Agenda Item	**6.3**
Report No	**PLS/38/26**

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 17 June 2026

Report Title: 22/06211/FUL: Forestry and Land Scotland

Land 485m SE of 4 Tower Ridge Courtyard, Torlundy, Fort William

Report By: Area Planning Manager - South

Purpose/Executive Summary

Description: Extension to visitor car parking

Ward: 21 - Fort William and Ardnamurchan

Development category: Local Development

Reason referred to Committee: Community Council objection and more than 5 objections

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 The proposal is for the development of two areas of parking; one to the west of the forest track that leads to the existing car park, under power lines; and one opposite this, in the trees to the east of the track, approximately 240m north of the existing car park. The area under the powerlines would be for up to 57 cars, and there would be a height control barrier at the entrance. The area east of the track would be for up to 211 vehicles. This area would be divided into two, the northern part of which could be gated off. Gates at the entrance to each area would enable parking to be directed into those areas which would be constructed to withstand a higher level of use, and this will allow the lesser used areas to green up, and to be used at busier times only.

1.2 The existing car park would also be refurbished, increasing its size slightly and its capacity from approximately 38 spaces to 41 spaces; re-siting the existing signs and interpretation panel and Geopark boulders, adding 3 further cycle stands (there are 6 already), and providing improved drainage and landscape planting. A constructed path would be formed at the bottom end of the car park to link to the track that continues across the Allt nan Caillich, and the other way to the Broomstick Blue trail (which is currently closed), which would be redeveloped as a footpath and cycle path to Nevis Range. An area at the top end of the existing car park is earmarked for a future toilet block.

1.3 The turn off the public road onto the forest track that leads to the car park would be widened to 2-way; the existing single track bridge over the River Lundy would remain as is, and the remainder of the track would be 4m wide with 4 passing places/laybys before the car parks. An automatic number plate recognition (ANPR) camera would be sited on the track approximately 33m south of the bridge. A payment point would be added a further 55m down the track, under a timber shelter. A fibre cable would be laid down the side of the track, leading back to the Forestry and Land Scotland (FLS) offices at Torlundy. The high traffic areas would be surfaced in hot rolled asphalt, whilst crushed stone would be used for most of the parking spaces. Parts built over softer ground would be of a floating construction. Drainage features would include swales and ponds and there would be native tree planting comprising a minimum of 2500 stems per ha of silver birch, hazel, Scots Pine, rowan, downy birch, bird cherry, aspen and grey willow.

1.4 The North Face car park was initially constructed primarily for mountaineers to facilitate access to the north side of Ben Nevis via the Allt a' Mhuilinn. There is a club hut in the corrie which is generally accessed on foot from here. The car park is also well used to access the forest for recreational use by walkers, cyclists, runners and horse riders. It is just over 3km west-southwest of Nevis Range, where a Mountain gondola ascends the northwest flank of Aonach Mor, serving a mountain restaurant, viewpoints, a ski area, and downhill mountain bike tracks. Nevis Range is accessed directly off the A82 approximately 5km northeast of Torlundy but can also be accessed from here via several active travel routes.

1.5 It is intended that the additional parking will address the existing demand which often exceeds the existing provision, resulting in parking along the forest access road and in the residential areas of Torlundy. Also, when there are major events on at Nevis Range, it is proposed to use this extended car park, as well as the large area of hard

standing at the Rural Complex, around the mart, off the main ski road. In the past, during major events such as the Mountain Bike World Cup, shuttle buses have run from the Blar at Fort William, however as the Blar is developed it will no longer be available for event parking.

1.6 This part of Torlundy is accessed off the A82, with a minor public road running past houses and commercial premises over the railway via a narrow (3.2m wide) hump-back bridge, controlled by traffic lights. The forest road turns right off this road leading to the car park. Straight on from the railway bridge, the public road serves a small number of houses, NatureScot's and FLS's offices, and beyond here a barrier restricts access to active travel means only, up the old single track road to Nevis Range. There is a dedicated cycle path alongside the A82 from Fort William to Torlundy. The section from the A82 junction, over the railway bridge to the forest track and to just beyond the forestry houses is shared between vehicles, cycles and pedestrians.

1.7 Pre Application Consultation: None

1.8 Supporting Information: Design Statement, Preliminary Ecological Appraisal, Transport Consultant Report on traffic and road junction, Application for Departure from Standards, Baseline Conditions report, Departure Determination (April 2025).

1.9 Variations: Amended drawings submitted 30 May 2023; phasing plan Nov 2025.

2. SITE DESCRIPTION

2.1 The site is located at Torlundy, to the east side of the A82(T) around 3km northeast of Fort William.

2.2 The area to the east of the track is dense commercial forest plantation (mostly sitka spruce), which is due to be felled as part of the normal forest rotation. The area to the west of the track is a clear wayleave strip under the 132kV power lines between large metal pylons. There is some natural regeneration of birch and scrub here. Parts of this area and the area to the east is on peat (peaty podzols), and there are sections of mire, wet woodland and wet heath.

2.3 The site is not covered by any natural heritage designation. The track leading to the car park forms part of the Core Path network. There is an area of flood risk where the exiting forest track crosses the River Lundy, and the Allt na Caillich, just south of the existing car park is a salmon spawning stream. Protected species surveys were undertaken for red squirrel, pine marten, bats, raptors and breeding birds.

2.4 Torlundy is a loose grouping of residential and commercial premises including a forestry depot, bathroom showroom, builder's yard, and offices. It is the gateway into Leanachan forest when approached on foot or by bike from Fort William. There are both permanently occupied properties and holiday rentals in this area.

3. PLANNING HISTORY

3.1 None

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown neighbour

Date Advertised: 26.01.23

Representation deadline: 09.02.23

Timeous representations: 2 objections

Late representations: 3 objections plus 1 letter of support - from Mountaineering Scotland

4.2 Material considerations raised are summarised as follows:

a) Access road inadequate for this level of increased traffic
b) Issues with the traffic lights over the narrow railway bridge – they do not pick up cars exiting the forest road; possibility of queues of traffic backing up to the A82
c) Traffic lights do not allow enough time for walkers and cyclists to cross the bridge
d) Impact on wildlife
e) Waste and litter – issue with toileting and human waste around the existing car park
f) Impact on local residents – the road past the courtyard cottages is narrow
g) Junction with the A82 has poor visibility
h) 15mph speed limit on track is largely ignored – walkers and cyclists at risk from speeding vehicles – no segregation
i) No public notices to advertise the proposed development [not required for this type of development]
j) How much carbon will be produced as a result of the development?
k) No first aid station
l) Introduction of parking charges will cause parking to be displaced to the residential areas – need to safeguard local residents' parking
m) Applicant should ensure the existing car park is kept clean and sanitary before being allowed to extend it
n) Why is this amount of parking needed?

4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet https://www.highland.gov.uk/planning/view-comment-planning-applications.

5. CONSULTATIONS

5.1 **Fort William Inverlochy and Torlundy Community Council: Object**

- Lack of communication/consultation with the residents of Torlundy
- Impact on wildlife
- Single track road bridge over the railway – no provision for walkers or cyclists
- Use of the woodland by the car park as a toilet - hygiene issues
- Increased use of an inadequate junction with the A82 – FITCC has unsuccessfully lobbied Transport Scotland on behalf of residents of Torlundy, Tomnacharich, Happy Valley and the new housing estate for a speed restriction and pavement widening on the A82 by these junctions

5.2 **Access Officer:** Suspensive condition sought to secure an Access Management Plan to ensure access is maintained during and after construction. The forest track forms part of the Core Path network (LO07.23). The gates on the Core Path will have 1.5m wide gaps beside them to accommodate walkers, cyclists and horse riders.

5.3 **Transport Planning** (14.02.23)**:** No comments – recommend seeking an Events Management Plan by condition to control traffic during larger events.

[Officer comment – Events Management Planning is covered by Health and Safety legislation, not planning]

5.4 **Forestry Officer:** (06.02.23) Holding objection. The proposal requires justification in terms of the Scottish Government's Control of Woodland Removal Policy; tree retention and protection measures are required; and compensatory tree planting is required if the proposal is acceptable in principle.

29.05.26: No objection subject to conditions.

5.5 **Flood Risk Management Team:** No objection.

5.6 **Transport Scotland:**

5.6.1 09.02.23 – Additional information sought; the applicant needs to quantify the anticipated total number of vehicle movements per day for the proposed development. The applicant will be required to submit a Transport Statement quantifying the anticipated movements in and out of the development site and the impact on the operation of the A82 trunk road junction. Where any amendments to the trunk junction are identified then detailed drawings would be required.

The following points should be addressed:

- Compliance with Transport Scotland's design standards
- Visibility splays in both directions should be clearly shown

Where the standards cannot be achieved, then a departure from Standards application will be required. Should planning permission be granted it does not carry with it the right to carry out works within the Trunk Road boundary – permission must be granted by Transport Scotland.

5.6.2 02.04.25 – The Director does not propose to advise against the granting of permission.

03.04.25 – Regarding the change in stance, the Departures Determination has now concluded that both submissions are not determined. The applicant has made a case that the existing trunk road junction is not physically changing and on that basis no Departure requires to be determined in this instance. The determination recognises that the standard requires that a major road central treatment is provided when the minor road flow exceeds 300 vehicles 2-way annual average daily traffic (AADT), or the major road flow exceeds 13,000 vehicles 2-way AADT. In this case, while the 300 vehicles 2-way AADT criteria would be exceeded with the proposed development, the major road flow is only 6,000 AADT and would not exceed the 13,000 vehicles 2-way AADT criteria.

Consideration was also given to the lack of accidents at the junction since 1999 and the support from the Area Manager for the A82 to the non-determination.

Transport Scotland therefore consider that a major road central treatment (ghost island right turn facility) is not required to support the development.

Transport Scotland does not include any recommended planning conditions to be attached to the grant of planning permission and there is no requirement to apply separate Highway legislation in this instance as no works are being undertaken to the trunk road and it is considered that there is therefore no requirement for Transport Scotland to approve any submitted drawings in this instance.

5.7 **SSEN:**

5.7.1 03.02.22 – Objection – The Fort William to Fort Augustus 132kV overhead line passes over the proposed parking area - Towers 142 and 143 lie just outwith the site. No land excavation should be undertaken within 15m of the base of the towers – cross sections are sought to show that the development will not risk destabilising the towers.

5.7.2 08.08.25 - No objection - Updated plans received – which show that the proposed car park would safeguard the foundations of the overhead line tower and the proposed Landscaping scheme would not result in tree planting which would compromise the resilience of the 132kV overhead transmission line in the years to come. An informative note is sought advising the applicant to follow HSE document "GS6: Avoiding danger from Overhead Power Lines" and which asks the developer to contact SSEN's Asset Management Team prior to commencing works on site.

SSEN welcome the clearance of scrub from under the lines; and seek assurance that compensatory tree planting will not be within the wayleave strip.

Direct engagement is sought with the developer to ensure safety during construction.

5.8 **Network Rail:**

5.8.1 13.04.23: No objections. Details of land re-profiling in proximity to the railway should be provided to Network Rail's Asset Protection Engineer for approval prior to works commencing.

5.8.2 12.05.26: No concerns regarding the increase in traffic over OB 310/332 as the bridge is of fairly modern construction and is in good condition.

5.9 **Forestry Scotland:** Woodland removal for development purposes will be subject to Scottish Government's Policy on Control of Woodland Removal. A separate formal application will need to be made to Scottish Forestry for the felling and subsequent re-stocking/compensatory planting, and this will require an EIA under the Forestry (EIA) Regs 2017.

