 8.40 As required by Condition 13 of the permission in principle, a Waste Management Strategy has been submitted (section 5.4 of Design and Assess Statement); this covers a sustainable approach to waste management with the operation of the hospital; location of bin storage, collection point and collection routes. Circular design is also embedded as part of the design and discussed in the Sustainability Strategy (section 5.2 of Design and Access Statement).
- 8.41 Having reviewed the Waste Management Strategy with regard to non-clinical and municipal waste, the Environmental Health officer has no object to condition 13 being discharged.
- 8.42 The Transport Planning Team welcomes the separate service areas for the hospital site and notes that the application submission clarifies that private contracts will be operated for the collection and disposal of waste from the site, with the main sorting, storage and collection areas within the main servicing area. The Transport Planning Team has no objection to the Waste Management Strategy and the wider provision for service vehicles.

Flood risk and surface water drainage

- 8.43 Condition 6 of the permission in principle relates to the submission of full details of the surface water drainage scheme and Condition 7 includes the requirement to assess remaining capacity within the SuDs system, taking into account the uptake of previous phases.
- 8.44 The Drainage Strategy report notes that presently, surface water runoff from the site is not actively drained. There is a small section of piped network within the site towards its northwest corner that has been constructed as part of the enabling works for the wider development. This discharges, via a manhole fitted with a Hydrobrake flow control device, into a surface water sewer to the west of the site. This conveys

water to a regional detention basin which in turn discharges to the Scottish Water surface water sewer. There is a surface water sewer under the access road south of the site, with the top of the run at the roundabout to the southeast corner of the hospital site. This again runs to the detention basin.

- 8.45 A revised surface water drainage scheme was submitted during the assessment of this current application, following targeted soakaway testing in late 2025 which yielded poor infiltration rate results. Instead of using an infiltration system for disposal of surface water runoff, all surface water runoff is now designed to discharge into the surface water sewer via a range of attenuation measures.
- 8.46 The Council's Flood Risk Management Team have reviewed the revised Drainage Impact Assessment (DIA) (Lochaber General Hospital, Drainage Strategy and Flood Risk Assessment Rev P07. Mott MacDonald. April 2026). This sets out the drainage strategy for the site. The design ensures that surface water is collected, treated and discharged to the existing surface water drainage system that serves the wider site. The discharge rate is limited to the rate assigned to this phase of the development. The design has been revised so that infiltration is no longer required. They are content for Condition 6 to be discharged.
- 8.47 Based on the information submitted the Flood Risk Management Team are content that surface water discharge to the existing network has been limited to the rate assigned to the development site and have no objection to Condition 7 being discharged.

Other servicing and infrastructure

- 8.48 It is proposed to connect to the public foul sewer and the public water main. Scottish Water has confirmed there is currently capacity for foul only connection to the Fort William Waste Water Treatment works; and sufficient capacity in the Camisky Wellfield Water Treatment Works to service the development. Separate permission will be required from Scottish Water to connect to their infrastructure.
- 8.49 Further information was requested on the nature/operation of the energy centre. The agent advised the energy centre comprises a service yard building incorporating a boiler room dedicated solely to the heating of the proposed hospital development; excess heat would therefore not be generated by this building. Boilers are understood to be proposed to run on Biopropane.
- 8.50 In terms of powering the proposed hospital, a new electrical supply will be provided from the local SSE 11kV network. A new substation will be installed within the proposed service yard area which will be housed in a dedicated room within the service yard building and designed in accordance with SSEN standards. The arrangement will consist of a single transformer supplied by a single SSEN connection (i.e. not a dual supply). SSEN have confirmed that this will be a firm supply, meaning that in the event of a fault, the transformer can be backfed from an alternative circuit to minimise disruption.
- 8.51 Emergency standby generation will be provided to ensure resilience under mains failure conditions. The system will be designed to deliver 100% backup capacity. The proposal is for two generators. In addition, solar photovoltaic (PV) installations will be

incorporated alongside the central plant to further reduce CO₂ emissions and enhance overall energy resilience.

Landscaping and biodiversity

- 8.52 Detailed hard and soft landscaping proposals for the site will contribute to placemaking and wayfinding around the site and provide opportunities for wildlife corridors and biodiversity enhancement. The proposals include native hedging to separate parking aisles and together with specimen tree planting will delineate key walking routes through the car park area. Native ground cover, specimen shrubs and informal tree planting are proposed to the northeast. Wildflower meadow planting is proposed between the service yard and access road to the west, and between the car park and main access spur to the south.
- 8.53 Hard landscaping includes seating opportunities along the main pedestrian route through the car park and at the various hospital entrances. These include space for wheelchair users. The hard and soft landscaping is carried through to three internal courtyards within the main building. Proposed boundary treatments include 1.83m high metal railing panels around the service yard to the rear of the main hospital building; 1m high timber post and wire rabbit proof fencing along the eastern boundary and 0.85m high metal railing panels between the staff car parking area and emergency vehicle access to the rear of the main hospital building.
- 8.54 The landscaping and planting proposals are considered acceptable and Condition 2 (j), (k) and (l) can be discharged.

Noise impact

- 8.55 The Noise Impact Assessment submitted considers noise levels from the proposed building services plant and the impact of car parking, road traffic and service area noise on neighbouring receptors and the potential future primary school on land identified for community use within the Blar Mhor masterplan. The Noise Impact Assessment confirms that provided the plant is attenuated to meet the limits set out in Section 5.4 of the Noise Impact Assessment, cumulative internal noise levels at the most exposed dwellings are predicted to achieve NRC20 in compliance with this condition. The Council's Environmental Health Officer has reviewed the Noise Impact Assessment and has no objection to Conditions 10 and 12 being discharged.

Archaeology

- 8.56 Condition 21 of the permission in principle requires the development to be informed by a programme of archaeological work. The Council's Archaeologist has confirmed that the archaeological work was carried out at this location in 2011, and no additional mitigation is proposed for this application.

Other material considerations

- 8.57 Condition 2(i) seeks the submission of details of public art provision. An integrated and practical approach to public art provision has been made through the selection of high quality materials, hard and soft landscaping and public seating areas. Further public art will be delivered through feature signage at the entrance to the hospital.

The delivery of directional signage including public art will be secured through planning condition.

- 8.58 As this is a two-stage permission (Permission in Principle followed by approval of Matters Specified in Conditions), the conditions attached to the Permission in Principle remain in force. Additional conditions are proposed where necessary to address detailed matters arising from this MSC approval.
- 8.59 Summary below of the remaining condition requirements on the permission in principle (25/03035/S42) as they relate to the hospital phase of the development.
- 8.60
- Condition 3 requires the submission of a Construction and Environmental Management Plan prior to the commencement of development.
 - Condition 5 requires pre-commencement protected species surveys.
 - Condition 6 and 7 requires the approved drainage scheme to be implemented prior to occupation of the hospital, together with any mitigation measures for the SUDs capacity.
 - Condition 9 requires compliance with the Access Management Plan for the phase of development it relates to.
 - Condition 12 requires compliance with Noise Rating Curve 20 and the submitted noise assessment.
 - Condition 14 requires link roads to adjoining sites to be taken to the edge of the application site with no impediments.
 - Condition 15 requires the submission and approval of a Construction Traffic Management Plan before commencement of development and compliance with the plan thereafter until the development (hospital) is complete.
 - Condition 16 requires the approved parking spaces to be provided (and formed in accordance with standards) prior to the first occupation of the hospital and thereafter maintained for this use in perpetuity.
 - Condition 17 requires the secure, covered cycle parking spaces to be provided (and formed in accordance with standards) prior to the first occupation of the hospital and thereafter maintained for this use in perpetuity.
 - Condition 18 requires the implementation of the parking management plan in accordance with the approved details and thereafter maintenance for this use in perpetuity.
 - Condition 23 requires implementation of the approved landscaping scheme in the first planting season following first occupation of the hospital and a five year maintenance period.
 - Condition 25 requires the submission of the detailed Travel Framework Plan (based on the Outline Travel Framework Plan submitted) prior to the first occupation of the hospital and implemented thereafter.
 - Condition 26 requires approval of the Travel Plan Co-ordinator to deliver the Travel Plan.

- Condition 27 requires establishment and maintenance of a Liaison Group of the duration of the development.

Non-material considerations

8.61 None

Matters to be secured by Legal Agreement / Upfront Payment

8.62 There is an existing unilateral agreement in place under the original permission, which had taken effect as a result of previous developments on the land. A minor amendment to the agreement was made to update the reference following the granting of 25/03053/S42.

9. CONCLUSION

9.1 This proposal follows the grant of planning consent for a mixed-use development on the Blar Mhor (18/03647/PIP) and the subsequent grant of 25/03053/S42 - Section 42 Application to develop land without compliance with condition 1 of 18/03647/PIP to increase the Hospital GFA (up to 12,400m²) plus Energy Centre (up to 1,000m²). The proposals seek to satisfy the conditions relating to the delivery of a new hospital on site.

9.2 The detailed plans and proposals considered above are considered sufficient to discharge the planning conditions specified in Section 1.2 above relating to the siting, design and servicing of the new hospital building.

9.3 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: Not applicable

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued

Action required before decision issued N

Notification to Scottish Ministers	N
Conclusion of Section 75 Obligation	N
Revocation of previous permission	N

Subject to the above actions, it is recommended to **APPROVE** the application subject to the following conditions and reasons

1. Prior to the commencement of development on the superstructure of the hospital building hereby approved, or as otherwise agreed by the Planning Authority, an application shall be made to the Roads Authority (at the developers expense) for parking restrictions to be imposed on the approach roads to the approved hospital from the Blar Mhor roundabout to the main hospital vehicular access (Lochy Bank Road), and from the Blar Mhor roundabout to the hospital emergency blue light entrance (The Grazings). Thereafter, any such parking restrictions granted by Traffic Regulation Orders shall be in place (and funded by the developer) prior to the initial occupation of the approved hospital.

Reason: In the interests of road safety and to prevent parking overspill onto the surrounding road network.

2. Prior to the commencement of development on the superstructure of the hospital building hereby approved, or as otherwise agreed by the Planning Authority, full details of external directional signage and entrance feature sign incorporating public art provision, shall be submitted to, and agreed in writing by, the Planning Authority. Thereafter, signage shall be provided in accordance with the agreed details, prior to the first occupation of the hospital.

Reason: In the interests of road safety.

3. Prior to the first occupation of the hospital hereby approved, a final Access Management Plan shall be submitted to and approved in writing by the Planning Authority. For the avoidance of doubt the plan shall show the finalised active travel routes, any widened footways, pedestrian and cycle crossings, and include confirmation of the finalised bus route option to be in operation at initial occupation of the hospital. Thereafter the active travel plan shall be implemented in accordance with the approved details and Conditions 9 and 25 of 25/03053/S42.

Reason: To facilitate the reduction in use of private cars and increase use of sustainable active travel.

4. Prior to the commencement of development on the superstructure of the hospital building hereby approved, a sample of external building material shall be submitted to, and agreed in writing by, the Planning Authority. Thereafter, the hospital building shall be finished in accordance with the agreed details.

Reason: In the interest of amenity and to ensure suitable integration into the landscape setting.

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.

INFORMATIVES

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 represent 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.

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. The granting of 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.

Scottish Water - Asset Impact Assessment

Scottish Water records indicate that there is live infrastructure in the proximity of the development area that may impact on existing Scottish Water assets.

You must identify any potential conflicts with Scottish Water assets and contact Scottish Water's Asset Impact Team via our Customer Portal for an appraisal of the proposals.

Please note that any conflict with assets identified will be subject to restrictions on proximity of construction.

Written permission must be obtained from Scottish Water before any works are started within the area of their apparatus.

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: <http://www.highland.gov.uk/yourenvironment/roadsandtransport>

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

http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2

Mud and Debris on Road

Please note that it is 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 env.health@highland.gov.uk 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: <https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species>

Discharge/Satisfaction of Conditions

As this is a two-stage permission (Permission in Principle followed by approval of Matters Specified in Conditions), the conditions attached to the Permission in Principle remain in force.