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 5 - Soils
Policy 6 - Forestry, Woodland and Trees
Policy 13 - Sustainable Transport
Policy 14 - Design Quality and Place
Policy 15 – Local Living and 20 minute neighbourhoods
Policy 22 - Flood Risk and Water Management
Policy 23 - Health and Safety
Policy 29 - Rural Development
Policy 30 - Tourism

6.2 **Highland Wide Local Development Plan 2012 (HwLDP)**

28 - Sustainable Design
29 - Design Quality and Place-making
30 - Physical Constraints
36 - Development in the Wider Countryside
43 - Tourism
51 - Trees and Development
52 - Principle of Development in Woodland
55 - Peat and Soils
56 - Travel
58 - Protected Species
64 - Flood Risk
66 - Surface Water Drainage
77 - Public Access

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

1.2km WSW of EDA05 Nevis Forest and Mountain Resort – 112ha Mixed use (Business, Tourism, Community, Recreation, Leisure)

Land safeguarded for provision/expansion of facilities relevant to outdoor recreation and/or tourism – includes provision of better car parking

235m east of EDA03 Inverlochy Castle Estate – 31.2ha Mixed use (Business, Tourism, Community, Recreation, Leisure)

Land safeguarded to diversify and expand the tourism offer and enhance public access.

Fort William 2040 - Development and Assets

Longer term employment led growth

6.4 **Highland Council Supplementary Planning Policy Guidance**

Flood Risk and Drainage Impact Assessment (Jan 2013)
Highland's Statutorily Protected Species (March 2013)
Physical Constraints (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**

Control of Woodland Removal Policy

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) siting
c) design
d) impact on amenity
e) impact on trees, woodland and protected species
f) access
g) physical constraints: railway, overhead lines, flood risk

Development plan/other planning policy

8.4 NPF4 Policy 29 (Rural Development) supports development that contributes to the viability, sustainability and diversity of rural communities and local rural economy, including essential community services and essential infrastructure. This proposal is intended to address an existing need, where the existing car park is not adequate and cars and vans frequently park along the forest track leading to the car park, and/or in the residential area of Torlundy. Such parking causes an obstruction to forestry vehicles and inconveniences local residents. It is not proposed as part of a subsequent future significant development. There are regular but not frequent large events at Nevis Range nearby, when in the past shuttle buses have been laid on

from Fort William. However, the parking element of this park and ride arrangement cannot continue due to the land at the Blar Mor being developed. Additional parking for such events is therefore needed, and this proposal would contribute towards this, in addition to meeting the need for a larger car park at Torlundy for day-to-day recreational use.

8.5 NPF4 Policy 30 (Tourism) states that proposals for tourism related development will take into account:

- The contribution made to the local economy;
- Compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors;
- Impacts on communities;
- Opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural areas;
- Accessibility for disabled persons;
- Measures taken to minimise carbon emissions;
- Opportunities to provide access to the natural environment.

8.6 The North Face car park is a key access point to Ben Nevis for mountaineers, and it was built to overcome historical access issues relating to the golf course. It is the usual start point for accessing the CIC hut and it is regularly used as an access point by Lochaber Mountain Rescue Team. Being at the south-west end of Leanachan Forest and linked to Fort William by a dedicated cycle path, it is also well used for day-to-day low level recreational use, and providing access through to Nevis Range mountain resort.

8.7 Mountaineers and other recreational users contribute significantly to the local economy. The area is of international importance for mountaineers and tourists more generally. The existing and proposed car park would be separate from the residential areas at Torlundy, and the area east of the forest track would be discreetly sited within an area of forest plantation. The proposal would include improved accessibility including for disabled persons, and it would enhance opportunities to provide access to the natural environment.

8.8 The proposal is for an extension to visitor car parking. Subject to ensuring that the development can adequately address any potential impact on amenity through its siting and design; impact on trees, woodland and protected species; access; and physical constraints (railway, overhead lines, flood risk); then the proposal will be considered to comply with the Development Plan.

Siting

8.9 Policy 29 (Rural Development) of NPF4 requires development in rural areas to be suitably scaled, sited and designed to be in keeping with the character of the area.

8.10 Policy 14 (Design Quality and Place) of NPF4 seeks development that will improve the quality of an area and that are consistent with the six qualities of successful places: Healthy, Pleasant, Connected, Distinctive, Sustainable and Adaptable.

8.11 In improving the existing car park and extending into an area of plantation close by and into the way-leave strip, where development is necessarily limited, the proposal is considered to be suitably sited. The proposal to close off the parking area under the power lines except during larger events will result in the parking being contained within the forest and further away from local residents for most of the time.

Design

8.12 The car parks' design and means of construction, including areas of floating road, bound and unbound surfacing, the use of various materials and incorporating sustainable drainage features such as swales and ponds will ensure the development is in keeping with, and sensitive to its location.

8.13 Tree planting, in addition to retaining native trees where they exist around the proposed development, will enhance its appearance and ensure it fits in with this woodland setting.

8.14 The proposal to manage the use of the space in a sequential manner will minimise its impact on the area, and segregate vehicle types, limiting the area under the power lines to cars only through the provision of a height barrier. In this respect the proposal would accord with policy 14 (Design Quality and Place) of NPF4.

Impact on Amenity

8.15 The top end of the proposed parking within the plantation is just over 100m southeast of the houses at Tower Ridge in Torlundy. However, it will not be conspicuous from these houses due to the trees and landscape planting, and it is separated by the railway line. The former forestry houses are approximately 340m to the north of the proposed car park and these will be separated from the car parking area by the remainder of the plantation and/or landscape planting. This top end of the parking area will also be gated off for most of the time and only used when needed.

8.16 The traffic accessing the car parks will go past approximately 25 residential dwellings in a converted farm steadings and courtyard plus a small block of apartments at Torlundy. However, it is not anticipated that the amount of traffic will increase significantly from existing levels, except when there are major events, when all of the proposed parking will be made available. Such large-scale events typically happen on less than half a dozen weekends in the year. Transport Planning have recommended that an Events Management Plan be secured by condition to ensure that traffic and parking is actively managed on site during such major events. However, it is considered that Planning is not the appropriate mechanism for this; the safe management of such events falls under the jurisdiction of the Health and Safety Executive. The Mountain Bike World Cup and the Scottish Six Day Trials are managed in this way, and it is not appropriate for planning conditions to duplicate the requirements of other legislation. An informative note will be included in any decision to alert events managers to this requirement. Proper marshalling, as happens on the road leading to Nevis Range will deter indiscriminate parking in the residential areas during such events and manage traffic flows to ensure the junction with the A82 is kept clear.

8.17 The need to provide toilets here is evident. The existing car park attracts users from far and wide, and often people arrive early and leave late. The nearest public toilets are at Nevis Range, 3km on foot or bike through the forest, or by driving 6km around via the A82. The nearest commercial premises where toilets may be available are at the Golf Club House – 2.2km away. FLS has stated that it would be extremely onerous to provide toilets due to the cost of their construction and ongoing maintenance. FLS states that no public toilets exist in many rural car parks and that The Highland Council has itself been reducing the number of public toilets in an effort to staunch the revenue costs of keeping them open. The information boards direct visitors to the facilities at Nevis Range.

8.18 It would be highly desirable to secure agreement for the provision of toilets here given the existing unacceptable situation which poses a health hazard as well as being highly antisocial for all users of the area. Policy 15 (Local Living) seeks developments that contribute to local living, including local access to publicly accessible toilets; and Policy 30 (Tourism) requires tourism developments to take into account accessibility for disabled people. Nevertheless, it is not considered possible to secure the provision of toilets here by way of a planning condition. Planning conditions must meet 6 tests in order to be valid, and this is not considered to be strictly relevant to planning. It is covered by other legislation: Building Standards and workplace legislation for non-domestic buildings (car parks do not require Building Standards approval), and Health and Safety legislation for large scale events.

8.19 The Community Council may wish to continue to lobby FLS - even if permanent toilet facilities are not provided, portaloos could be brought in and/or composting toilets provided, as at the Lower Falls car park in Glen Nevis, and at some other popular forestry car parks.

8.20 The proposal would not conflict with NPF4 Policies 14, 15 and 30.

Impact on trees, woodland and protected species

8.21 The new area of parking to the north of the existing car park, and east of the track would be in an area of dense mature commercial conifers that are due to be felled in any event. Nevertheless, the woodland removal would in this instance be permanent and result in a change in land use. NPF4 Policy 6 (Forestry, Woodland and Trees), at para c), states that development proposals involving woodland removal will only be supported where they will achieve significant and clearly defined additional public benefits in accordance with relevant Scottish Government policy on woodland removal.

8.22 The Scottish Government Policy on Control of Woodland Removal states that woodland removal, with compensatory planting, is most likely to be appropriate where it would contribute significantly to:

- Enhancing sustainable economic growth or rural/community development;
- Supporting Scotland as a tourist destination;
- Encouraging recreational activities and public enjoyment of the outdoor environment;

- Increasing the social, economic or environmental quality of Scotland's woodland cover

The proposal would contribute towards these objectives. This is not a commercial development proposal; it would improve an existing recreational and tourist facility. Additionally, the affected woodland is not of high nature conservation value; it is mostly densely packed and mature Sitka Spruce.

8.23 Where such tree loss accords with the above bullet points and therefore can be accepted as a "significant and clearly defined additional public benefit", compensatory planting is required. Whilst some tree planting is incorporated into the landscape planting proposed for the development, an area commensurate with the net loss of forest is required to be planted either locally or elsewhere on FLS's estate. A condition is recommended to secure this. The development would thereby accord with policy 6 (Forestry, Woodland and Trees) of NPF4 and the Scottish Government's Control of Woodland Removal Policy.

8.24 A Preliminary Ecological Survey was undertaken in support of the application and no protected species or their dens, nests, dreys, etc were found to be directly affected. However, the wider forest provides habitat for red squirrels, pine marten, deer, foxes, nesting birds and raptors. There is deep peat across part of the site and there are areas of acid grassland and wet heath in the wayleave area under the power lines.

8.25 To address this, the development includes the planting of native wet woodland species of trees on the lower lying areas, and native pine and birch on the drier, higher areas. A peat management plan is also proposed for the relatively small amounts of peat affected; and swales and basins are included to attenuate surface water run-off. Pre-commencement checks are required for protected species and their nests, dens, etc, and this can be secured by condition.

8.26 These measures are appropriate and proportionate measures given the relatively small scale of development and they will help to conserve, restore and enhance biodiversity in this area. The development would therefore accord with policies 3 (Biodiversity), 5 (Soils) and 6 (Forestry, Woodland and Trees) of NPF4.

Access

8.27 This is a proposal to improve, enhance and provide active travel infrastructure, in extending the parking provision in this location which is a starting point for walking into Ben Nevis. It also facilitates local recreational opportunities in Leanachan Forest, and it is close to the Puggy Line and General Wade's Road – both providing longer active travel routes through from Fort William. The proposal will primarily meet an existing need, and it will address the current problems with overspill parking obstructing forestry operations along the forest track and blocking gates.

8.28 FLS introduced parking charges to the existing car park some months ago and this has not led to parking being displaced into the residential areas, to any significant degree.

8.29 The proposed layout will better accommodate larger vans in an area east of the forest track, and the car parking is designed to meet accessibility standards. The proposed re-development of the Broomstick Blue path (not part of this application) will be to an

all-user forest path, linking the site directly to Nevis Range. A condition is recommended to secure an Access Management Plan to set out how construction will be undertaken whilst maintaining public access along the Core Path network, which includes the forest road leading to the site.

8.30 The route to this site is off the A82 where the minor road leading into Torlundy joins the A82 Trunk Road at a bend. The Community Council have been lobbying Transport Scotland for some time in seeking a 50mph speed limit and improved pavements on the A82 in the vicinity of this junction. In response to this planning application, Transport Scotland initially sought further information and an application for a departure from their standards. Two potential departures were identified: stopping sight distance; and the major road central treatment. The stopping sight distance on the southbound A82 approach is approximately 160m, which is short of the standard. Transport Scotland have subsequently confirmed that this distance is acceptable. This is partly because there have been no recorded accidents at the junction since 1999.

8.31 The amount of traffic proposed to access the minor road (6,000 Annual Average Daily Traffic number) exceeds a threshold for the need to provide a right turn lane on the main road. However, because traffic flows on the A82 are significantly short of the threshold relating to the Trunk Road (13,000 AADT) in such situations, and the fact that there have been no recorded accidents here since 1999, and as there will be no net increase in the amount of traffic using the junction, and as the proposal would not change the junction's geometry or operation, the departure was not determined. Transport Scotland have no objections to the continued use of this junction for the proposed development, and no other mitigation measures such as reducing the speed limit or widening the pavements are sought by them. It should be noted that the Traffic Survey was carried out in April 2024 and showed that the average traffic speed on the A82 here is 50.9mph; the 7-day average flow of traffic was 6700 vehicles per day; and weekend flows were 255 lower than weekday numbers).

8.32 The minor road leads a short distance through Torlundy to the traffic lights over the railway bridge before the right turn immediately beyond this onto the forest track. The traffic lights are an issue, in that the sensor on the east side cannot pick up traffic exiting from the forest road. Also, the timing of the lights does not provide enough time for walkers and cyclists to cross, and it is a narrow, hump-back bridge with no visibility across it. A condition is therefore recommended to ensure that the lights and signage are reviewed by the Council's Transport Planning Team, and adapted to accommodate vehicles exiting the forest track, and to allow additional time for walkers and cyclists to cross. Also, consideration should be given to the provision of additional signage and any other measures necessary to improve safety along the forest track, which is a shared road and Core Path, well used by walkers, dog walkers, runners, cyclists, and pony riders, as well as commercial forestry traffic and emergency vehicles.

8.33 Subject to such conditions relating to the traffic lights and active travel signage, and an Access Management Plan, the development would accord with policy 13 (Sustainable Transport) of NPF4.

Physical Constraints: railway, overhead lines, flood risk

8.34 Network Rail are satisfied that the development would not impact on the railway line. They recommend an informative note, which is a standard response where construction is proposed in proximity to the railway. They are also content with the amount of traffic using the railway bridge at Torlundy.

8.35 The plans have been amended to overcome SSEN's initial objection, and the scheme no longer poses any risk to the existing pylons. They similarly recommend an informative note given the construction work in proximity to the lines.

8.36 No change is proposed to the section of track that is within the area at risk of flooding from the River Lundy. The car park provides essential infrastructure where its location is required for operational reasons. Accordingly, it is considered that the proposal does not conflict withNPF4 policy 22 (Flood risk). If flooding here ever did block access to the car parks, it is possible to drive through to Nevis Range by continuing along the forest track. This is normally blocked off by a locked gate. FLS control this access, and it is routinely used by emergency vehicles (Mountain Rescue) and FLS as well as providing access to a horse field. Alternatively, access and egress could be made by active travel means via Nevis Range or back to Fort William along the Puggy Line. The proposal does not conflict with NPF4 policies 22 (Flood Risk and Water Management) or 23 (Health and safety).

Non-material considerations

8.37 FLS's car park charging regime and the use of ANPR cameras and height barriers are not a material planning consideration. How the car parks operate are the responsibility of FLS/ the landowner.

8.38 There is no obligation to provide a first aid station here – information including how to access assistance in case of emergency is provided on the existing information panel in the car park.

8.39 Electric charge points are not required to be provided in this instance as a Planning requirement. Other legislation and Government policy including Building Standards address this issue.

Matters to be secured by Legal Agreement / Upfront Payment

8.40 None

9. CONCLUSION

9.1 The proposed improvement and extension to the North Face car park at Torlundy will address an existing problem with the existing car park being too small. The proposed development will provide a proportionate increase with areas capable of being opened up sequentially as needed. The extended car parking will also contribute to meeting the demand for parking for major events at Nevis Range.

9.2 It will result in the loss of an area of woodland. However, the development would improve an existing recreational and tourist facility, and the woodland affected is a

commercial Sitka plantation that is due to be clear felled in any event. The development constitutes a significant and clearly defined additional public benefit. It is being proposed by FLS, which is the Scottish Government agency responsible for managing Scotland's national forests and land. Its remit includes Tourism and Recreation, Conservation and Biodiversity as well as forest planning and timber production. It is well placed therefore to manage the development taking into account nature conservation interests and sensitive habitats, and to ensure sufficient compensatory tree planting is provided.

9.3 The increase in the amount of traffic, which would generally only occur when major events are on at Nevis Range, as a proportion of the amount of traffic using the A82, is not sufficient to require a right turn lane on the A82. Transport Scotland are satisfied that the visibility at this junction is adequate and can be improved by cutting back vegetation that has grown up within the sight lines. No other measures are sought or considered necessary by Transport Scotland in relation to this junction.

9.4 A review of, and minor changes to the functioning of the traffic lights over the railway bridge are sought to better accommodate users of the car park, and active travel means (persons on foot and bikes).

9.5 The proposed development respects the proximity of the railway and the overhead lines, and it does not increase the risk to users from flooding. The design and construction methods address these issues.

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

Recommended to **GRANT** the application subject to the following conditions and reasons:

1. 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.

   Reason: In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. No development shall commence until a review has been undertaken of the traffic lights over the railway bridge leading to the development hereby granted permission, and improvements identified to ensure vehicles exiting the forest road are accommodated, and for the timing of the lights to take into account active travel users. The additional car parking areas shall not be brought into use until the approved measures are implemented.

   Reason: In the interests of highway safety and amenity

3. No development, site excavation or groundwork shall commence until all retained trees shall have been protected against construction damage using protective barriers located beyond the Root Protection Area (in accordance with BS5837:2012 Trees in Relation to Design, Demolition & Construction, or any superseding guidance prevailing at that time). These barriers shall remain in place throughout the construction period and shall not be moved or removed during the construction period without the prior written approval of the Planning Authority.

   Reason: In order to ensure the protection of retained trees, which are important amenity assets, during construction.

4. No development, site excavation or groundwork shall commence until a Tree Planting Plan and Maintenance Programme has been submitted to, and approved in writing by, the Planning Authority. The approved Tree Planting Plan shall be implemented in full during the first planting season following commencement of development, or as otherwise approved in writing by the Planning Authority, with maintenance thereafter being carried out in accordance with the approved Maintenance Programme.

   Reason:

5. Prior to the initial operation of the development hereby approved a detailed Compensatory Planting Plan (including schedule of works/timeframe and ongoing future maintenance) shall be submitted to, and approved in writing by, the Planning Authority. The area of compensatory planting shall consist primarily of mixed native broadleaf species and located within the Highlands. Once approved, the Compensatory Planting Plan shall be undertaken in full, and thereafter maintained, all in accordance with the approved plan.

Reason: To protect Scotland's woodland resource, in accordance Policy 6 of National Planning Framework 4 and with the Scottish Government's policy on the Control of Woodland Removal.

6. No development shall commence until protected species pre-commencement surveys have been undertaken and a report of survey has been submitted to, and approved in writing by, the Planning Authority. The survey shall cover the application site and the report of survey shall include mitigation measures where any impact, or potential impact, on protected species or their habitat has been identified. Development and work shall progress in accordance with any mitigation measures contained within the approved report of survey and the timescales contain therein.

   Reason: To ensure that the site is re-surveyed before the commencement of development, and the development does not have an adverse impact on protected species or habitat.

7. No development shall commence until an Outdoor Access Plan of public access across the site (as existing, during construction and following completion) has been submitted to, and approved in writing by, the Planning Authority. Thereafter public access shall be maintained in accordance with the approved Plan during construction.

   Reason: In order to safeguard public access during the construction phase of the development.

8. Public access to any Core Path within, or adjacent to, the application site, shall at no time be obstructed or deterred by construction-related activities, unless otherwise approved in writing by the Planning Authority, as a temporary measure required for health and safety or operational purposes. Under such circumstances, any temporary obstruction or determent shall cover only the smallest area practicable and for the shortest duration possible, with waymarked diversions provided as necessary.

   Reason: In order to safeguard public access during the construction phase of the development.

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 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.

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.

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 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.

Forestry / Tree Compensation Plan

A Compensatory Planting Plan requires to:

1. Provide an area of Compensatory Planting of no less than the area of woodland that would be permanently lost to development, and shall be located within Highland;
2. Demonstrate that the area identified for compensatory planting has been considered under The Forestry (Environmental Impact Assessment) (Scotland) Regulations 2017, where this exceeds the current thresholds. In all cases, due diligence must be undertaken to demonstrate that the proposed Compensatory Planting is a viable scheme;
3. Be in accordance with the process for preparing a woodland creation application, as set out in the Scottish Forestry publication: Woodland Creation Application Guidance;
4. Provide a detailed schedule of maintenance;

5. Be prepared by and then implemented under the supervision of a suitably qualified forestry consultant, first approved in writing by the Planning Authority;
6. Include a detailed schedule of supervision, with compliance monitoring reports to be issued at agreed stages, prepared by the appointed forestry consultant;
7. Include confirmation that, should Compensatory Planting be proposed on land located outside the planning application boundary and/or on land that is not under the ownership of the applicant, a Section 75 legal agreement will first be secured between the applicant, the landowner and the Planning Authority.
8. Provide the Planning Authority with a GIS shapefile clearly identifying the approved area(s) of woodland removal and the associated area(s) of Compensatory Planting.
9. To comply with the Felling Permission exemptions, woodland removal shall not start until the applicant has demonstrated that construction work is imminent. Should development fail to commence within 3 years of the initial felling, the land use shall revert back to woodland and the area shall be replanted within the following 12 months, to a specification approved in writing by the Planning Authority.

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

Network Rail:

Network Rail request the following advisory note:

All construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

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

The developer must contact our Asset Protection Engineers regarding the above matters, see contact details below:

Network Rail Asset Protection Engineer
151 St. Vincent Street, GLASGOW, G2 5NW
E-mail: AssetProtectionScotland@networkrail.co.uk

SSEN:

SSEN request the following advisory note:

The applicant should follow HSE document "GS6: Avoiding Danger from Overhead Power Lines" and the applicant/developer must contact SSEN Transmission's Asset Management team at Transmission.Asset.Management@sse.com at least 30 days prior to commencing works on-site.

Major Events

Major events are subject to management in accordance with Health and Safety legislation. Any Events Management Plan should include traffic management measures to ensure highway safety on the minor public road and forest road leading to the North Face car parks and avoid traffic queueing back to the A82 junction.