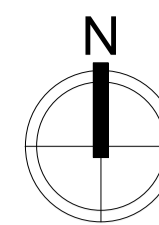
The developer is advised to enter into early discussion with the Planning Authority towards reaching agreements necessary to provide timely discharge of pre-commencement and pre-occupation conditions

Signature:	Bob Robertson
Designation:	(Acting) Planning Manager - South
Author:	Christine Millard/Susan Macmillan
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - ZOXX-DR-A-6010007 Rev P02 Location Plan
	Plan 2 - ZOXX-DR-A-6010201 Rev P04 Site Layout Plan
	Plan 3 - XGF-DR-A-7060202 Rev P01 Floor Plan Level 00
	Plan 4 - XX01-DR-A-7060202 Rev P01 Floor Plan Level 01
	Plan 5 - XX02-DR-A-7060202 Rev P01 Floor Plan Level 02
	Plan 6 - XXRF-DR-A-7060202 Rev P01 Roof Plan
	Plan 7 - XXXX-DR-A-7030201 Rev P02 External Elevation Plan
	Plan 8 - XXXX-DR-A-7030202 Rev P02 External Elevation Plan
	Plan 9 - XXXX-DR-A-7030203 Rev P02 External Elevation Plan

- Plan 10 - XXXX-DR-A-7080201 Rev P02 Section Plan
- Plan 11 - XXXX-DR-A-7080202 Rev P02 Section Plan
- Plan 12 - XXXX-DR-A-7080203 Section Plan
- Plan 13 - ECGF-DR-A-7060251 Rev P02 Energy Centre Floor Plan
- Plan 14 - ECRF-DR-A-7060251 Rev P02 Energy Centre Roof Plan
- Plan 15 - ECXX-DR-A-7030251 Rev P02 Energy Centre Elevation Plan
- Plan 16 - ECXX-DR-A- 7080251 Energy Centre Section Plan
- Plan 17 - DR-L-0000001 Rev P09 Landscaping Plan

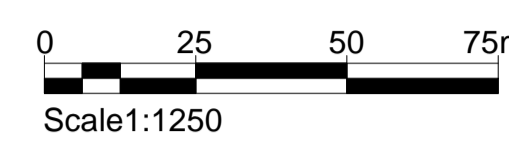
Appendix 1 – Letters of Representation

None



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CDM:
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Location Plan
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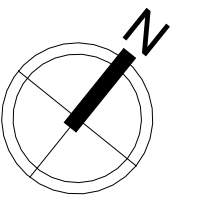
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P02	Planning Issue.	ME	DM	20.02.26
P01	First Issue	ME	DM	09.02.26



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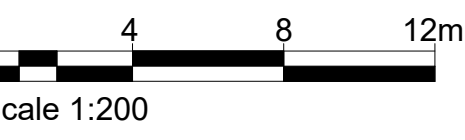
Client
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 Project
 Lochaber Hospital
 Drawing
 Location Plan

Project No.	Rev
23-0002	P02
Drawing No.	
H231H_22003-KEPP-XXXX-Z00X-DR-A-6010007	
Status	Status Code
PLANNING	S3
Created: TK	Checked: DM
Date: 06/02/26	Scale: 1:1250 @ A1



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Department Legend

- Communication
- Emergency Department
- FM Services
- Main Entrance
- Mortuary
- On-Call Bedrooms
- Outpatients
- Pharmacy
- Plant
- Radiology
- Renal Dialysis & SACT



REV	DESCRIPTION	DRW	CHK'D	DATE
P01	First Issue	DM	TK	06.02.26



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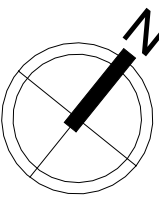
Client
 Balfour Beatty Construction Limited

Project
 Lochaber Hospital

Drawing
 GA Plan - Level 00

Project No.	Rev
23-0002	P01
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General Arrangement Plan: Level 00
 Scale - 1 : 200



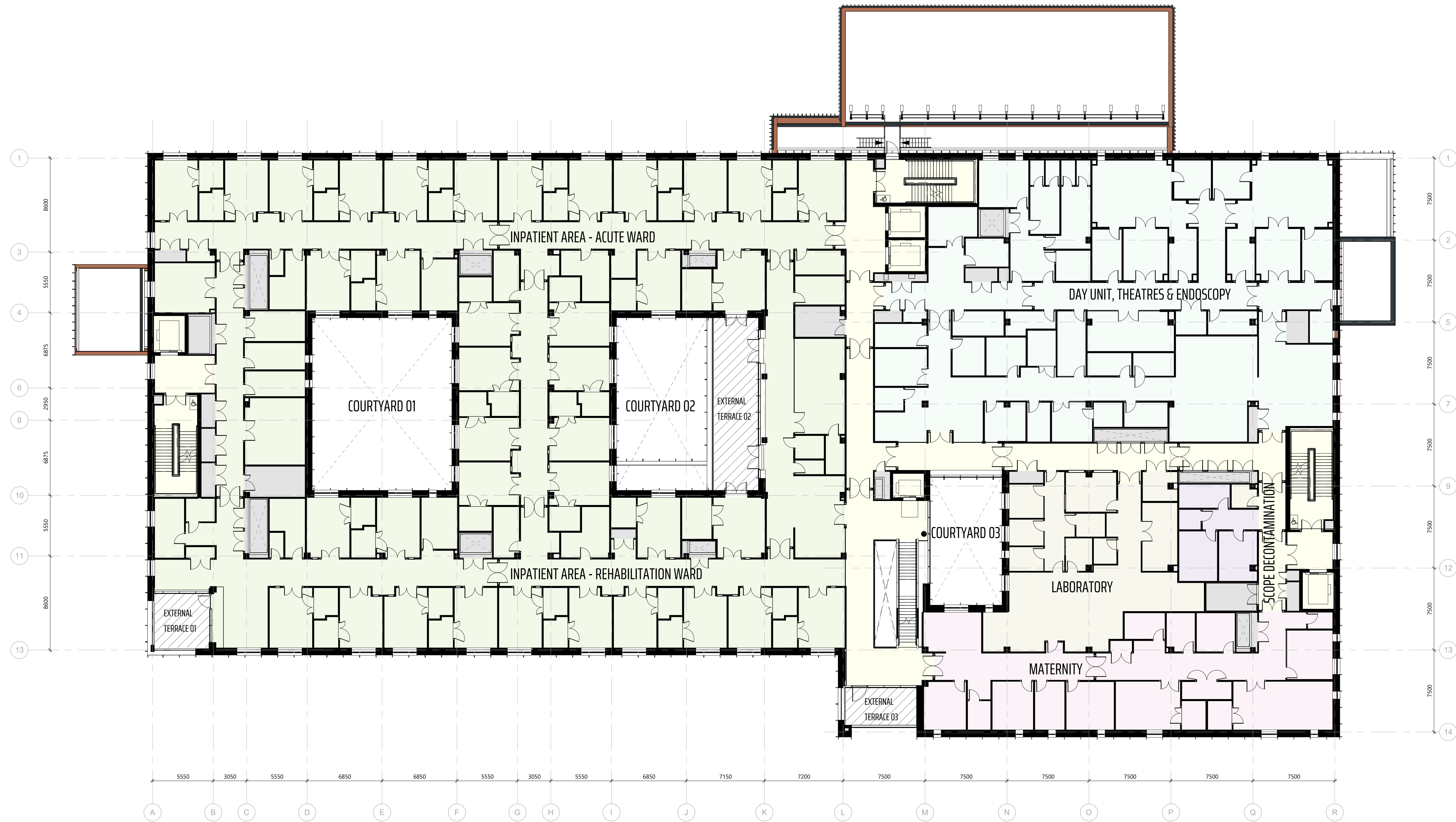
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0 4 8 12m
 Scale 1:200

Department Legend

- Communication
- Day Unit, Theatres & Endoscopy
- Inpatient Units
- Laboratories
- Maternity Unit
- Plant
- Scope Decontamination



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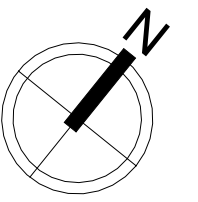


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Client
 Balfour Beatty Construction Limited
 Project
 Lochaber Hospital
 Drawing
 GA Plan - Level 01

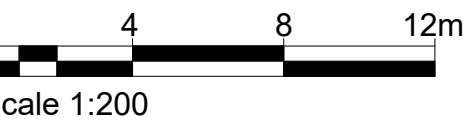
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General Arrangement Plan: Level 01
 Scale - 1:200



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Department Legend

- Communication
- Offices & Education
- Plant
- Staff Facilities



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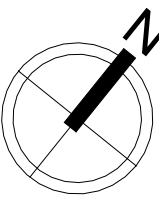


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Client
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 Project
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 Drawing
 GA Plan - Level 02

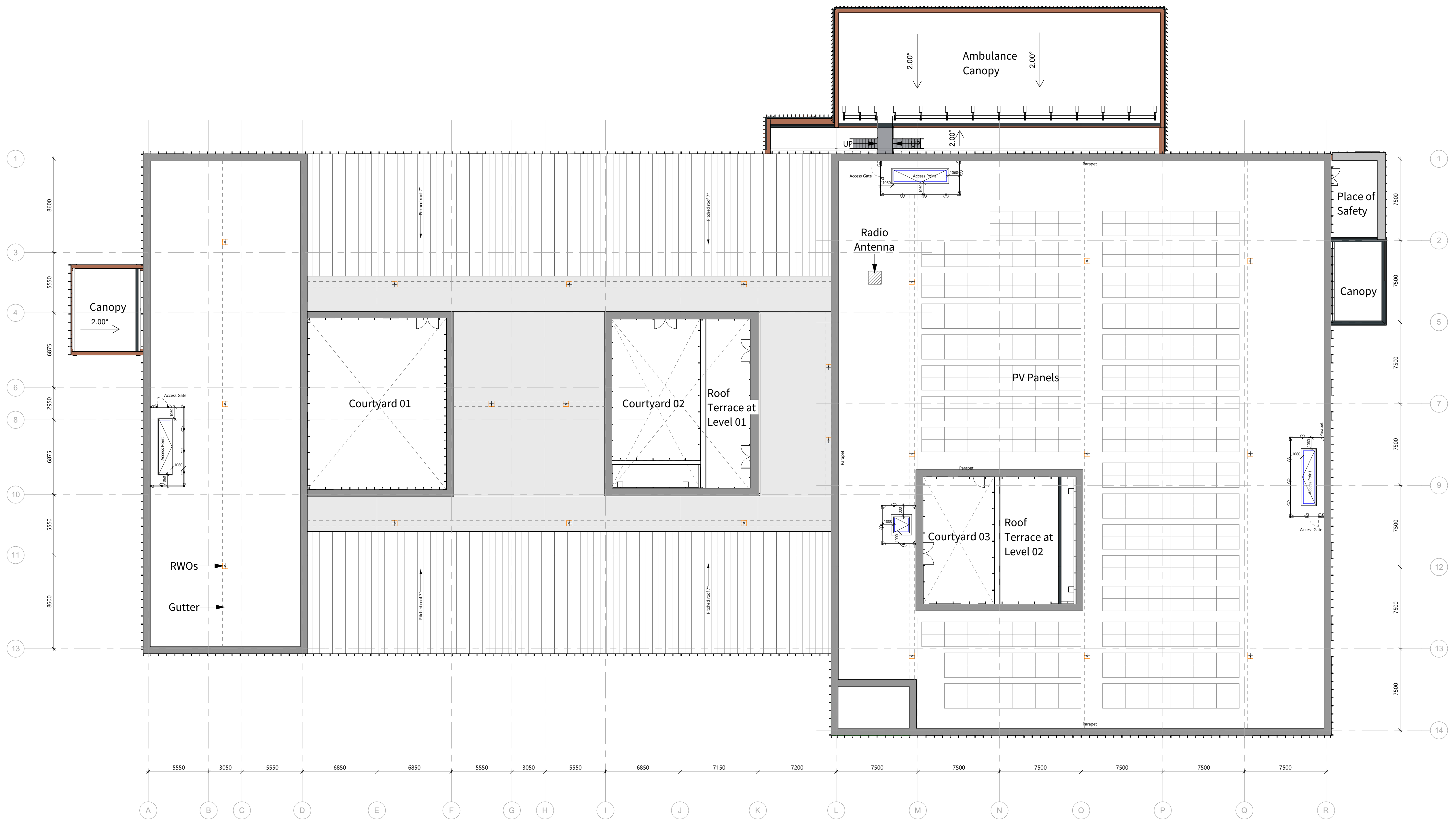
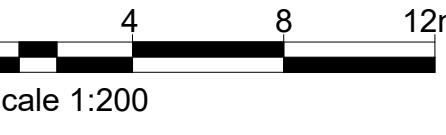
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Status	Status Code
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Date: 06.02.26	Scale: 1:200 @A1

General Arrangement Plan: Level 02
 Scale - 1 : 200



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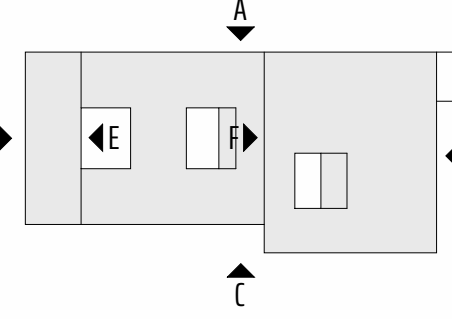
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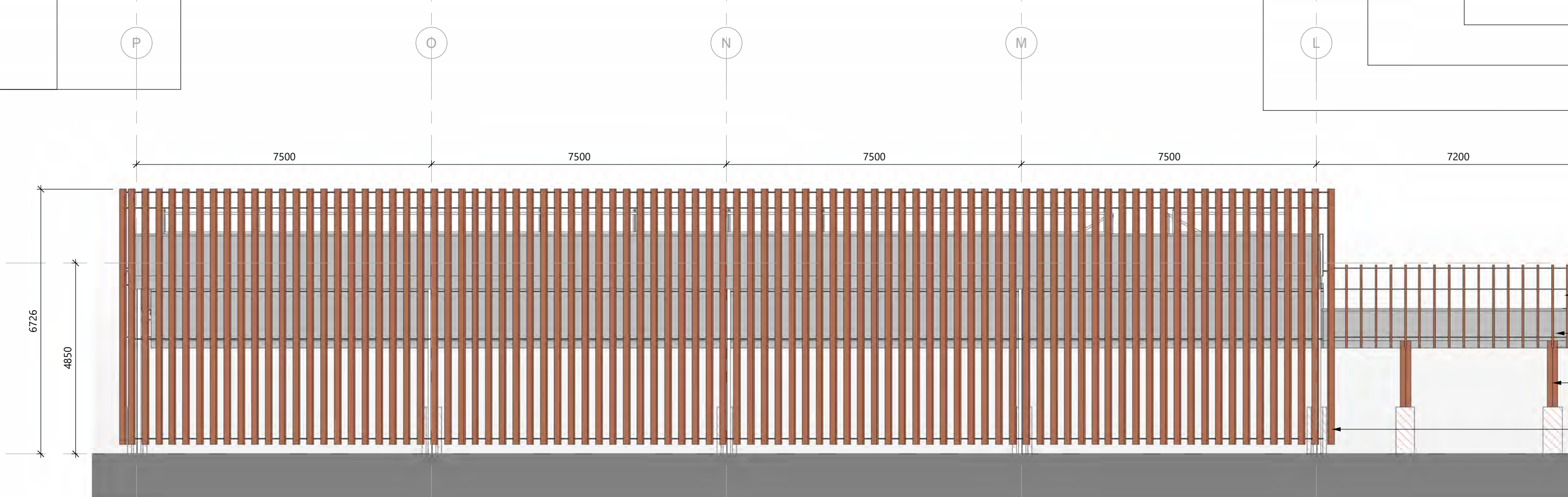
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 Project
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 Drawing
GA Plan - Roof Level