Signature:	Bob Robertson
(Designation:	Planning Manager South
Author:	Lucy Prins
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - Site Layout Plan – North Face overall layout Proposed 101 Rev F
	Plan 2 - Site Layout Plan sheet 1 103 Rev G
	Plan 3 - Site Layout Plan sheet 2 104 Rev E
	Plan 4 - Site Layout Plan sheet 3 105 Rev G
	Plan 5 - General Plan – North Face Signage/Structure and Services 106 Rev D
	Plan 6 - Tree Planting Plan 107 Rev D
	Plan 7 - Surface Water Drainage Plan 108 Rev D
	Plan 8 - Section Plan - sheet 1 - 109 Rev B
	Plan 9 - Section Plan - sheet 2 - 110 Rev B
	Plan 10 - Section Plan - sheet 3 111 Rev B
	Plan 11 - Site Layout Plan – Site Clearance 114 Rev A
	Plan 12 - Elevations Cut and Fill 115 Rev A
	Plan 13 – Site Layout Plan – North end of road 154 Rev D
	Plan 14 – Section Plan – details sheet 1 300 Rev C
	Plan 15 – Section Plan – Details sheet 3 302 Rev C
	Plan 16 – Drainage details 921 Rev A

Plan 17 – Car Park Construction Detail 964 Rev B

Plan 18 – Site layout Plan - CBR Zone Plan SK102

Plan 19 – Phasing Plan SK-251105 submitted 18 Nov 2025

KEY

- **Red line boundary**
- **Blue line boundary**
- **Existing trees**
- **New specimen trees**
  See detail 18
- **Native broadleaf mix woodland planting**
  See detail 19
- **Verge reinstatement and seeding**
  See detail 20
- **Proposed footpath**
  See detail 04
- **Asphalt road surface**
  Refer to DRGCS details and specification
- **Gravel car park bays**
  See details 02 and 03
- **Unbound car park surface**
  Refer to DRGCS details and specification
- **Asphalt roadway (CBR > 5%)**
  Refer to DRGCS details and specification
- **Asphalt roadway (CBR 1-5%)**
  Refer to DRGCS details and specification
- **Asphalt roadway on floating road**
  Refer to DRGCS details and specification
- **Car park bay (CBR > 1%)**
  See detail 02
- **Car park bay on floating road**
  See detail 03
- **Unbound car park (CBR > 1%)**
  Refer to DRGCS details and specification
- **Unbound car park on floating road**
  See detail 03b

Refer to drawing 2226/0154

Pylon

Layby 1 - Pay Station

High voltage transmission line

Layby 2 - Passing place

Layby 3 - Passing places

Refer to drawing 2226/0104

Layby 4 - Passing places

Refer to drawing 2226/0103

Pylon

Overhead power lines

Refer to drawing 2226/0105

Pylon

Refer to drawing 2226/0151

HIGH VOLTAGE OVERHEAD POWER LINES

- 132 kV overhead lines on steel pylons
- 11kV overhead lines on timber poles

DANGER

- These lines are identified on layout drawings, and impose severe restrictions on construction activities.
- Specific risk assessment and method statement (RAMS) will be required for any construction work in their vicinity.
- SSEN must be informed of proposals (Transmission.Asset.Management@sse.com)
- Refer to HSE Guidance Note GS6 (Fourth Edition) for working near overhead lines.
- Refer to Designer Risk Assessment

0 50 100 150 200 m

Note: Topographic Survey coverage is limited to within the area of the proposals.

Ræburn Farquhar Bowen

North Face Overall Layout - Proposed

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0101 | -- | F

Revision Note: (31/03/2023)

F New car park / road construction information updated.

Internal Drawing Reference: 2226 - 0101 - F

1:1,250 @ A1

KEY

- **Red line boundary**
- 0.00m **Proposed spot levels**
- **Ecological constraints**
- **Existing trees**
- **New specimen trees**
  See detail 18
- **Native broadleaf mix woodland planting**
  See detail 19
- **Verge reinstatement and seeding**
  See detail 20
- **Timber bay markers**
  See detail 01
- **Asphalt road surface**
  Refer to DRGCS details and specification
- **Gravel car park bays**
  See details 02 and 03
- **Unbound car park surface**
  Refer to DRGCS details and specification
- **Asphalt roadway (CBR > 5%)**
  Refer to DRGCS details and specification
- **Asphalt roadway (CBR 1-5%)**
  Refer to DRGCS details and specification
- **Asphalt roadway on floating road**
  Refer to DRGCS details and specification
- **Car park bay (CBR > 1%)**
  See detail 02
- **Car park bay on floating road**
  See detail 03
- **Unbound car park (CBR > 1%)**
  Refer to DRGCS details and specification
- **Unbound car park on floating road**
  See detail 03b

NOTE

This car park will operate as an overflow car park, in use only during exceptionally busy periods of demand (eg. Holiday weekends and during organised events in Nevis Forest). At other times, the gate will be closed and locked. Its use may be required if other car parks need to be closed or restricted during forestry operations. The height control barrier will be fixed; it will not be possible to open it.

Pylon

Wet woodland

Basin

Basin

Basin

Mire habitat

High voltage power transmission line

Refer to drawing 2226/0104

Refer to drawing 2226/0105

Height control barrier (see detail 14)

Metal gate (see detail 17)

Overhead power lines

ACCESS ROAD (SHED STONE)

AREA OF SMALL SCRUB TREES

MARSHY GROUND

WOODED AREA

0 5 10 15 20 25 m

HIGH VOLTAGE OVERHEAD POWER LINES

- 132 kV overhead lines on steel pylons
- 11kV overhead lines on timber poles

DANGER

- These lines are identified on layout drawings, and impose severe restrictions on construction activities.
- Specific risk assessment and method statement (RAMS) will be required for any construction work in their vicinity.
- SSEN must be informed of proposals (Transmission.Asset.Management@sse.com)
- Refer to HSE Guidance Note GS6 (Fourth Edition) for working near overhead lines.
- Refer to Designer Risk Assessment

Ræburn Farquhar Bowen

North Face (New Car Park) - Proposed Layout Sheet 1

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0103 | -- | G

Revision Note: (29/05/2023)

G Northern end of car park adjusted to provide 15m offset from pylon base.

Internal Drawing Reference: 2226 - 0103 - G

1:200 @ A1

KEY

- Red line boundary
- 0.00m — Proposed spot levels
- Existing trees
- New specimen trees
  See detail 18
- Native broadleaf mix woodland planting
  See detail 19
- Verge reinstatement and seeding
  See detail 20
- Timber bay markers
  See detail 01
- Asphalt road surface
  Refer to DRGCS details and specification
- Gravel car park bays
  See details 02 and 03
- Unbound car park surface
  Refer to DRGCS details and specification
- Asphalt roadway (CBR > 5%)
  Refer to DRGCS details and specification
- Asphalt roadway (CBR 1-5%)
  Refer to DRGCS details and specification
- Asphalt roadway on floating road
  Refer to DRGCS details and specification
- Car park bay (CBR > 1%)
  See detail 02
- Car park bay on floating road
  See detail 03
- Unbound car park (CBR > 1%)
  Refer to DRGCS details and specification
- Unbound car park on floating road
  See detail 03b

Metal gate (see detail 17)

Timber bollards (see detail 5)

High voltage power transmission line

Pylon

Refer to drawing 2226/0103 73

Metal gate (see detail 17)

0 5 10 15 20 25 m

Ræburn Farquhar Bowen

North Face (New Car Park) - Proposed Layout Sheet 2

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0104 | -- | E

Revision Note: (31/03/2023)

E New car park / road construction information updated.

Internal Drawing Reference: 2226 - 0104 - E

1:200 @ A1

Refer to drawing 2226/0104

Refer to drawing 2226/0103

Height control barrier (see detail 14)

Metal gate (see detail 17)

High voltage power transmission line

Overhead power lines

KEY

- Red line boundary
- 0.00m — Proposed spot levels
- Existing trees
- New specimen trees — See detail 18
- Native broadleaf mix woodland planting — See detail 19
- Verge reinstatement and seeding — See detail 20
- Timber bay markers — See detail 01
- Proposed footpath — See detail 04
- Asphalt road surface — Refer to DRGCS details and specification
- Gravel car park bays — See details 02 and 03
- Unbound car park surface — Refer to DRGCS details and specification
- Asphalt roadway (CBR > 5%) — Refer to DRGCS details and specification
- Asphalt roadway (CBR 1-5%) — Refer to DRGCS details and specification
- Asphalt roadway on floating road — Refer to DRGCS details and specification
- Car park bay (CBR > 1%) — See detail 02
- Car park bay on floating road — See detail 03
- Unbound car park (CBR > 1%) — Refer to DRGCS details and specification
- Unbound car park on floating road — See detail 03b

HIGH VOLTAGE OVERHEAD POWER LINES

- 132 kV overhead lines on steel pylons
- 11kV overhead lines on timber poles

- These lines are identified on layout drawings, and impose severe restrictions on construction activities.
- Specific risk assessment and method statement (RAMS) will be required for any construction work in their vicinity.
- SSEN must be informed of proposals (Transmission.Asset.Management@sse.com)
- Refer to HSE Guidance Note GS6 (Fourth Edition) for working near overhead lines.
- Refer to Designer Risk Assessment

DANGER

0 5 10 15 20 25 m

Ræburn Farquhar Bowen

North Face (New Car Park) - Proposed Layout Sheet 3

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0105 | -- | G

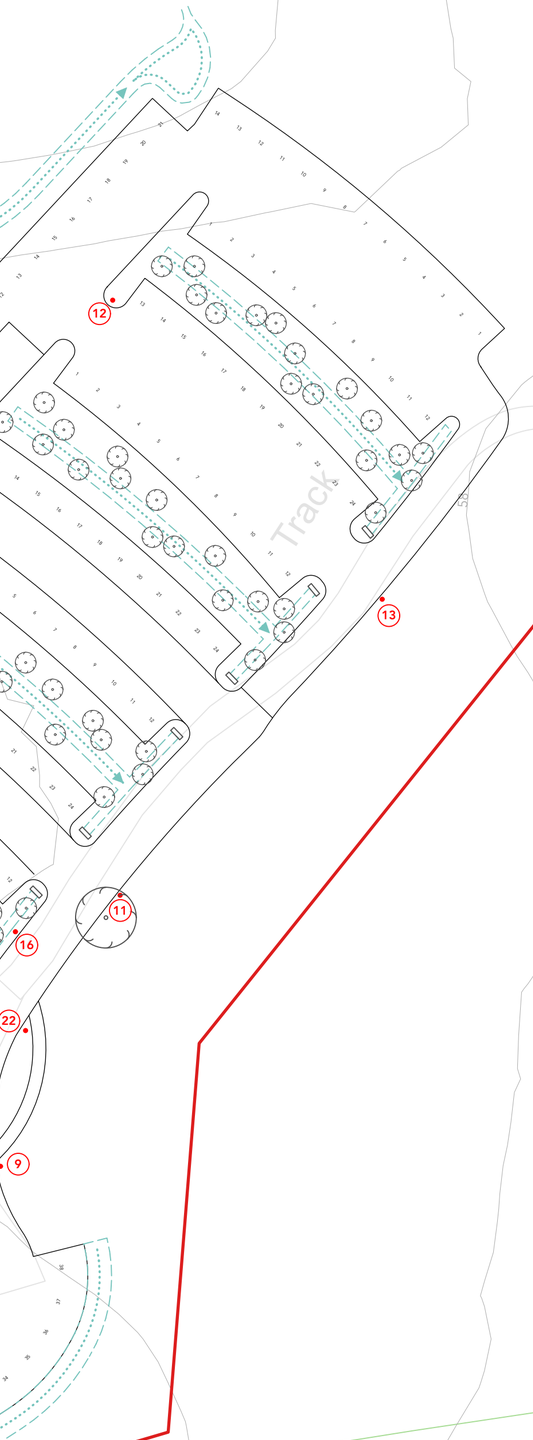
Revision Note: (29/05/2023)

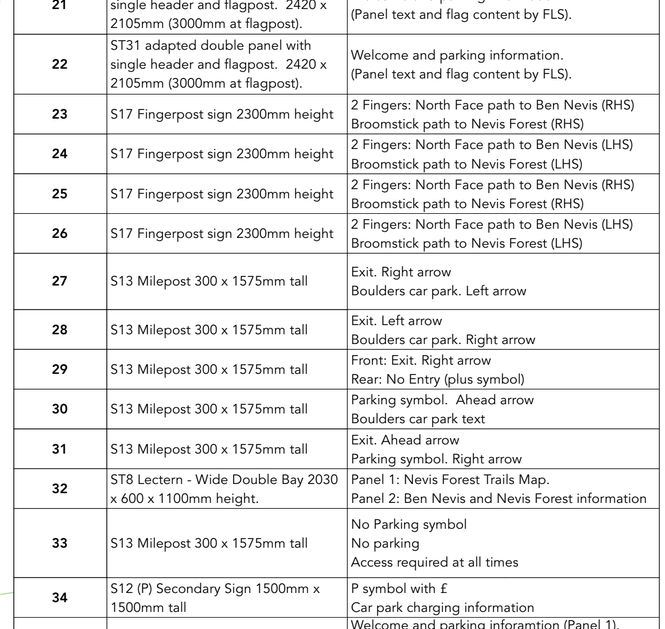
G Northern end of pylon car park adjusted to provide 15m offset from existing pylon base.