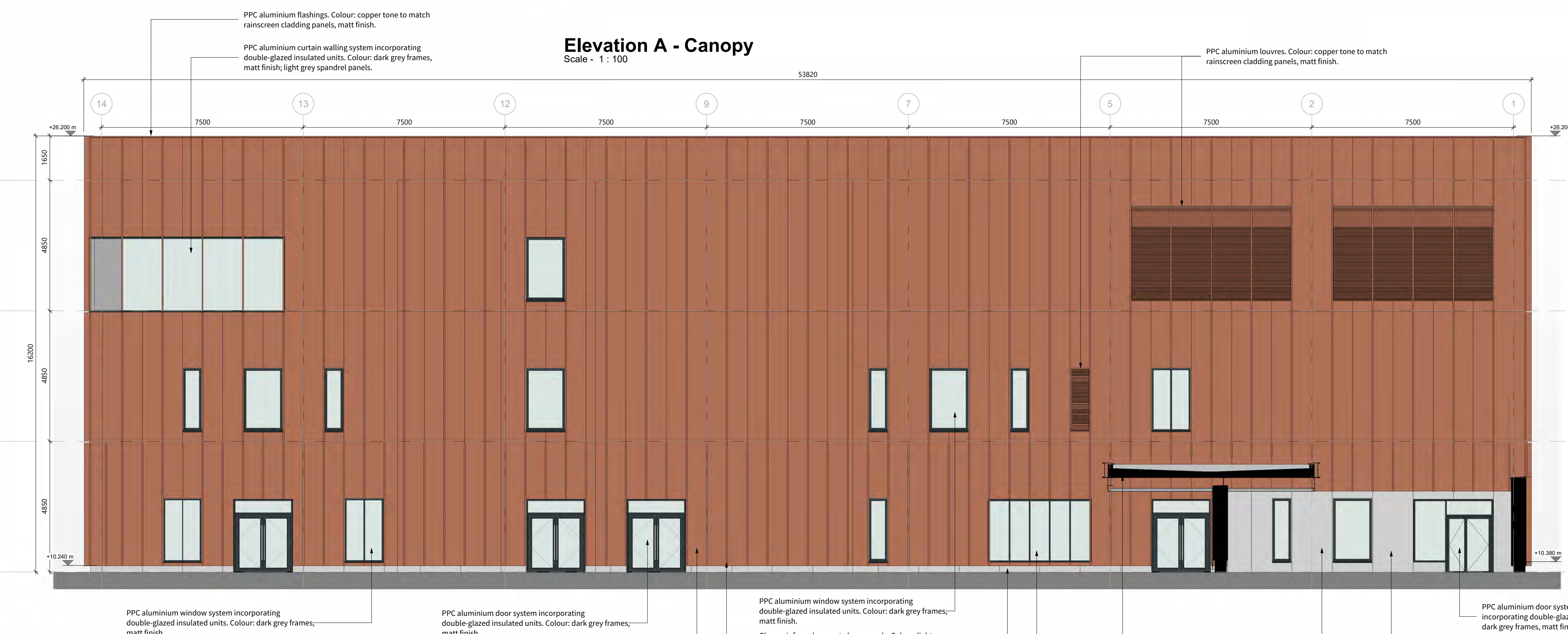
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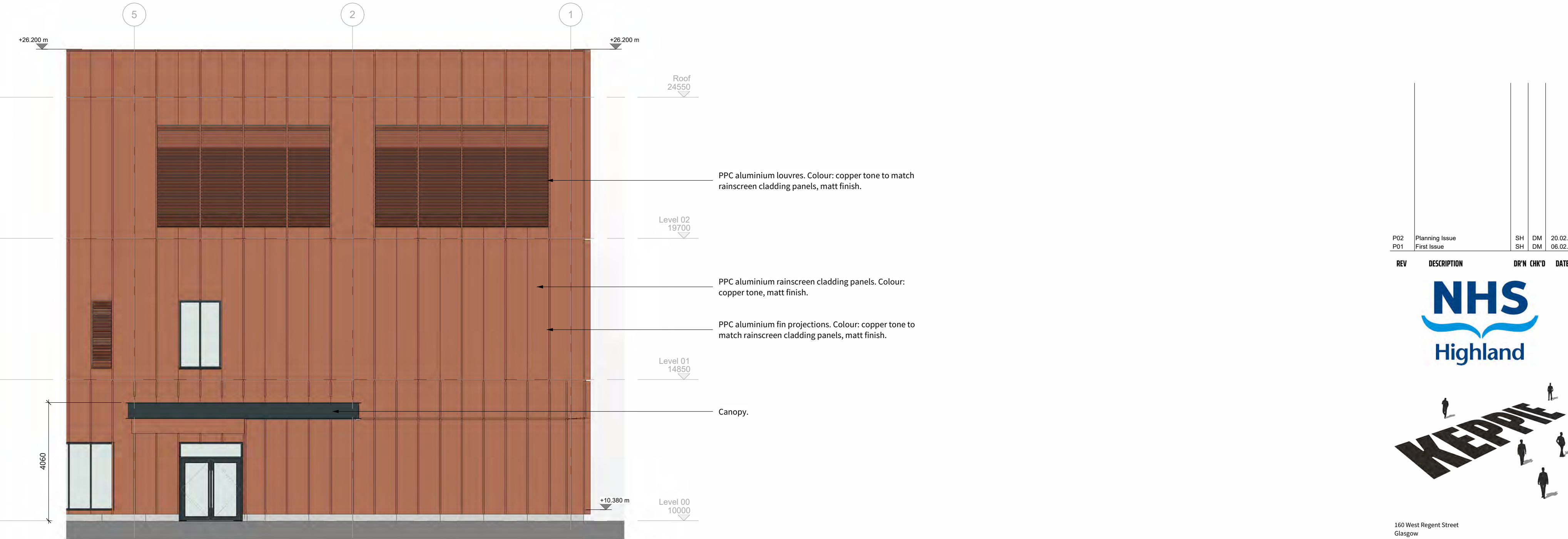
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Elevation A - Canopy
 Scale - 1:100



Elevation B
 Scale - 1:100



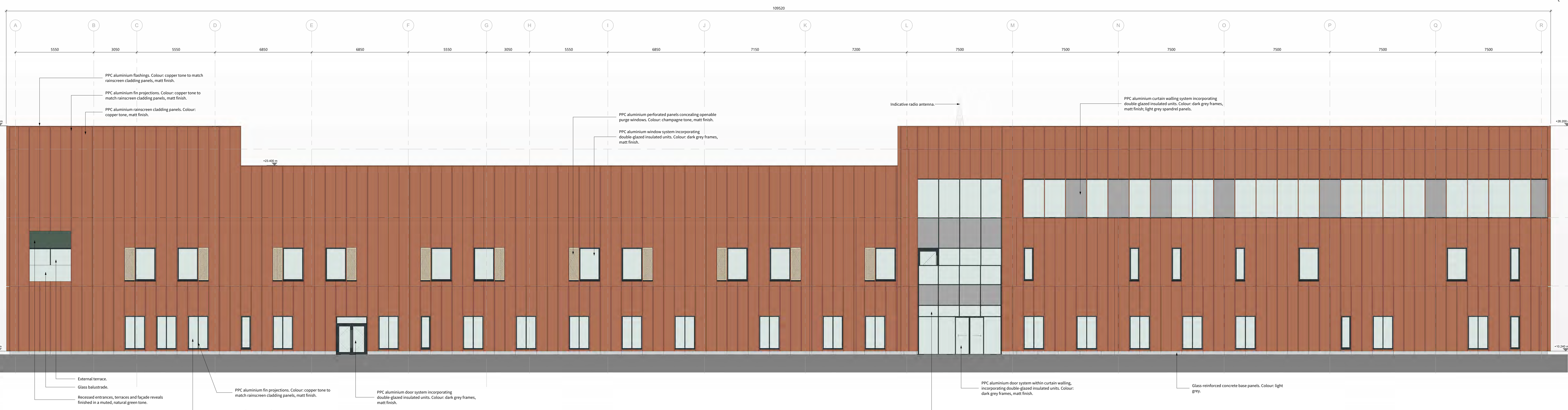
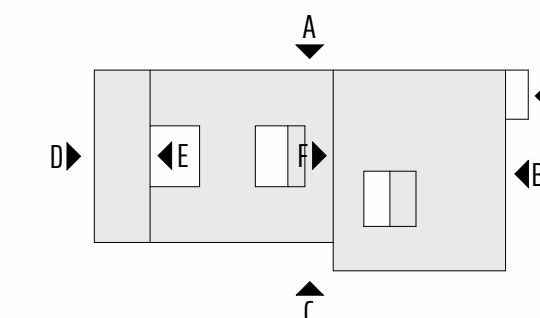
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NO	DESCRIPTION	REV	DATE
PO2	Planning Issue	01	20.02.20
PO2	Final Issue	01	20.02.20

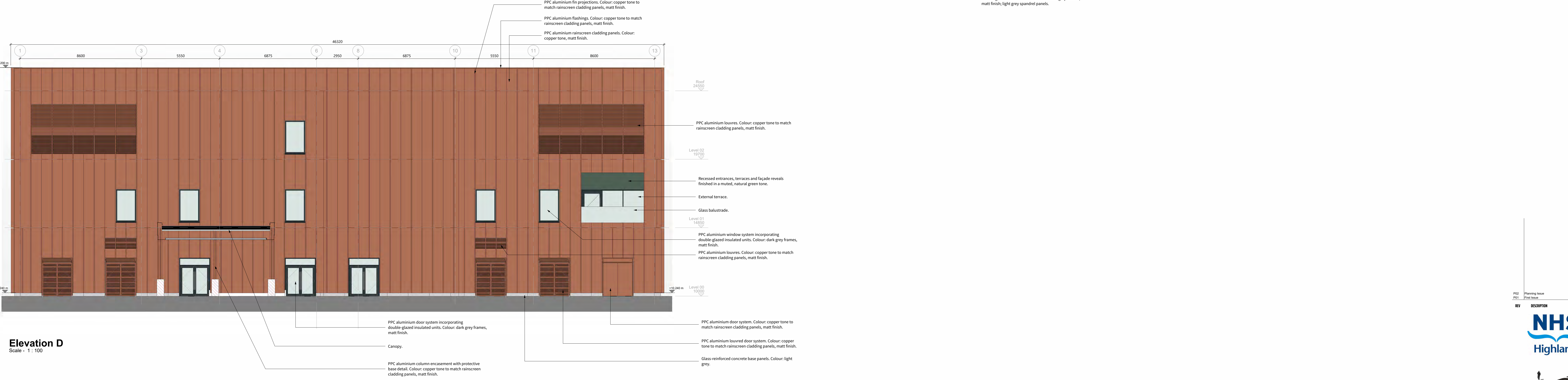


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 Tel: 0141 244 8905
 www.hayesdesign.co.uk
 Class:
 Balfour Beatty Construction Limited
 Project:
 Lochaber Hospital
 Drawing:
 External Elevations Sheet 1

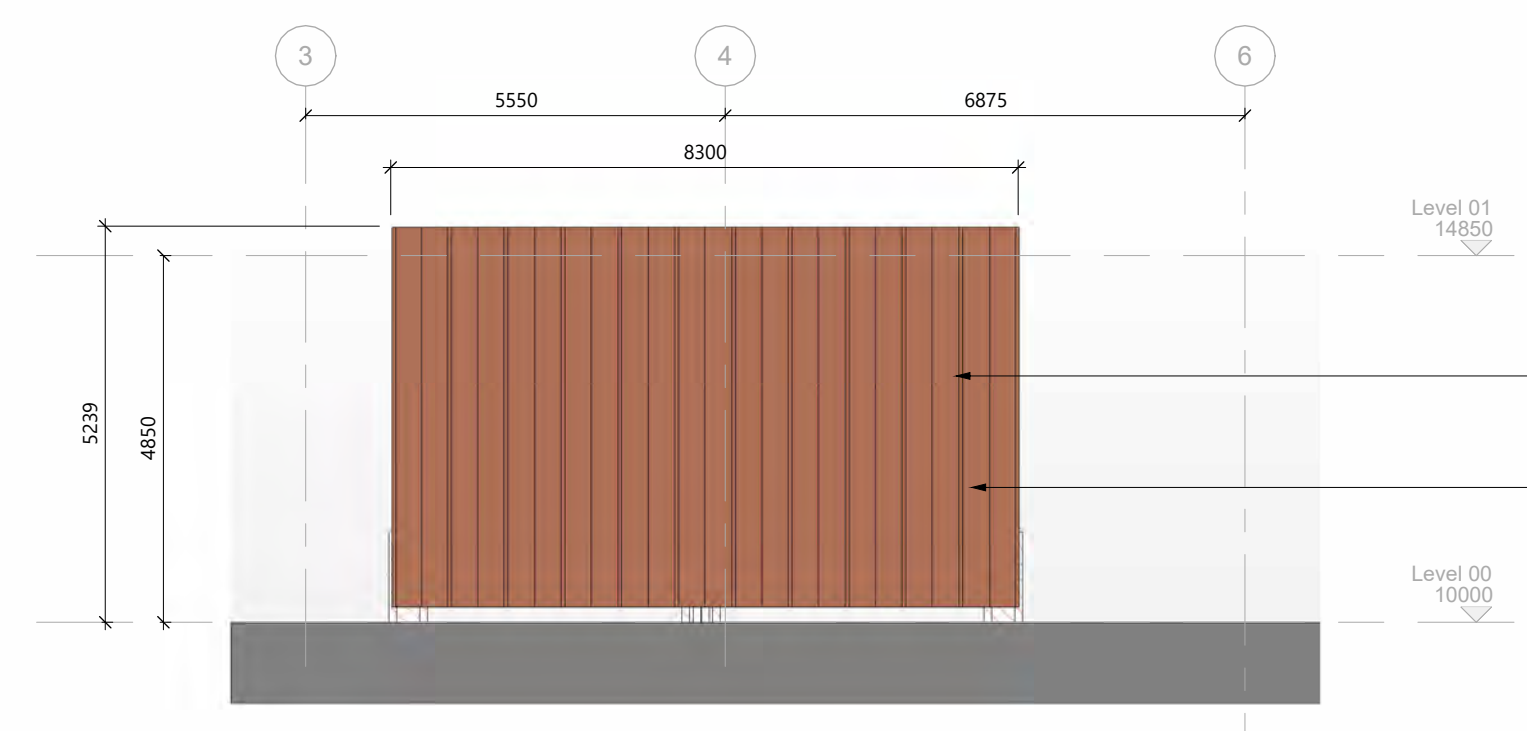
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Drawing No.	Status
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Created	Checked
SN	DM
Date	Scale
16/02/20	As indicated @ A4