Internal Drawing Reference: 2226 - 0105 - G

1:200 @ A1

Sign no.	FLS sign type	Content
1	S10 Primary Sign 1500 x 1780mm tall	Middle Board : Nevis Forest Lower Board: P symbol with £ Footprint symbol Bike symbol North Face text Right arrow
2	S12 (P) Secondary Sign 1500mm x 1500mm tall	North Face text P Symbol with £ Car park charging information (Text by FLS)
3	S13 Milepost 300 x 1575mm tall	20mph (All to front and rear) No parking symbol No parking at roadside text
4	S13 Milepost 300 x 1575mm tall	20mph (All to front and rear) No parking symbol No parking at roadside text
5	S13 Milepost 300 x 1575mm tall	20mph (All to front and rear) No parking symbol No parking at roadside text
6	S12 (P) Secondary Sign 1500mm x 1500mm tall	North Face Broomstick car park P symbol with £. Left arrow Car park charging information (text by FLS)
7	S12 (P) Secondary Sign 1500mm x 1500mm tall	North Face Pylon car park P symbol with £. Right arrow
8	S13 Milepost 300 x 1575mm tall	P symbol. Left arrow
9	S13 Milepost 300 x 1575mm tall	P symbol. Right arrow. Campervans Minibuses
10	S13 Milepost 300 x 1575mm tall	Exit. Right arrow
11	S13 Milepost 300 x 1575mm tall	Exit. Right arrow
12	S13 Milepost 300 x 1575mm tall	Exit. Right arrow
13	S13 Milepost 300 x 1575mm tall	Exit. Right arrow
14	S13 Milepost 300 x 1575mm tall	Campervans
15	S13 Milepost 300 x 1575mm tall	P symbol Trailer parking
16	S13 Milepost 300 x 1575mm tall	P symbol Trailer parking
17	S13 Milepost 300 x 1575mm tall	Campervans
18	S13 Milepost 300 x 1575mm tall	Front: Exit. Right arrow Rear: No Entry (plus symbol)
19	S13 Milepost 300 x 1575mm tall	20mph (All to front and rear) No parking symbol No parking at roadside text
20	ST31 adapted double panel with single header and flagpost. 2420 x 2105mm (3000mm at flagpost).	Welcome and parking information. (Panel text and flag content by FLS).
21	ST31 adapted double panel with single header and flagpost. 2420 x 2105mm (3000mm at flagpost).	Welcome and parking information. (Panel text and flag content by FLS).
22	ST31 adapted double panel with single header and flagpost. 2420 x 2105mm (3000mm at flagpost).	Welcome and parking information. (Panel text and flag content by FLS).
23	S17 Fingerpost sign 2300mm height	2 Fingers: North Face path to Ben Nevis (RHS) Broomstick path to Nevis Forest (RHS)
24	S17 Fingerpost sign 2300mm height	2 Fingers: North Face path to Ben Nevis (LHS) Broomstick path to Nevis Forest (LHS)
25	S17 Fingerpost sign 2300mm height	2 Fingers: North Face path to Ben Nevis (RHS) Broomstick path to Nevis Forest (RHS)
26	S17 Fingerpost sign 2300mm height	2 Fingers: North Face path to Ben Nevis (LHS) Broomstick path to Nevis Forest (LHS)
27	S13 Milepost 300 x 1575mm tall	Exit. Right arrow Boulders car park. Left arrow
28	S13 Milepost 300 x 1575mm tall	Exit. Left arrow Boulders car park. Right arrow
29	S13 Milepost 300 x 1575mm tall	Front: Exit. Right arrow Rear: No Entry (plus symbol)
30	S13 Milepost 300 x 1575mm tall	Parking symbol. Ahead arrow Boulders car park text
31	S13 Milepost 300 x 1575mm tall	Exit. Ahead arrow Parking symbol. Right arrow
32	ST8 Lectern - Wide Double Bay 2030 x 600 x 1100mm height.	Panel 1: Nevis Forest Trails Map. Panel 2: Ben Nevis and Nevis Forest information
33	S13 Milepost 300 x 1575mm tall	No Parking symbol No parking Access required at all times
34	S12 (P) Secondary Sign 1500mm x 1500mm tall	P symbol with £ Car park charging information
35	ST23 Triple Bay Upright Sign with triple header and flagpost.	Welcome and parking inforamtion (Panel 1). Nevis Forest information and trails map. Ben Nevis information and path map. Bespoke triple header with mountain profile and active forest.
36	Existing bespoke Lochaber Geopark panel on new timber sign plinth	
37	S17 Fingerpost sign 2300mm height	4 Fingers: Broomstick path to Nevis Forest (LHS) Broomstick + Pylons car parks (LHS) North Face path to Ben Nevis (RHS) Easy path to Nevis Forest (RHS)
38	S17 Fingerpost sign 2300mm height	Broomstick path to Nevis Forest (LHS North-East) Broomstick + Pylons car parks (LHS North-East) North Face path to Ben Nevis (RHS South)





HIGH VOLTAGE OVERHEAD POWER LINES

- 132 kV overhead lines on steel pylons
- 11kV overhead lines on timber poles

- These lines are identified on layout drawings, and impose severe restrictions on construction activities.
- Specific risk assessment and method statement (RAMS) will be required for any construction work in their vicinity.
- SSEN must be informed of proposals (Transmission.Asset.Management@sse.com)
- Refer to HSE Guidance Note GS6 (Fourth Edition) for working near overhead lines.
- Refer to Designer Risk Assessment

DANGER

0 5 10 15 20 25 m

Ræburn Farquhar Bowen

North Face (New Car Park) - Signage / Structure & Services

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0106 | -- | D

Revision Note: (29/05/2023)

D Northern end of pylon car park adjusted to provide 15m offset from existing pylon base.

Internal Drawing Reference: 2226 - 0106 - D

1:500 @ A1

PLANTING SCHEDULE (New Car Park)

Latin Name	Scheduled Size	Rate (m. centres)	Quantity
Woodland			
Betula pendula	60-80cm bare root 1+1 transplant	2	72
Betula pubescens	60-80cm bare root 1+1 transplant	2	738
Corylus avellana	40-60cm bare root 1+1 transplant	2	72
Pinus sylvestris	40-60cm bare root 1+1 transplant	2	181
Populus tremula	30-45cm bare root 1+1 transplant	2	148
Prunus padus	40-60cm bare root 1+1 transplant	2	148
Salix cinerea	40-60cm 1+0 seedling, branched	2	295
Sorbus aucuparia	40-60cm bare root 1+1 transplant	2	184
Aquatic marginal			
Glyceria maxima	175cc plug	0.25	1037
Iris pseudacorus	175cc plug	0.25	1382
Lythrum salicaria	175cc plug	0.25	346
Phragmites communis	175cc plug	0.25	691
Specimen trees			
Betula pubescens	1.25-1.50m bare root; 2x transplanted; feathered	min. 1.5m	64
Sorbus aucuparia	1.25-1.50m bare root; 2x transplanted; feathered	min. 1.5m	16

PLANTING SCHEDULE (Pylon Car Park)

Latin Name	Scheduled Size	Rate (m. centres)	Quantity
Woodland			
Betula pubescens	60-80cm bare root 1+1 transplant	2	121
Populus tremula	30-45cm bare root 1+1 transplant	2	24
Prunus padus	40-60cm bare root 1+1 transplant	2	24
Salix cinerea	40-60cm 1+0 seedling, branched	2	49
Sorbus aucuparia	40-60cm bare root 1+1 transplant	2	24
Aquatic marginal			
Glyceria maxima	175cc plug	0.25	735
Iris pseudacorus	175cc plug	0.25	980
Lythrum salicaria	175cc plug	0.25	245
Phragmites communis	175cc plug	0.25	491

282no. Glyceria maxima (30%)
376no. Iris pseudacorus (40%)
94no. Lythrum salicaria (10%)
188no. Phragmites communis (20%)

486no. Betula pubescens (50%)
97no. Populus tremula (10%)
97no. Prunus padus (10%)
194no. Salix cinerea (20%)
97no. Sorbus aucuparia (10%)

124no. Glyceria maxima (30%)
166no. Iris pseudacorus (40%)
41no. Lythrum salicaria (10%)
83no. Phragmites communis (20%)

34no. Betula pubescens (50%)
7no. Populus tremula (10%)
7no. Prunus padus (10%)
14no. Salix cinerea (20%)
7no. Sorbus aucuparia (10%)

122no. Glyceria maxima (30%)
163no. Iris pseudacorus (40%)
41no. Lythrum salicaria (10%)
81no. Phragmites communis (20%)

127no. Glyceria maxima (30%)
169no. Iris pseudacorus (40%)
42no. Lythrum salicaria (10%)
84no. Phragmites communis (20%)

48no. Betula pubescens (50%)
10no. Populus tremula (10%)
10no. Prunus padus (10%)
19no. Salix cinerea (20%)
10no. Sorbus aucuparia (10%)

643no. Glyceria maxima (30%)
857no. Iris pseudacorus (40%)
214no. Lythrum salicaria (10%)
429no. Phragmites communis (20%)

51no. Betula pubescens (50%)
10no. Populus tremula (10%)
10no. Prunus padus (10%)
21no. Salix cinerea (20%)
10no. Sorbus aucuparia (10%)

39no. Betula pubescens (50%)
8no. Populus tremula (10%)
8no. Prunus padus (10%)
16no. Salix cinerea (20%)
8no. Sorbus aucuparia (10%)

42no. Betula pubescens (50%)
8no. Populus tremula (10%)
8no. Prunus padus (10%)
17no. Salix cinerea (20%)
8no. Sorbus aucuparia (10%)

23no. Glyceria maxima (30%)
30no. Iris pseudacorus (40%)
8no. Lythrum salicaria (10%)
15no. Phragmites communis (20%)

39no. Betula pubescens (50%)
8no. Populus tremula (10%)
8no. Prunus padus (10%)
15no. Salix cinerea (20%)
8no. Sorbus aucuparia (10%)