Elevation C
 Scale - 1 : 100



Elevation D
 Scale - 1 : 100



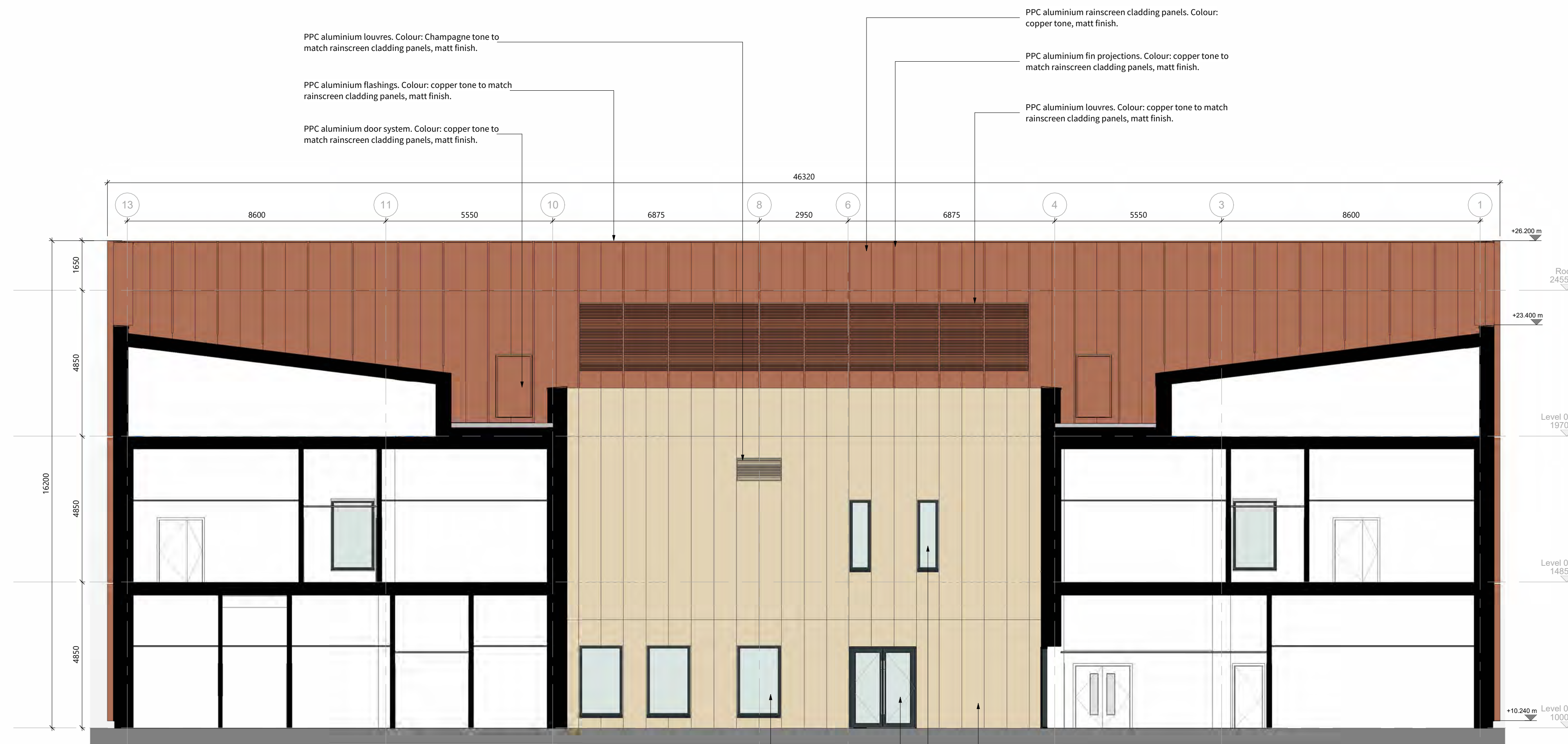
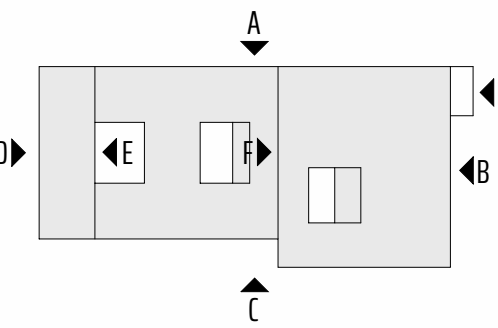
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REV	DESCRIPTION	BY	DATE
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2	Final Issue	DM	20.02.20

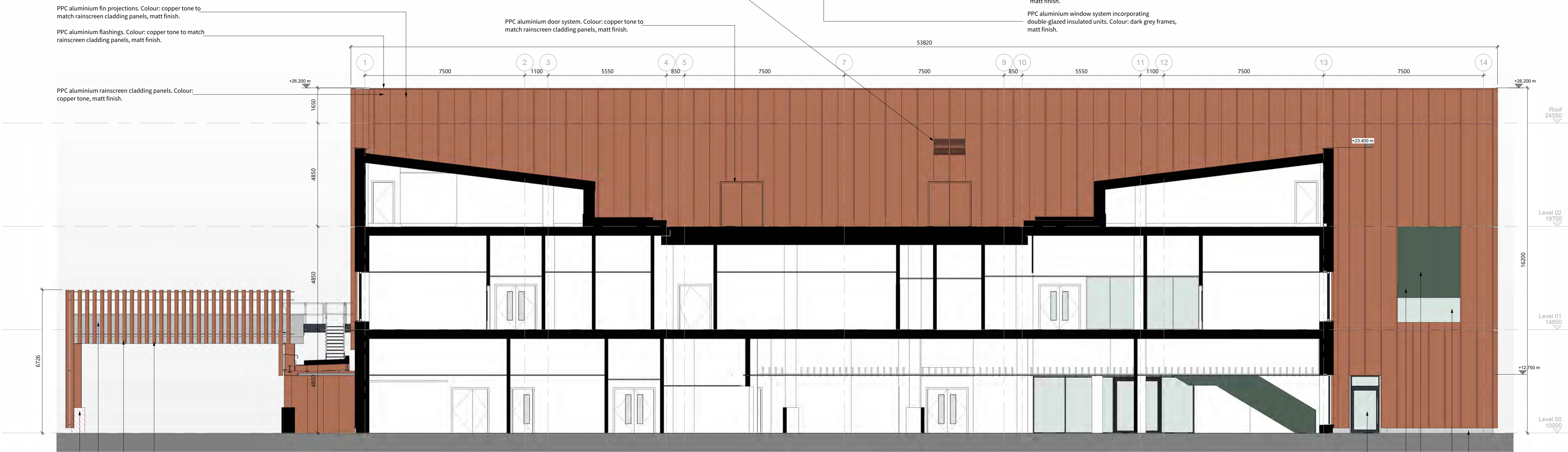


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 Client
 Balfour Beatty Construction Limited
 Project
 Lochaber Hospital
 Drawing
 External Elevations Sheet 2

Project No.	Rev
23-0002	P02
Drawing No.	Status Code
H211H_22003-KEPP-XXXX-XXXX-DR-A-7030202	S3
Created	Checked
DM	DM
Date	Scale
16/02/20	As indicated @ A3



Elevation E
 Scale - 1 : 100



Elevation F
 Scale - 1 : 100



REV	DESCRIPTION	DRW	CHK'D	DATE
P02	Planning Issue	SH	DM	20.02.26
P01	First Issue	SH	DM	06.02.26



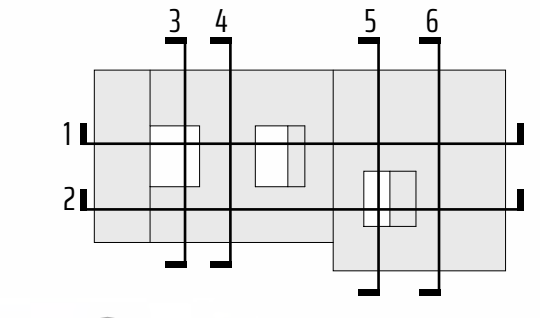
160 West Regent Street
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Client
 Balfour Beatty Construction Limited

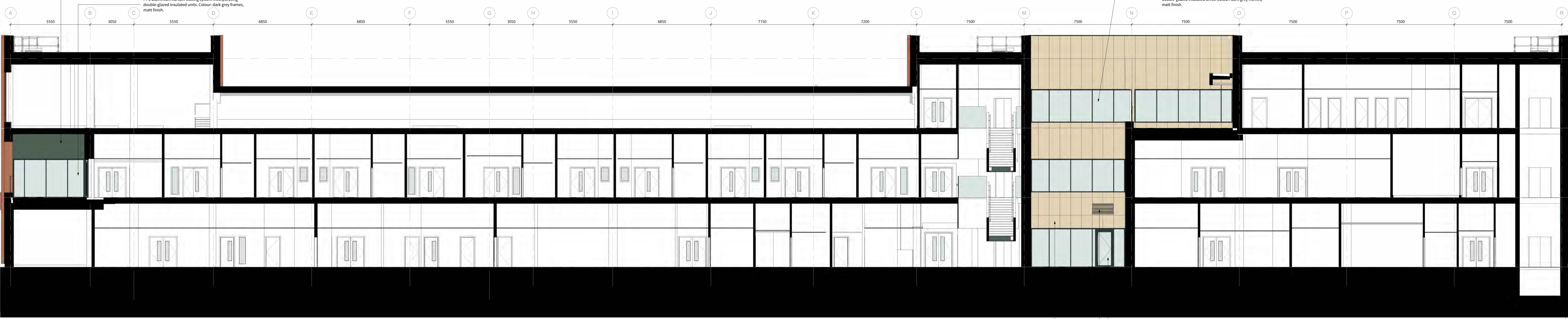
Project
 Lochaber Hospital

Drawing
 External Elevations Sheet 3

Project No.	Rev
23-0002	P02
Drawing No.	
H231H_22003-KEPP-XXXX-XXXX-DR-A-7030203	
Status	Status Code
PLANNING	S3
Created: SH	Checked: DM
Date: 06/02/26	Scale: As indicated @ A1



A-708 Section 1
 Scale - 1 : 100



A-708 Section 2
 Scale - 1 : 100

PPC aluminium rainscreen cladding panels. Colour: Champagne tone, matt finish.

PPC aluminium louvers. Colour: Champagne tone to match rainscreen cladding panels, matt finish.

PPC aluminium door system within curtain walling, incorporating double glazed insulated units. Colour: dark grey frames, matt finish.

REV	DESCRIPTION	BY	CHK	DATE
PO2	Planning issue	DM	DM	20.02.20
PO1	Final issue	DM	DM	20.02.20



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Client:
 Balfour Beatty Construction Limited

Project:
 Lochaber Hospital

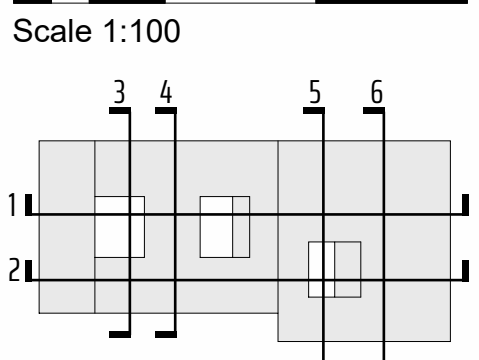
Drawing:
 Sections Sheet 1

Project No:	23-0002	Rev:	PO2
Drawing No:	H211H_22003_KEPP-XXXX-XXXX_DR-A_708B201		
Status:	PLANNING	Status Code:	53
Created:	SR	Checked:	DM
Date:	16/02/20	Scale:	As indicated @ A3

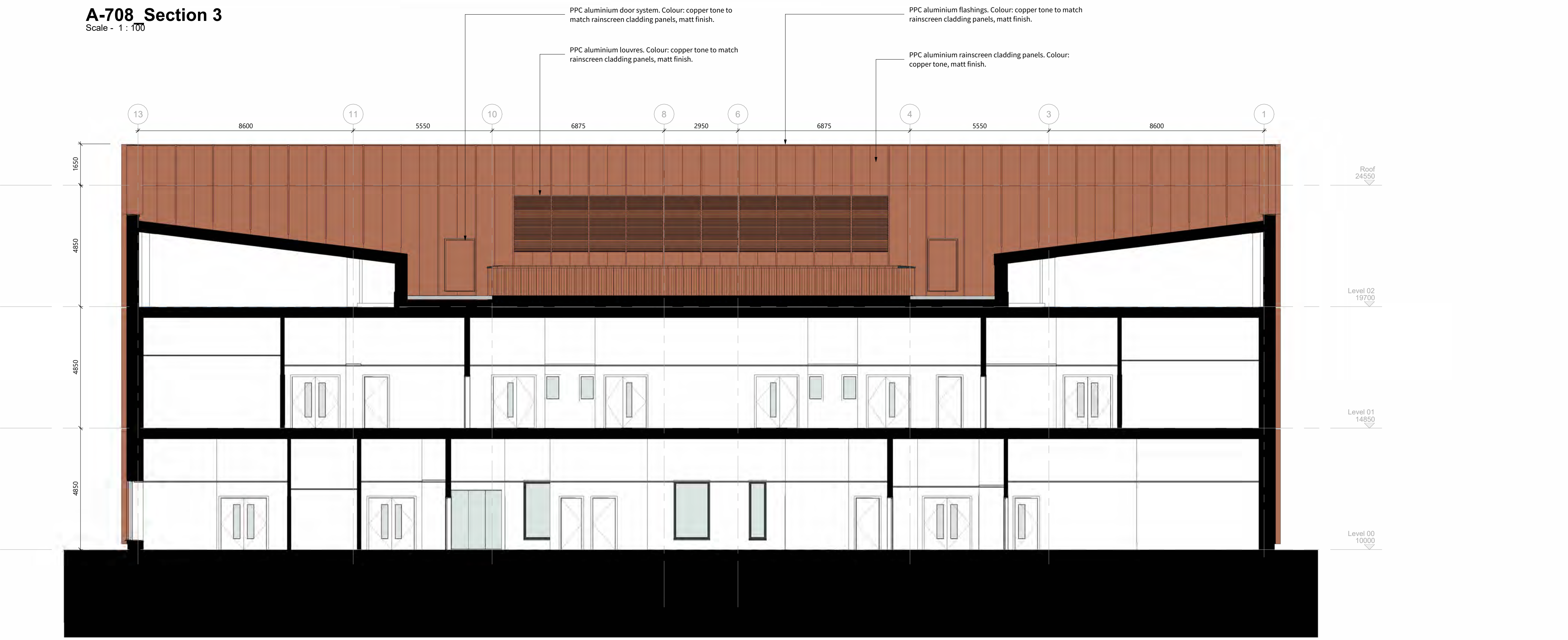
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0 2 4 6m
 Scale 1:100



A-708 Section 3
 Scale - 1 : 100



A-708 Section 4
 Scale - 1 : 100

REV	DESCRIPTION	DRW	CHK'D	DATE
P02	Planning Issue	SH	DM	20.02.26
P01	First Issue	SH	DM	06.02.26



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Client
 Balfour Beatty Construction Limited
 Project
 Lochaber Hospital
 Drawing
 Sections Sheet 2

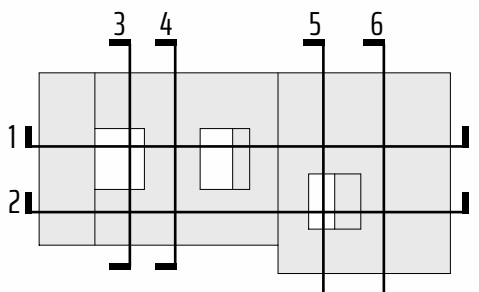
Project No.	23-0002	Rev	P02
Drawing No.	H231H_22003-KEPP-XXXX-XXXX-DR-A-7080202	Status Code	S3
Status	PLANNING	Checked:	DM
Created:	SH	Scale:	As indicated @ A1
Date:	06/02/26		

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Scale 1:100



PPC aluminium door system within curtain walling, incorporating double-glazed insulated units. Colour: dark grey frames, matt finish.

PPC aluminium rainscreen cladding panels. Colour: Champagne tone, matt finish.



Access and maintenance stair including metal stair, access gate and handrails.

PPC aluminium rainscreen cladding panels. Colour: copper tone, matt finish.

Handrail.

PPC aluminium angled fins. Colour: copper tone to match rainscreen cladding panels, matt finish.

Canopy.

Roof 24550

Level 02 19700

Level 01 14850

Level 00 10000

PPC aluminium column encasement with protective base detail. Colour: copper tone to match rainscreen cladding panels, matt finish.

A-708 Section 5
 Scale - 1 : 100

REV	DESCRIPTION	DRW	CHK'D	DATE
P02	Planning Issue	SH	DM	20.02.26
P01	First Issue	SH	DM	06.02.26



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Client
Balfour Beatty Construction Limited
 Project
Lochaber Hospital
 Drawing
Sections Sheet 3

Project No.	23-0002	Rev	P02
Drawing No.	H231H_22003-KEPP-XXXX-XXXX-DR-A-7080203	Status Code	S3
Status	PLANNING	Created:	SH 02/06/26
Checked:	DM	Scale:	As indicated @ A1

A-708 Section 6
 Scale - 1 : 100



PPC aluminium column encasement with protective base detail. Colour: copper tone to match rainscreen cladding panels, matt finish.

Roof 24550

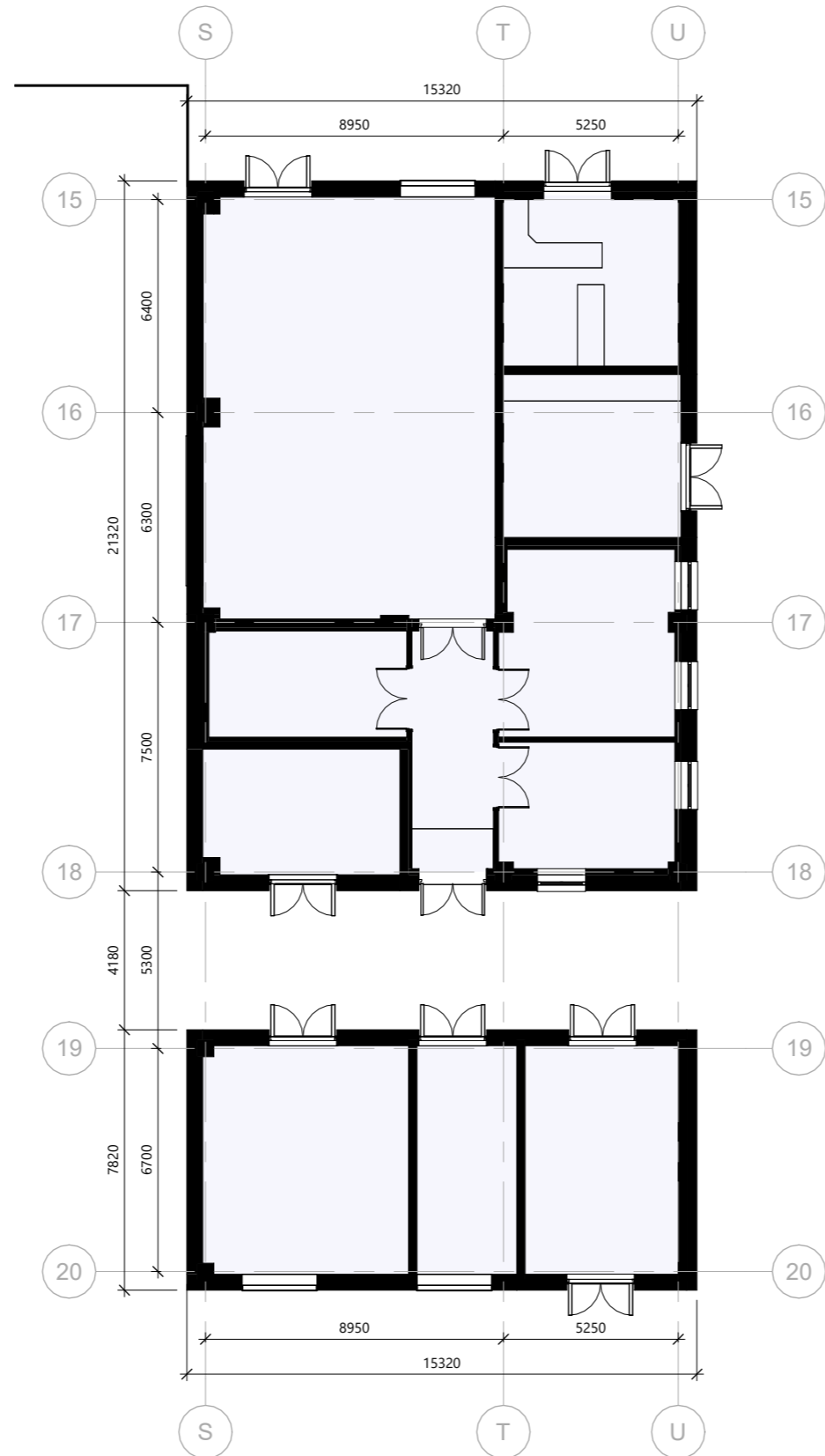
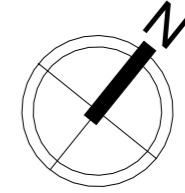
Level 02 19700

Level 01 14850

Level 00 10000

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ENERGY CENTRE/
 WORKSHOP
 BUILDING

WASTE/
 GAS MANIFOLD
 BUILDING

Department Legend

Energy Centre

REV	DESCRIPTION	DRN	CHKD	DATE
P02	Planning Issue	SH	DM	20.02.26
P01	First Issue	DM	TK	06.02.26



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Client
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Project
Lochaber Hospital

Drawing
**GA Plan - Energy Centre (inc
 Workshops/Waste/Gas Manifold) - Level 00**

Project No. 23-0002 Rev P02

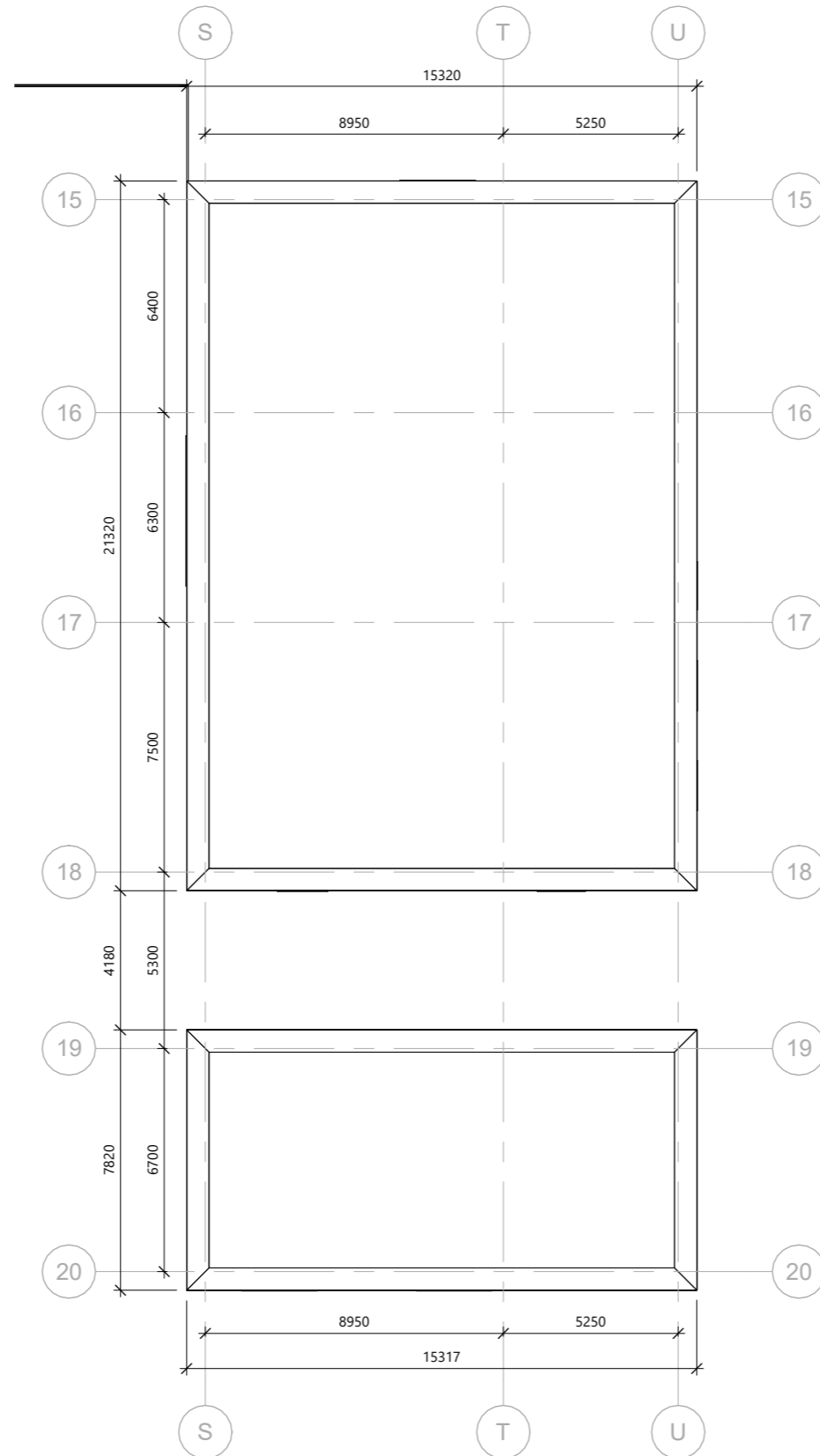
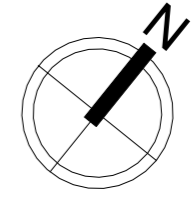
Drawing No. H231H_22003-KEPP-XXXX-ECGF-DR-A-7060251

Status PLANNING Status Code S3

Created: DM Checked: TK Date: 06.02.26 Scale: 1:200 @A3

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REV	DESCRIPTION	DRN	CHKD	DATE
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P01	First Issue	DM	TK	06.02.26