92no. Glyceria maxima (30%)
123no. Iris pseudacorus (40%)
31no. Lythrum salicaria (10%)
62no. Phragmites communis (20%)

19no. Betula pubescens (50%)
4no. Populus tremula (10%)
4no. Prunus padus (10%)
8no. Salix cinerea (20%)
4no. Sorbus aucuparia (10%)

3no. Betula pubescens (50%)
1no. Populus tremula (10%)
1no. Prunus padus (10%)
1no. Salix cinerea (20%)
1no. Sorbus aucuparia (10%)

72no. Glyceria maxima (30%)
95no. Iris pseudacorus (40%)
24no. Lythrum salicaria (10%)
48no. Phragmites communis (20%)

199no. Glyceria maxima (30%)
265no. Iris pseudacorus (40%)
66no. Lythrum salicaria (10%)
133no. Phragmites communis (20%)

72no. Betula pendula (20%)
72no. Corylus avellana (20%)
181no. Pinus sylvestris (50%)
36no. Sorbus aucuparia (10%)

74no. Betula pubescens (50%)
15no. Populus tremula (10%)
15no. Prunus padus (10%)
29no. Salix cinerea (20%)
15no. Sorbus aucuparia (10%)

4no. Betula pubescens (50%)
1no. Populus tremula (10%)
1no. Prunus padus (10%)
1no. Salix cinerea (20%)
1no. Sorbus aucuparia (10%)

2no. Betula pubescens (50%)
0no. Populus tremula (10%)
0no. Prunus padus (10%)
1no. Salix cinerea (20%)
0no. Sorbus aucuparia (10%)

92no. Glyceria maxima (30%)
123no. Iris pseudacorus (40%)
31no. Lythrum salicaria (10%)
62no. Phragmites communis (20%)

20no. Betula pubescens (50%)
4no. Populus tremula (10%)
4no. Prunus padus (10%)
8no. Salix cinerea (20%)
4no. Sorbus aucuparia (10%)

0 5 10 15 20 25 m

KEY

Red line boundary

Soil strip
Existing top 150mm layer of soil (or deeper where natural topsoil occurs to greater depth) stripped and stockpiled for re-use in accordance with BS 3882 : 2015 Topsoil. Include turf divots for natural regeneration.

Peat
A Peat Management Plan will be implemented to ensure that existing peat is retained on site in satisfactory condition for establishment of natural vegetation cover and for sequestration of soil carbon. Acrotelm peat will be used for landscape reinstatements to regraded areas. Catotelm peat will be retained undisturbed where possible; if necessary, it will be excavated and placed in Peat Habitat Enhancement Areas where a mire habitat will be promoted. Follow recommendations of Floating Roads on Peat (2010; SNH & FC). Where acrotelm is stripped, it shall be lifted as complete turfs for use in reinstatements.

Subsoil excavation and placement
Natural mineral subsoil excavated to temporary stockpiles. Deposited and firmed in layers, to achieve naturalistically shaped landforms with varied slope grades and textures; no angled slope transitions.

Topsoil placement
Topsoil loose tipped and spread without compacting, in accordance with BS 3882 : 2015 Topsoil. Surface hand-raked to finish.

Existing trees : Coniferous forestry
Existing coniferous forestry within the works area to be felled for timber in advance of the works; including larch as a precaution against *Phytophthora*. Adjacent forestry compartments to be retained with undisturbed windfirm edge.

Existing native trees
Retain and protect existing native trees unless identified for removal. Erect temporary tree protection fencing in accordance with BS5837 : 2012; no excavation, upfill, materials storage or washing within the fenced RPA.

Tree protection fencing

Native wet woodland planting (W4) : low-lying areas

50%	*Betula pubescens*	60-80cm bare root 1+1 transplant
10%	*Populus tremula*	30-45cm bare root 1+1 transplant
10%	*Prunus padus*	40-60cm bare root 1+1 transplant
20%	*Salix cinerea*	40-60cm 1+0 seedling, branched
10%	*Sorbus aucuparia*	40-60cm bare root 1+1 transplant

Provenance : Native seed zone 201 or 106. Planted in single species groups of 5-15 plants, in irregular pattern at 2.0m centres. See detail 19.

Native Pine/Birch woodland planting (W18) : on knolls

20%	*Betula pendula*	60-80cm bare root 1+1 transplant
20%	*Corylus avellana*	40-60cm bare root 1+1 transplant
50%	*Pinus sylvestris*	40-60cm bare root 1+1 transplant
10%	*Sorbus aucuparia*	40-60cm bare root 1+1 transplant

Provenance : Scots pine seed zone 6 (South-West); other species native seed zone 201 or 106. Planted in single species groups of 5-15 plants, in irregular pattern at 2.0m centres. See detail 19.

Car park specimen tree planting (W4)

80%	*Betula pubescens*	1.25-1.50m bare root; 2x transplanted; feathered
20%	*Sorbus aucuparia*	1.25-1.50m bare root; 2x transplanted; feathered

Provenance : Native seed zone 201 or 106. Planted in irregular clusters as shown on layout, at minimum 1.5m centres. See detail 18.

Acid grassland reinstatement (U2/U4)
Topsoil raked to form fine tilth for seeding; incorporate turf divots. Stones to be left exposed at surface. Seed with Scotia Seeds Highland Grassland grass and wildflower seed mix (U4 community) at 5g/m2. See detail 20.

Wet heath reinstatement (M16)
Place site turfs with acrotelm peat close-butted; compress using bucket or low-pressure tracked machine. See detail 21.

Swales and basins
Topsoil raked to form fine tilth for seeding; incorporate turf divots. Stones to be left exposed at surface. Seed with Scotia Seeds Highland Grassland grass and wildflower seed mix (U4 community) at 5g/m2. Plant base of swales and edge of basins floor with native aquatic marginal plugs 175cc at 250mm centres : *Iris pseudacorus*, *Glyceria maxima*, *Phragmites communis*, *Lythrum salicaria*. See details 6 (swale) and 16 (basin).

North Face Existing Car Park (1:500)

0 5 10 15 20 m

Torlundy Entrance (1:500)

0 5 10 15 20 m

Ræburn Farquhar Bowen

North Face (New Car Park) - Planting Plan
Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0107 | -- | D

Revision Note: (29/05/2023)
D Northern end of pylon car park adjusted to provide 15m offset from existing pylon base.

Internal Drawing Reference: 2226 - 0107 - D

1:500 @ A1

High voltage power transmission line

Pylon

Existing ditch

Existing ditch

Overhead power lines

KEY

Red line boundary

Swale
Min. 2m width, 1:3 slopes. See detail 06.

Ditch
Width & depth varies

Surface water flow across hard areas

Pipe connection with headwalls
See detail 07

Basin
See detail 16

Basin outlet control
See detail 08

HIGH VOLTAGE OVERHEAD POWER LINES

- 132 kV overhead lines on steel pylons
- 11kV overhead lines on timber poles

DANGER

- These lines are identified on layout drawings, and impose severe restrictions on construction activities.
- Specific risk assessment and method statement (RAMS) will be required for any construction work in their vicinity.
- SSEN must be informed of proposals (Transmission.Asset.Management@sse.com)
- Refer to HSE Guidance Note GS6 (Fourth Edition) for working near overhead lines.
- Refer to Designer Risk Assessment

0 5 10 15 20 25 m

Ræburn Farquhar Bowen

North Face (New Car Park) - Surface Water Drainage Plan

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0108 | -- | D

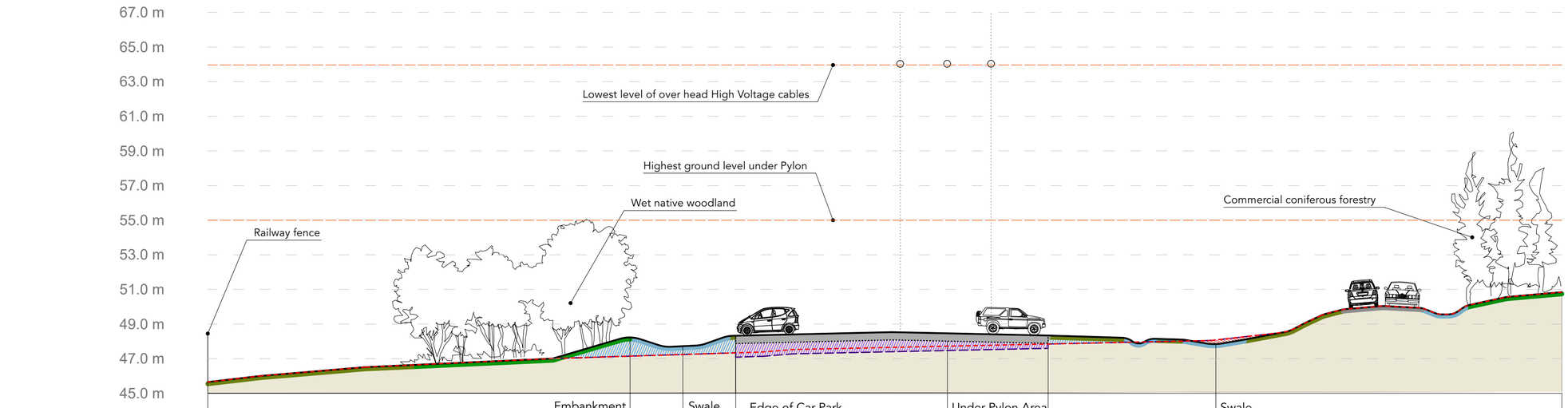
Revision Note: (29/05/2023)

D Northern end of pylon car park adjusted to provide 15m offset from existing pylon base.

Internal Drawing Reference: 2226 - 0108 - D

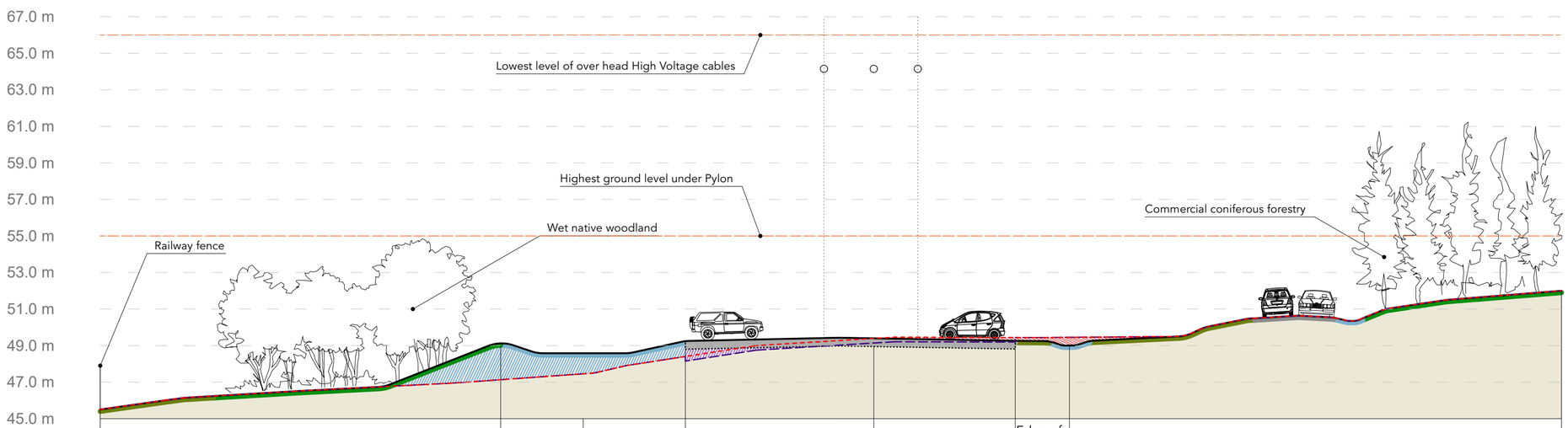
1:500 @ A1

Section 1 (1:200)



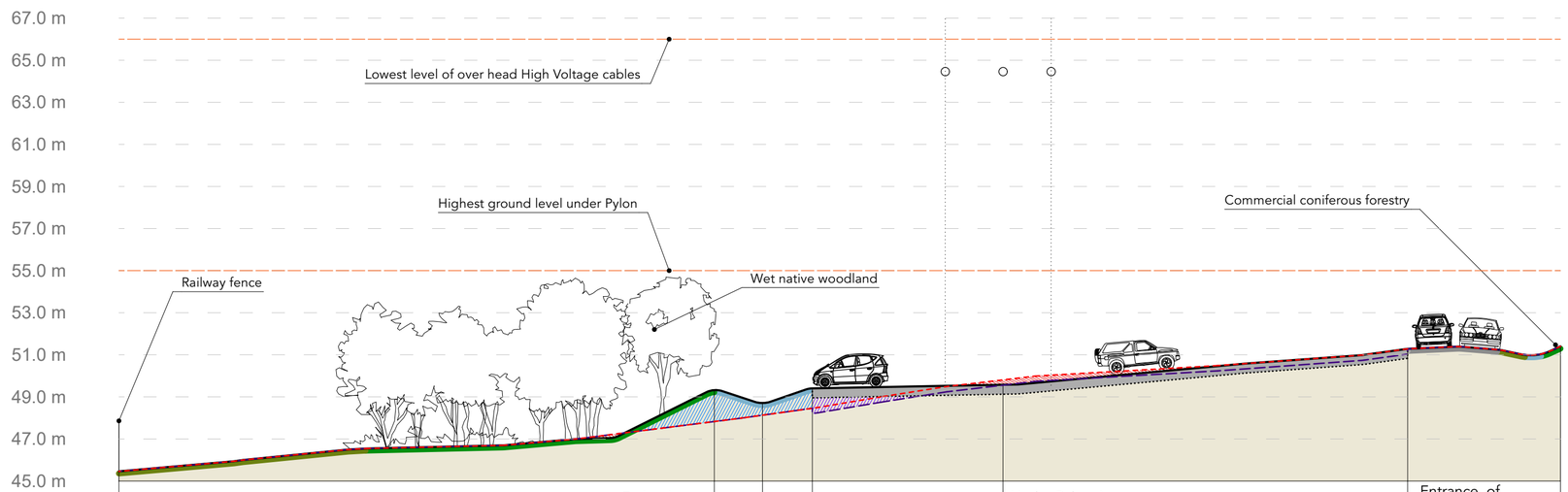
	Embankment		Swale	Edge of Car Park	Under Pylon Area		Swale
Existing Level	47.13 m		47.22 m	47.31 m	47.66 m		48.05 m
Proposed Level	48.3 m		48.7 m	48.3 m	48.43 m		47.8 m

Section 2 (1:200)



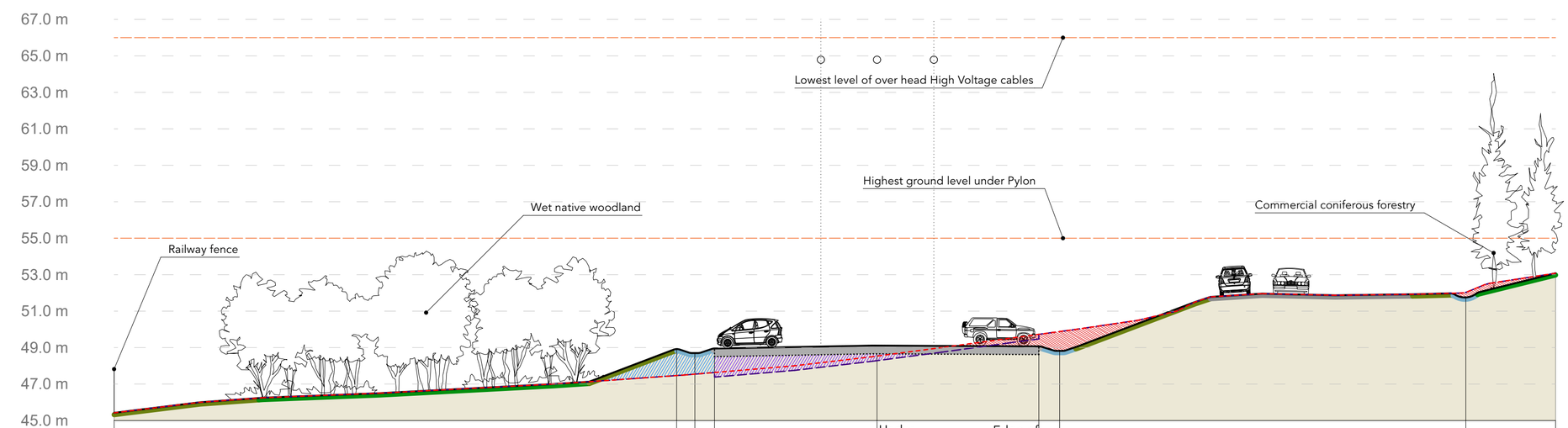
		Embankment	Swale	Edge of Car Park	Under Pylon Area	Edge of Car Park	Swale
Existing Level		47.13 m	47.46m	48.4 m	49.38 m	49.44 m	49.46
Proposed Level		49.24 m	48.58 m	49.24 m	49.4 m	49.26 m	49 m

Section 3 (1:200)



	Embankment		Swale	Edge of Car Park	Under Pylon Area	Entrance of the Car Park
Existing Level	47.83 m		47.83m	48.45 m	49.79 m	51.3 m
Proposed Level	49.41 m		48.14m	49.41 m	49.58 m	51.3 m

Section 4 (1:200)



	Embankment	Swale	Edge of Car Park	Under Pylon Area	Edge of Car Park	Swale	Swale
Existing Level	47.47 m	47.54m	47.63 m	48.5 m	49.73 m	49.83 m	52.03 m
Proposed Level	48.92 m	48.7 m	48.95 m	49.11 m	49.07 m	48.82 m	51.75 m

KEY

- **Existing profile**
- **Site topsoil strip**
- **Proposed profile**
- **Cut material**
- **Fill - any fill placed under soft landscape**
- **Fill - Compacted mineral fill under construction formation**
- **Car park construction**

NOTES

- Overhead transmission line height measured on 12/12/2022 at 205m south of pylon tower, where sag is greatest. This height has been applied across the whole length of this line segment.

- Maximum ground level in the central third of this line segment is 55m AOD, measured 205m south of the pylon tower. This is applied along the whole length of the car park

0 2 4 6 8 10 m

DANGER

HIGH VOLTAGE OVERHEAD POWER LINES

- 132 kV overhead lines on steel pylons
- 11kV overhead lines on timber poles

- These lines are identified on layout drawings, and impose severe restrictions on construction activities.
- Specific risk assessment and method statement (RAMS) will be required for any construction work in their vicinity.
- SSEN must be informed of proposals (Transmission.Asset.Management@sse.com)
- Refer to HSE Guidance Note GS6 (Fourth Edition) for working near overhead lines.
- Refer to Designer Risk Assessment

Ræburn Farquhar Bowen

North Face (New Car Park) - Sections sheet 1

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0109 | -- | B

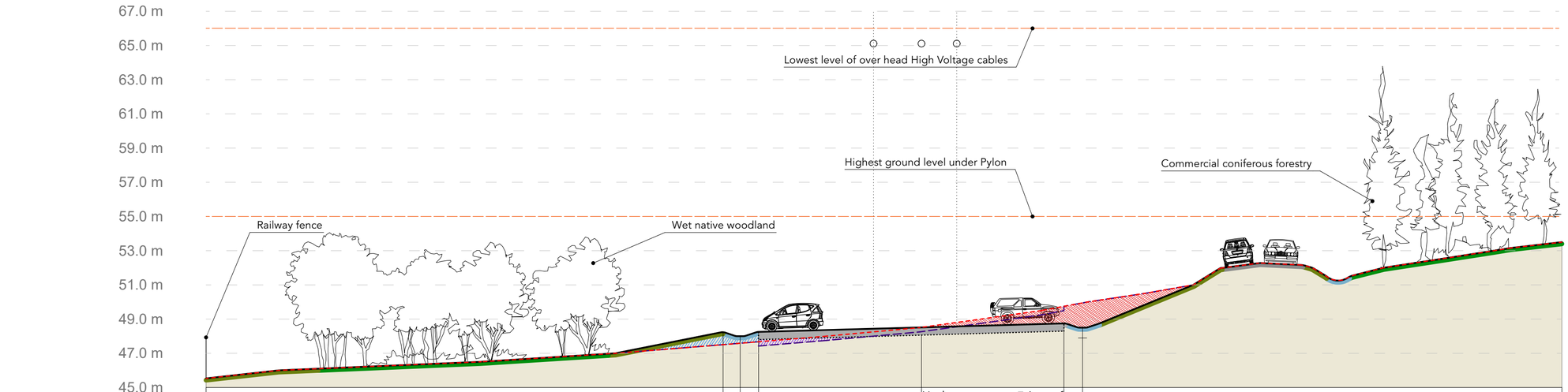
Revision Note: (29/05/2023)

B Northern end of pylon car park adjusted to provide 15m offset from existing pylon base.

Internal Drawing Reference: 2226 - 0109 - B

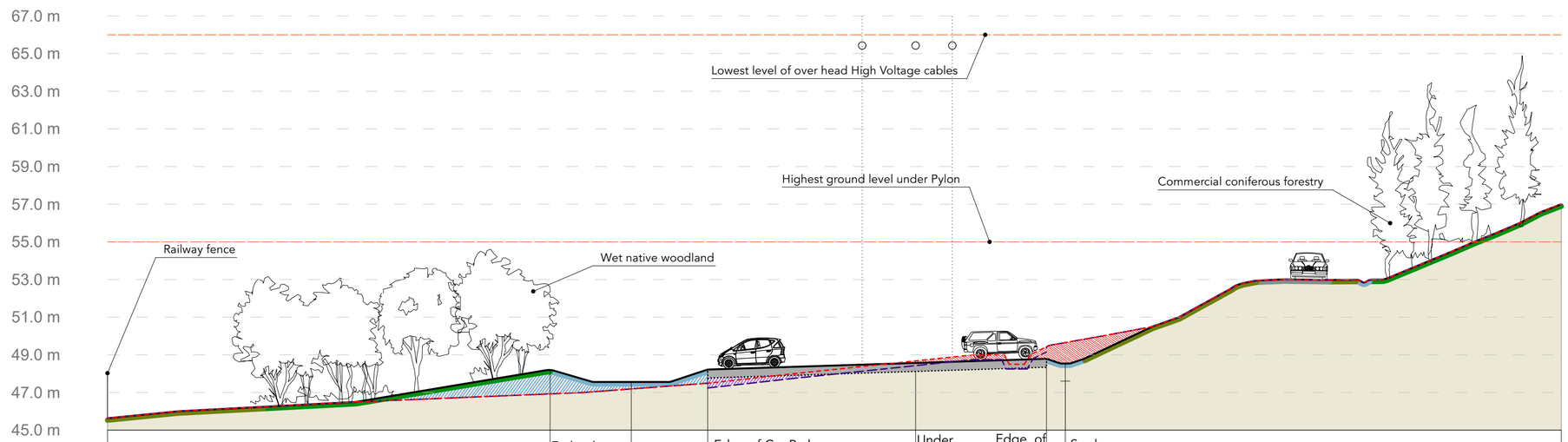
print as A1

Section 5 (1:200)