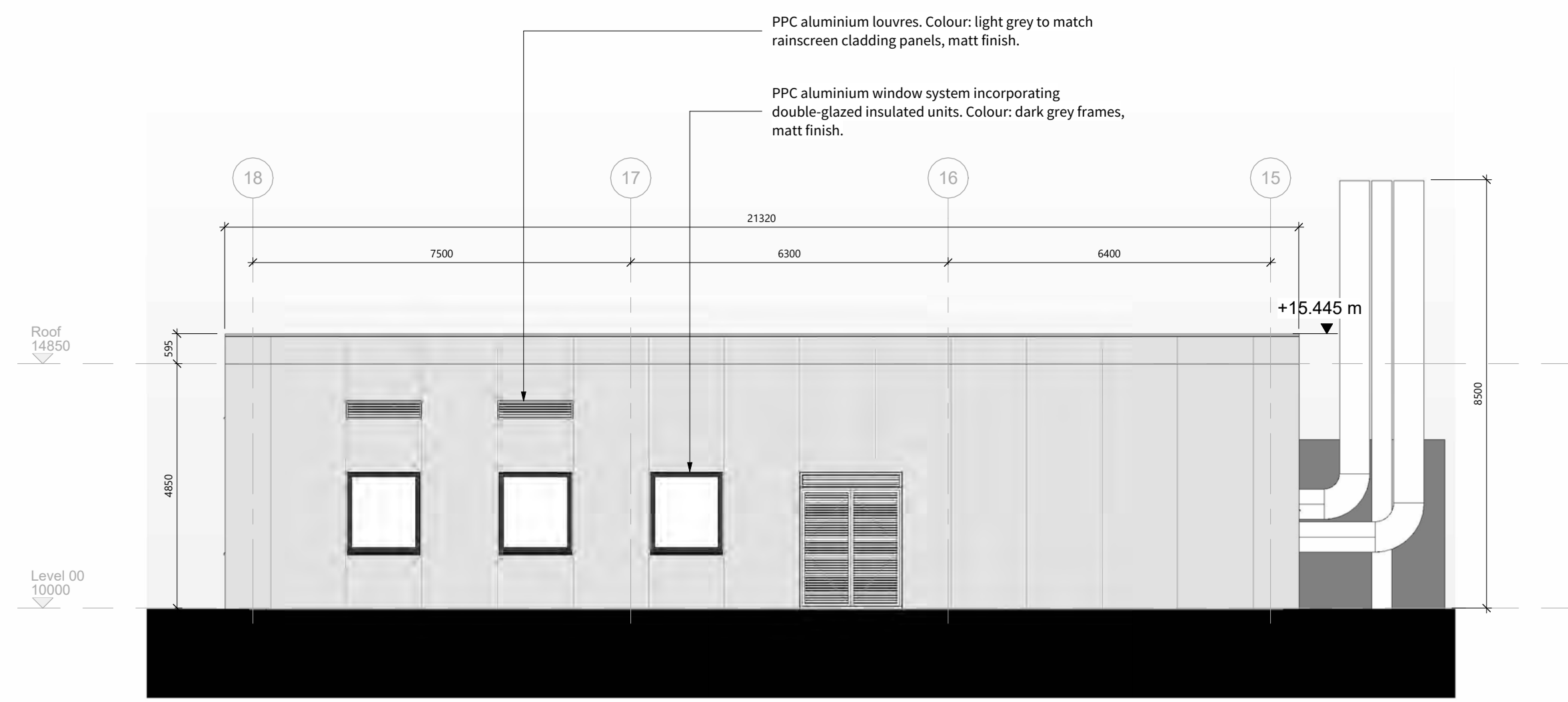
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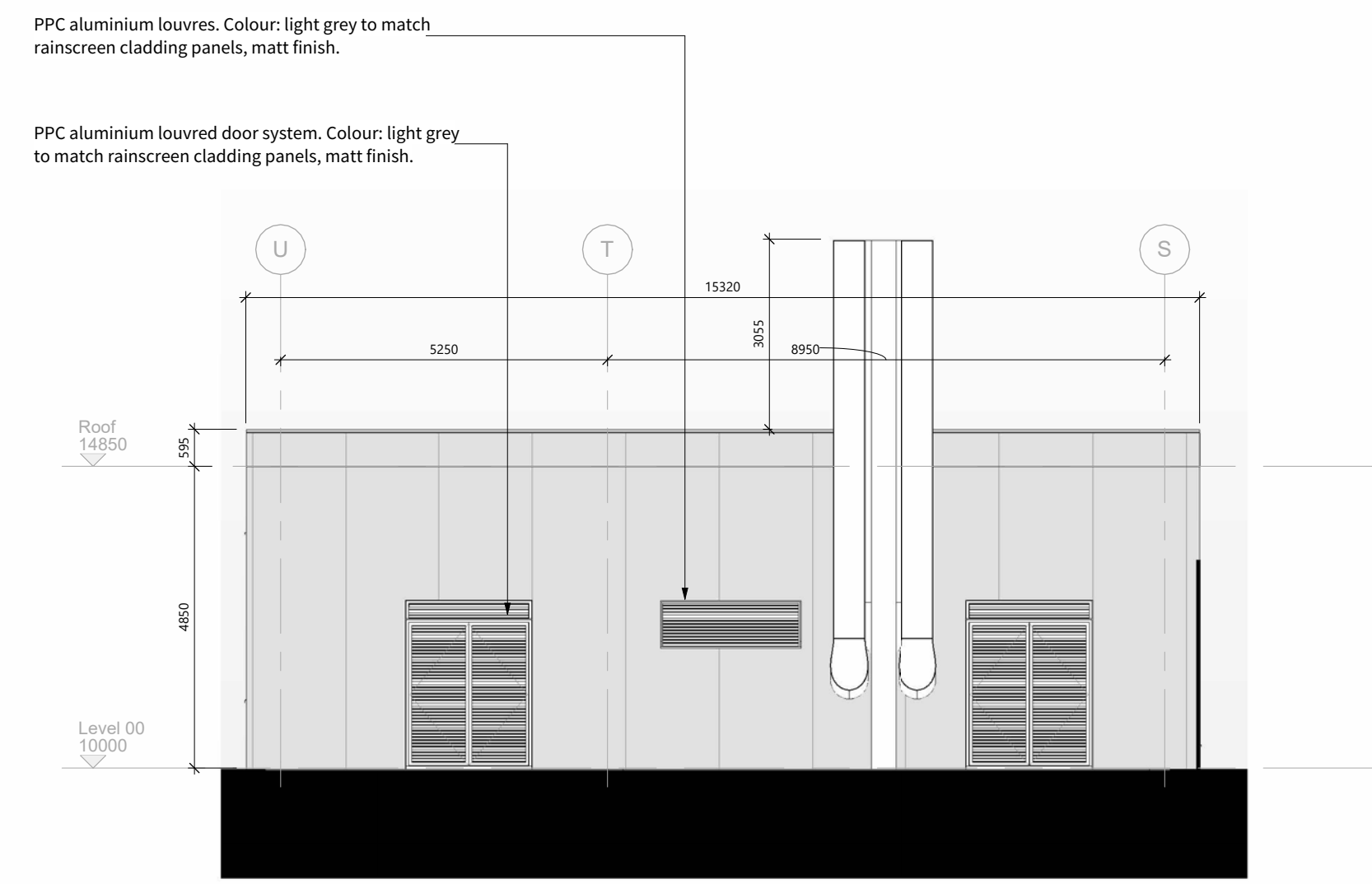
Project
Lochaber Hospital

Drawing
GA Plan - Energy Centre (inc Workshops/Waste/Gas Manifold) - Roof Level

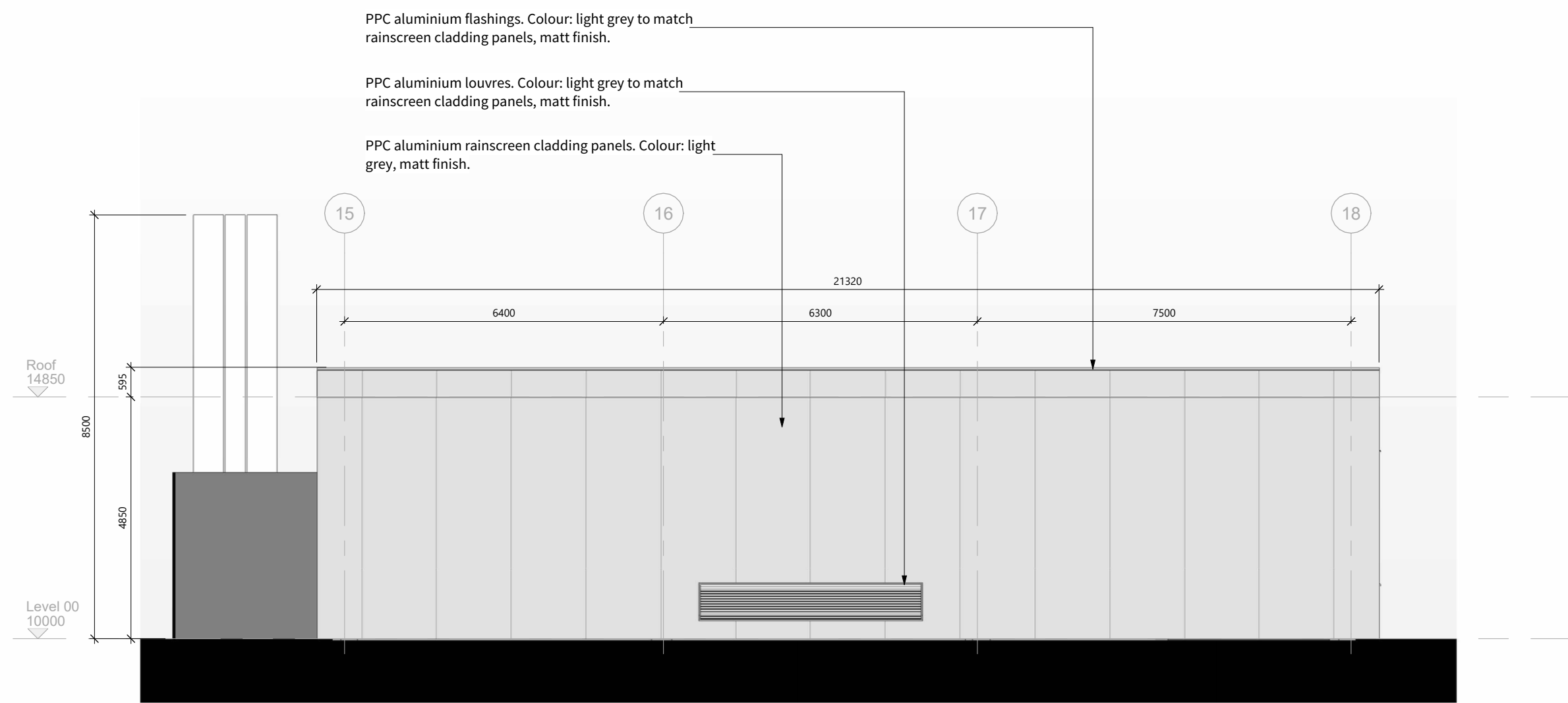
Project No.	Rev
23-0002	P02
Drawing No.	
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Status	Status Code
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Date: 06.02.26	Scale: 1:200 @A3



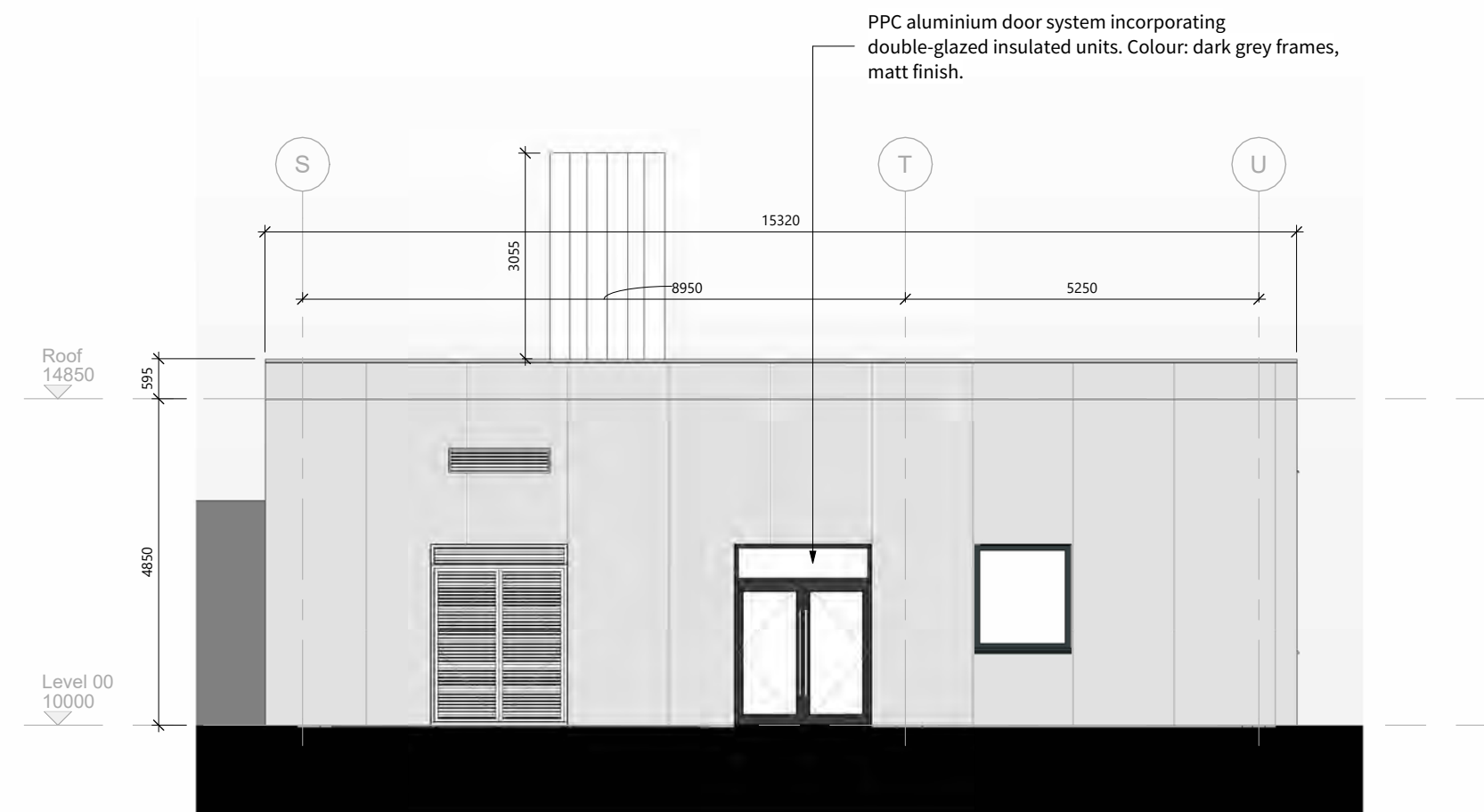
Energy Centre - Elevation A1
Scale - 1 : 100



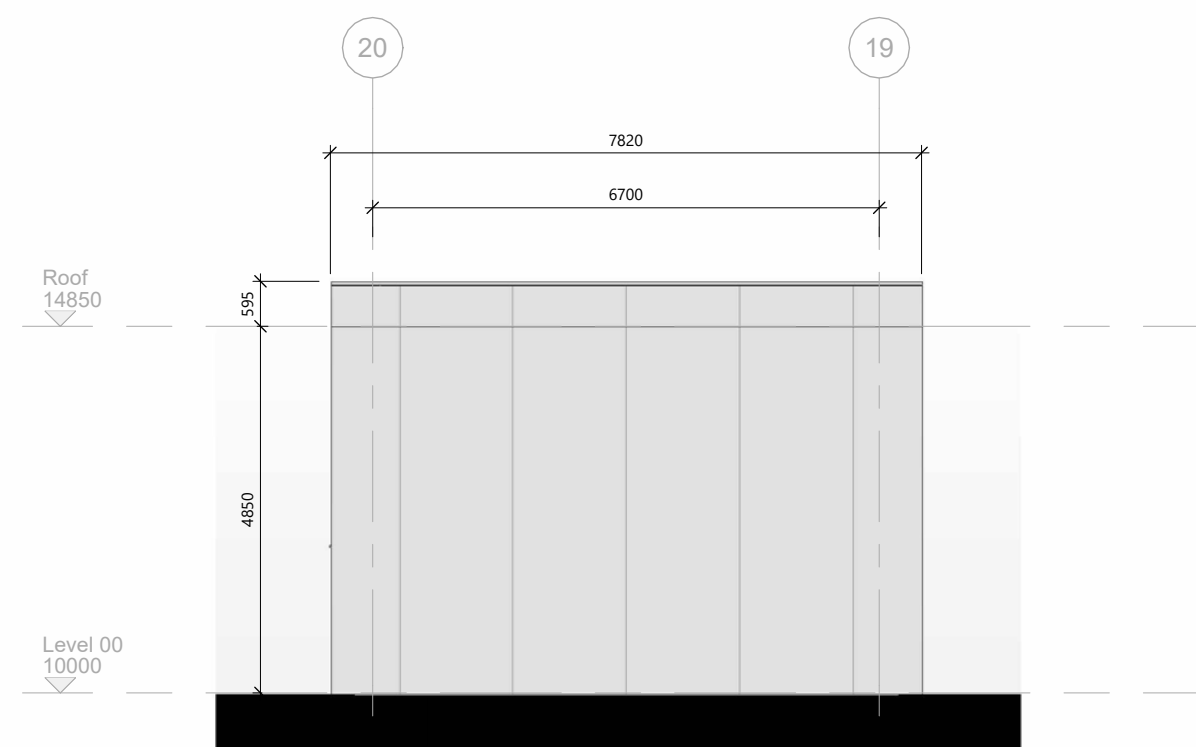
Energy Centre - Elevation A2
Scale - 1 : 100



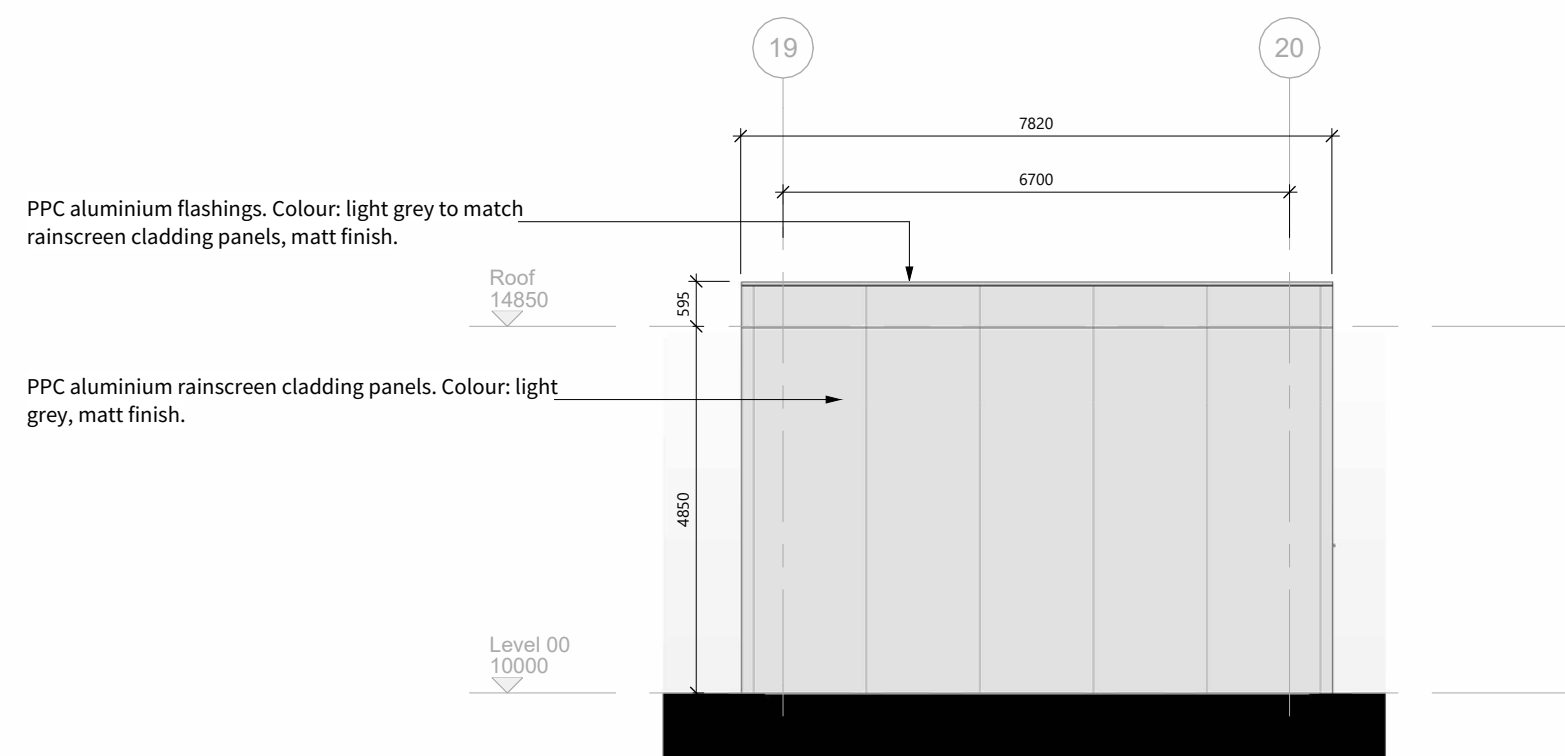
Energy Centre - Elevation A3
Scale - 1 : 100



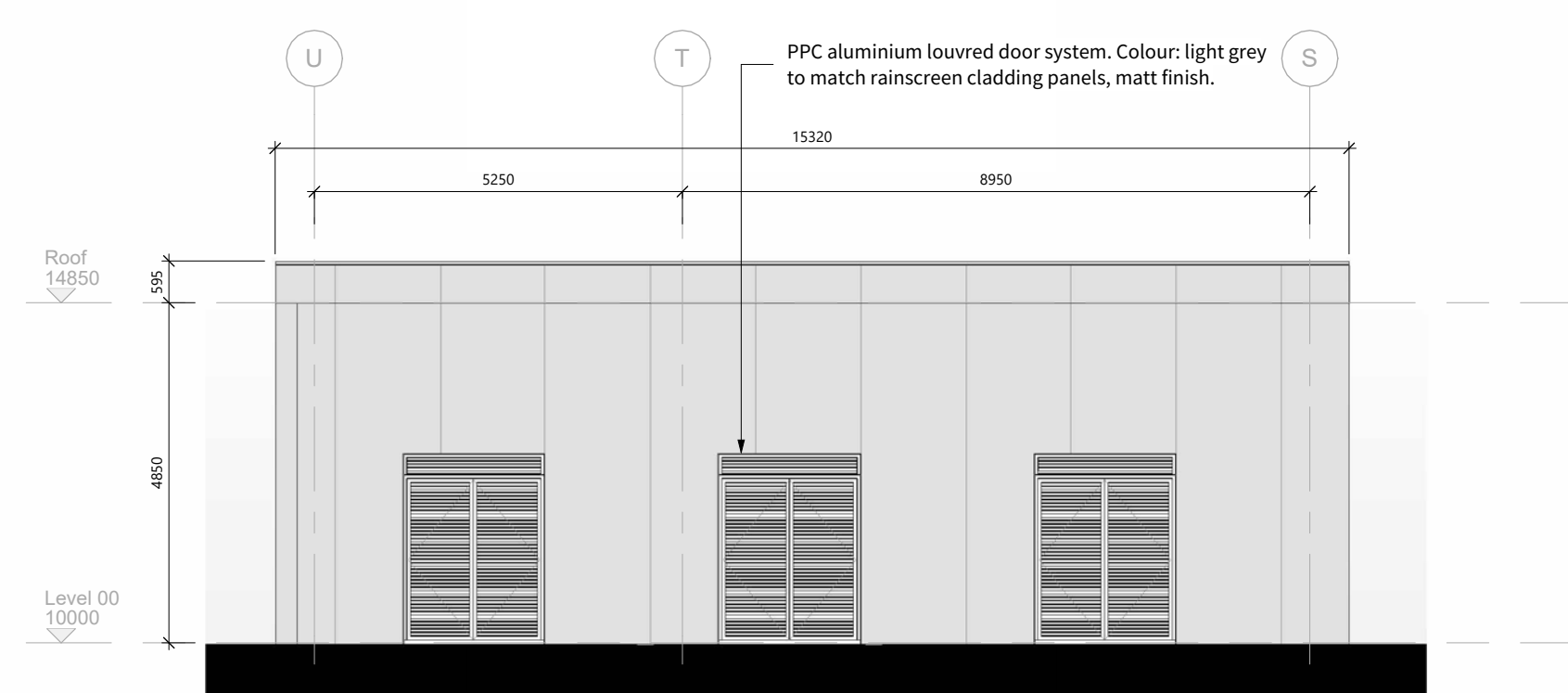
Energy Centre - Elevation A4
Scale - 1 : 100



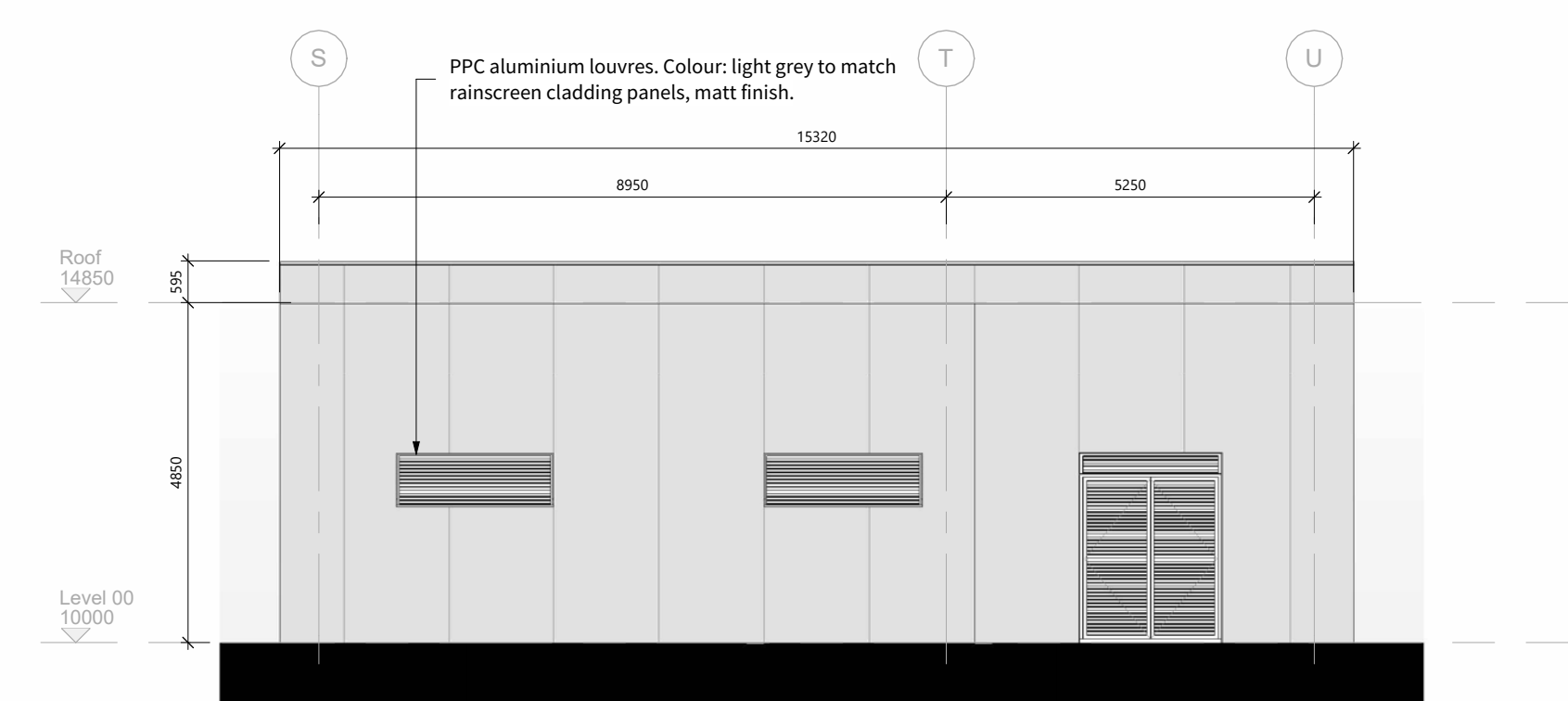
Energy Centre - Elevation B1
Scale - 1 : 100



Energy Centre - Elevation B3
Scale - 1 : 100



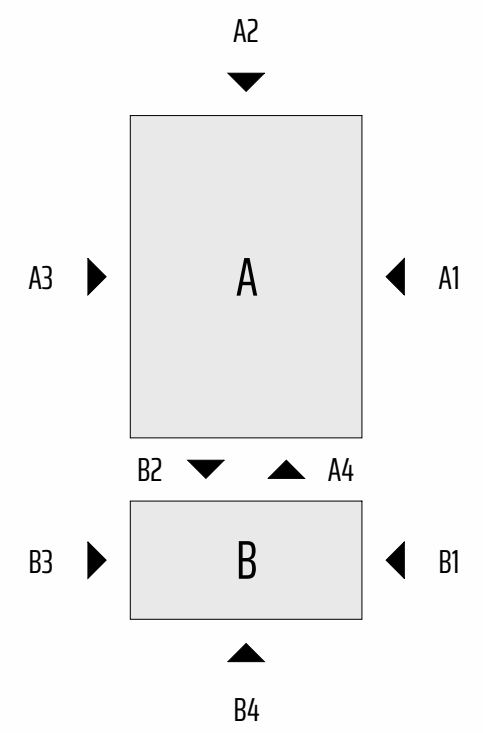
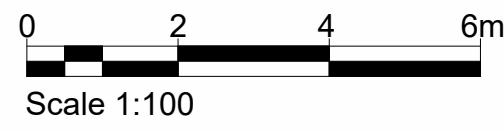
Energy Centre - Elevation B2
Scale - 1 : 100



Energy Centre - Elevation B4
Scale - 1 : 100

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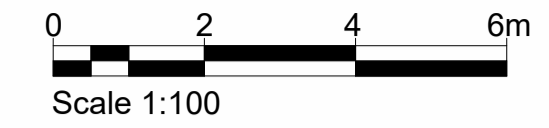
REV	DESCRIPTION	DRW	CHK'D	DATE
P02	Planning Issue	SH	DM	20.02.26
P01	First Issue	SH	DM	06.02.26



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Client
Balfour Beatty Construction Limited
Project
Lochaber Hospital
Drawing
Energy Centre (inc Workshops/Waste/Gas Manifold) - Elevations

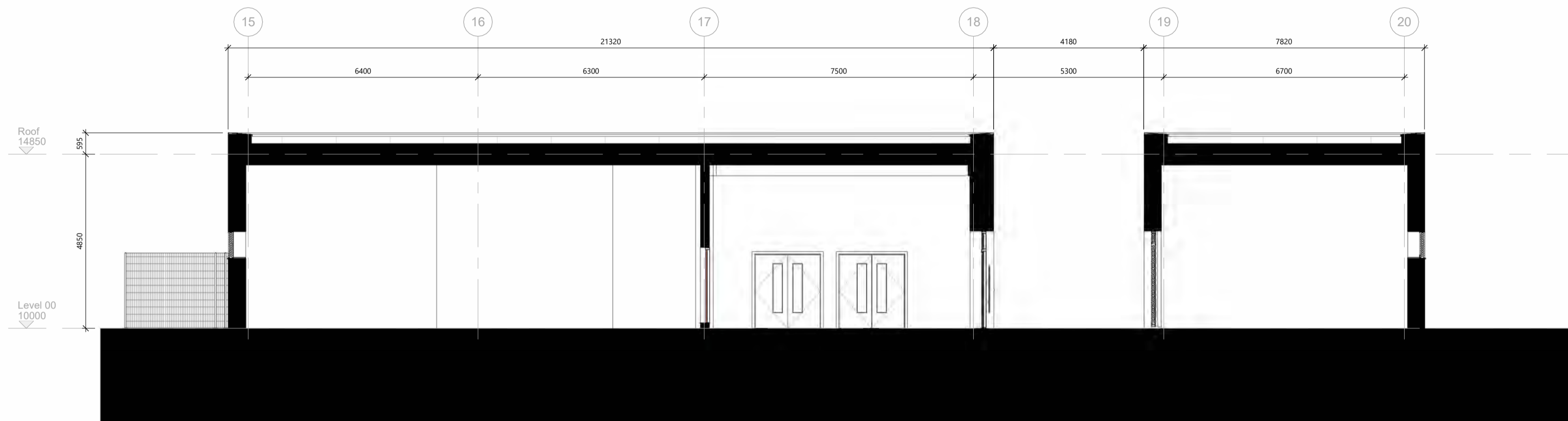
Project No.	Rev
23-0002	P02
Drawing No.	Status Code
H231H_22003-KEPP-XXXX-ECX-DR-A-7030251	S3
Created: SH	Checked: DM
Date: 06/02/26	Scale: As indicated @ A1



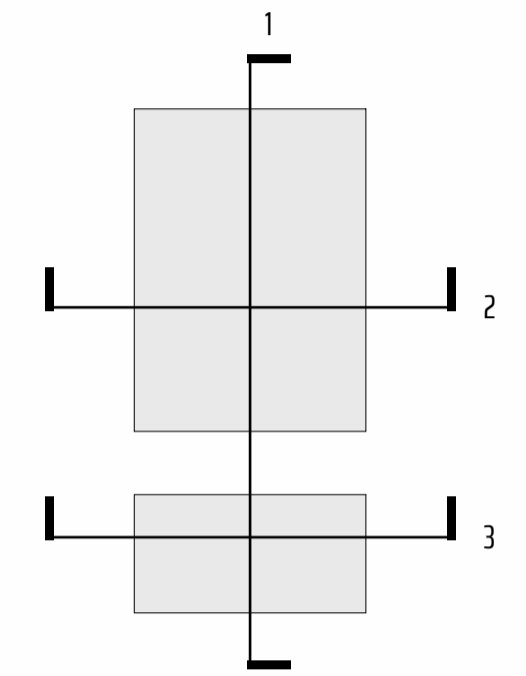
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Energy Centre - Section 01
 Scale - 1 : 100



P02	Planning Issue	SH	DM	20.02.26
P01	First Issue	SH	DM	06.02.26

REV	DESCRIPTION	DR'N	CHK'D	DATE
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 Lochaber Hospital

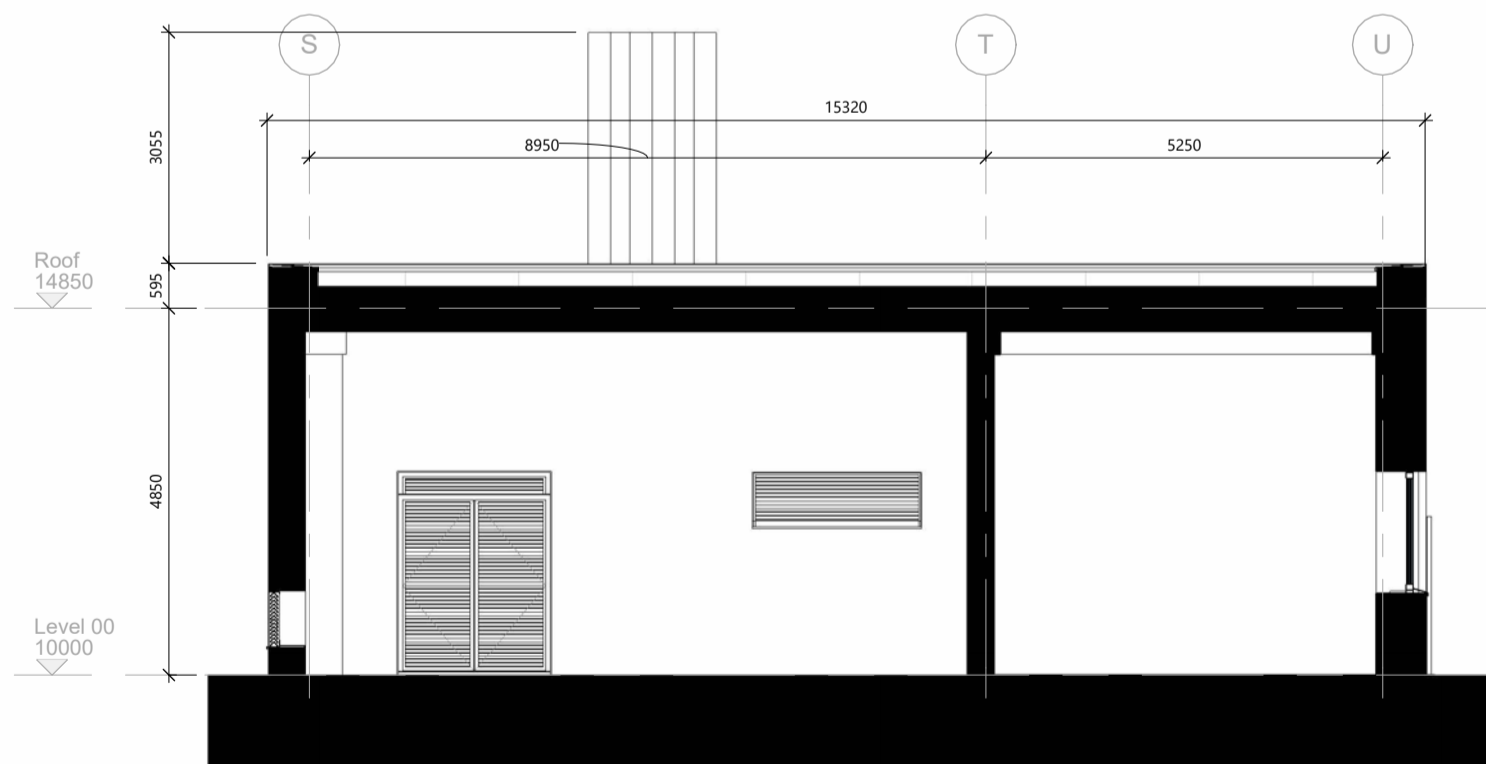
Drawing
 Energy Centre (inc Workshops/Waste/Gas Manifold) - Sections

Project No. 23-0002 Rev P02

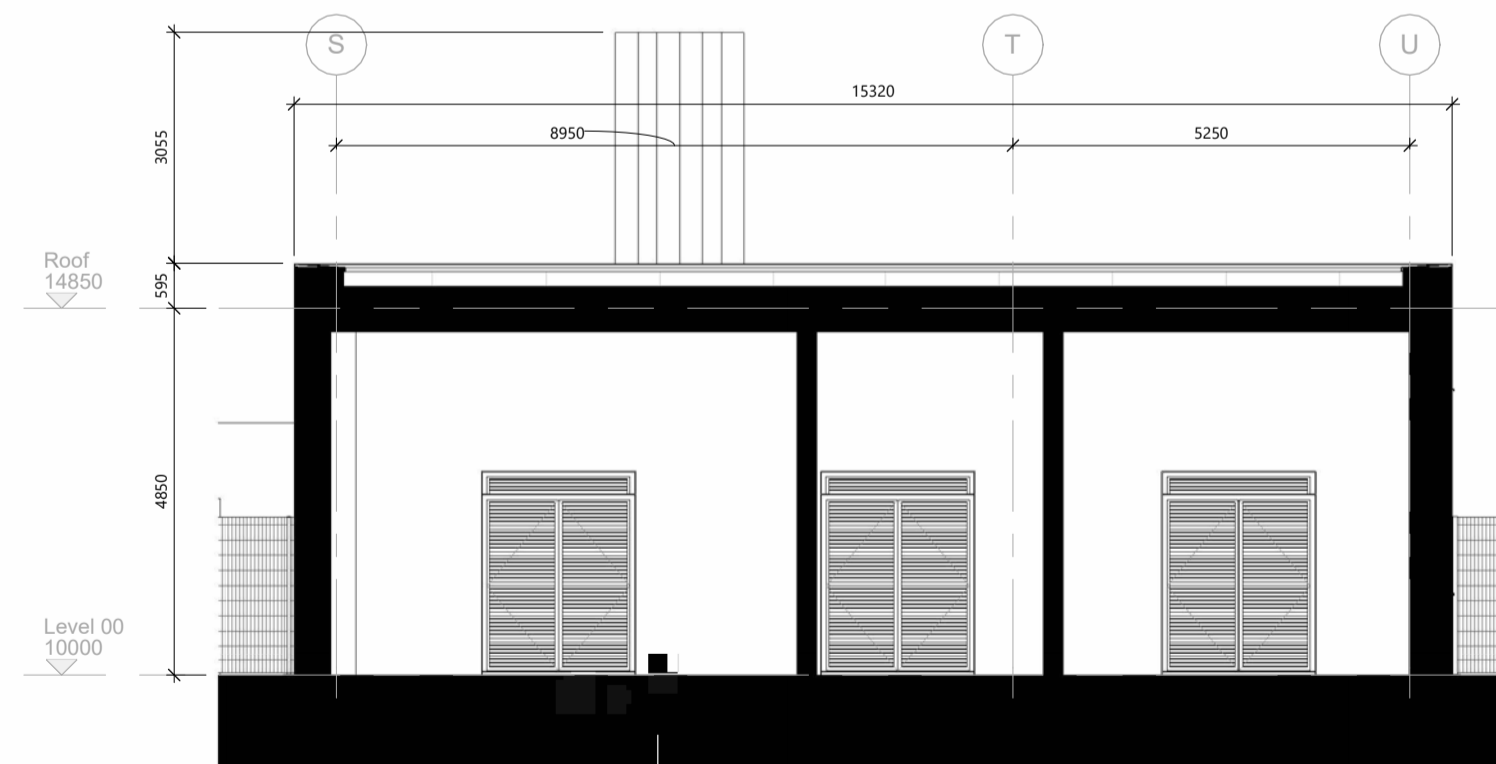
Drawing No. H231H_22003-KEPP-XXXX-ECXX-DR-A-7080251

Status PLANNING Status Code S3

Created: SH Date: 06/02/26 Checked: DM Scale: As indicated @ A2



Energy Centre - Section 02
 Scale - 1 : 100



Energy Centre - Section 03
 Scale - 1 : 100