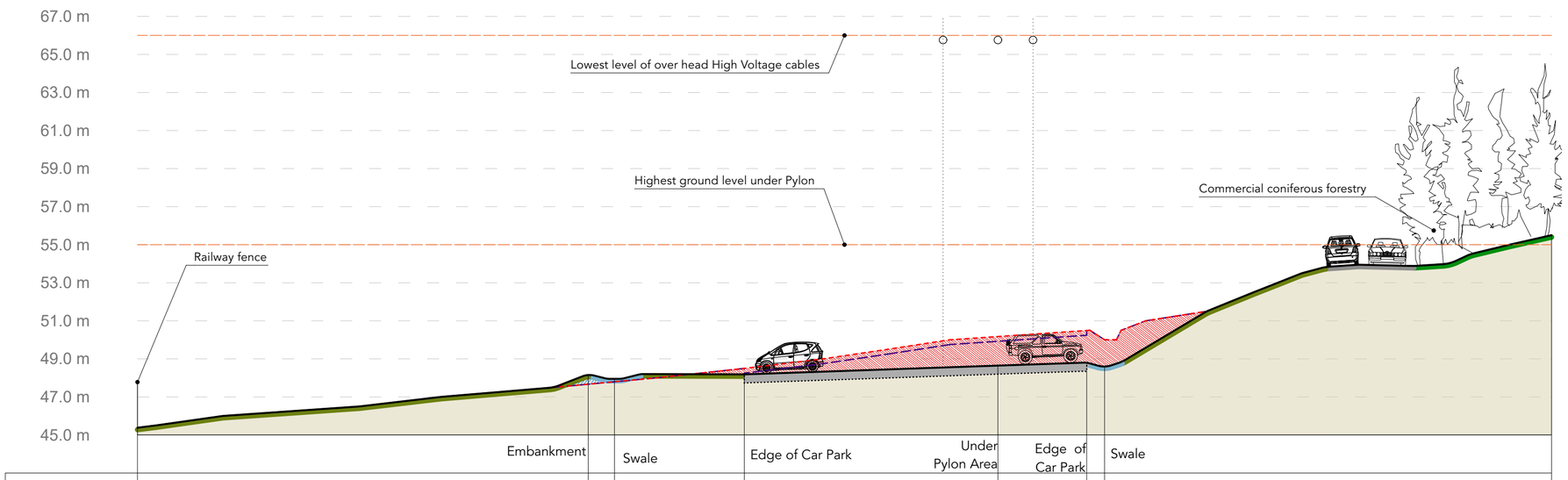
	Embankment	Swale	Edge of Car Park	Under Pylon Area	Edge of Car Park	Swale
Existing Level	47.5 m	47.59m	47.67 m	48.48 m	49.76 m	49.95m
Proposed Level	48.25 m	48m	48.25 m	48.5 m	48.75 m	48.5m

Section 6 (1:200)



	Embankment	Swale	Edge of Car Park	Under Pylon Area	Edge of Car Park	Swale
Existing Level	46.93 m	47.19m	47.49 m	48.63 m	49.43 m	49.65m
Proposed Level	48.22 m	47.56m	48.22 m	48.55 m	48.79 m	48.54m

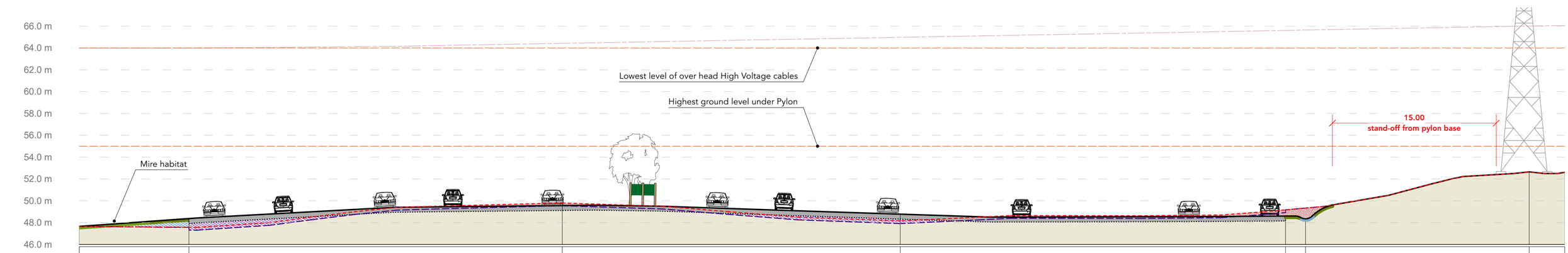
Section 7 (1:200)



	Embankment	Swale	Edge of Car Park	Under Pylon Area	Edge of Car Park	Swale
Existing Level	47.67 m	47.8 m	48.5 m	51.14 m	50.54 m	50 m
Proposed Level	48.2 m	47.95m	48.2 m	48.63 m	48.85 m	48.6 m

0 2 4 6 8 10 m

Section 8 (1:250)



	Edge of Car Park	Car Park	Car Park	Edge of Car Park	Swale	Pylon base
Existing Level	47.56 m	49.78 m	48.16 m	49.17 m	49.33 m	52.65m
Proposed Level	48.37 m	49.8 m	48.77 m	48.60 m	48.35 m	52.65m

0 2 4 6 8 10 m

KEY

- Existing profile
- Site topsoil strip
- Proposed profile
- Cut material
- Fill - any fill placed under soft landscape
- Fill - Compacted mineral fill under construction formation
- Car park construction

NOTES

- Overhead transmission line height measured on 12/12/2022 at 205m south of pylon tower, where sag is greatest. This height has been applied across the whole length of this line segment.

- Maximum ground level in the central third of this line segment is 55m AOD, measured 205m south of the pylon tower. This is applied along the whole length of the car park

DANGER

HIGH VOLTAGE OVERHEAD POWER LINES

- 132 kV overhead lines on steel pylons
- 11kV overhead lines on timber poles

- These lines are identified on layout drawings, and impose severe restrictions on construction activities.
- Specific risk assessment and method statement (RAMS) will be required for any construction work in their vicinity.
- SSEN must be informed of proposals (Transmission.Asset.Management@sse.com)
- Refer to HSE Guidance Note GS6 (Fourth Edition) for working near overhead lines.
- Refer to Designer Risk Assessment

Ræburn Farquhar Bowen

North Face (New Car Park) - Sections sheet 2

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0110 | -- | B

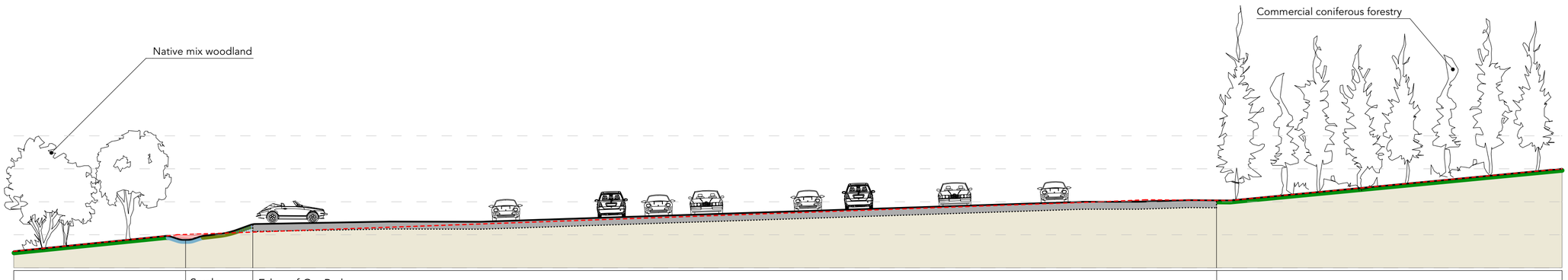
Revision Note: (29/05/2023)

B Northern end of pylon car park adjusted to provide 15m offset from existing pylon base; section 8 extended northwards.

Internal Drawing Reference: 2226 - 0110 - B

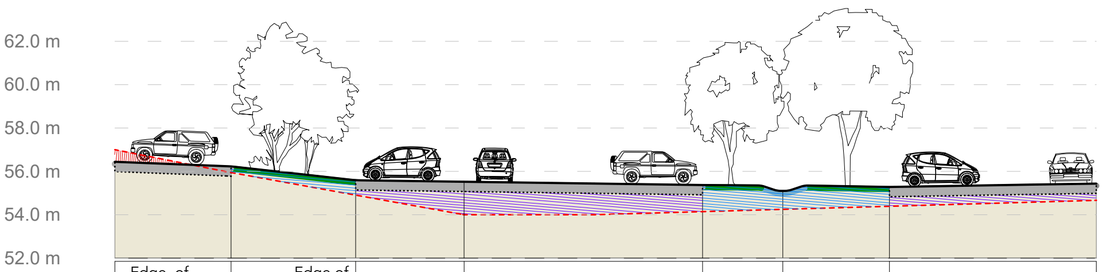
print as A1

Section 9 (1:200)



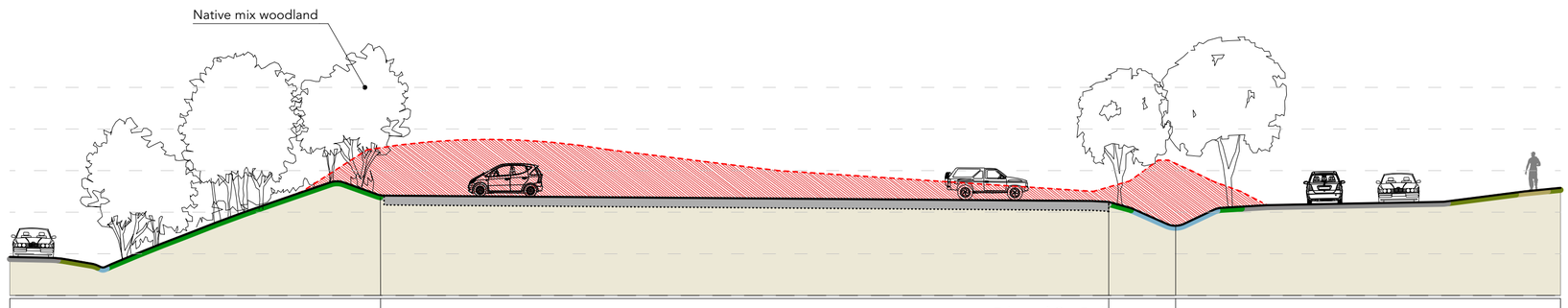
		Swale	Edge of Car Park	Edge of Car Park	
Existing Level		54.02 m	54.16 m	56.09 m	
Proposed Level		53.69 m	54.64 m	56.09 m	

Section 10 (1:200)



	Edge of Car Park	Edge of Car Park	Road	Edge of Car Park		Swale	Edge of Car Park
Existing Level	57.00 m	54.94 m	54.00 m	54.14 m		54.25 m	54.66 m
Proposed Level	56.44 m	55.63 m	55.63 m	55.37 m		55.1 m	55.43 m

Section 11 (1:200)



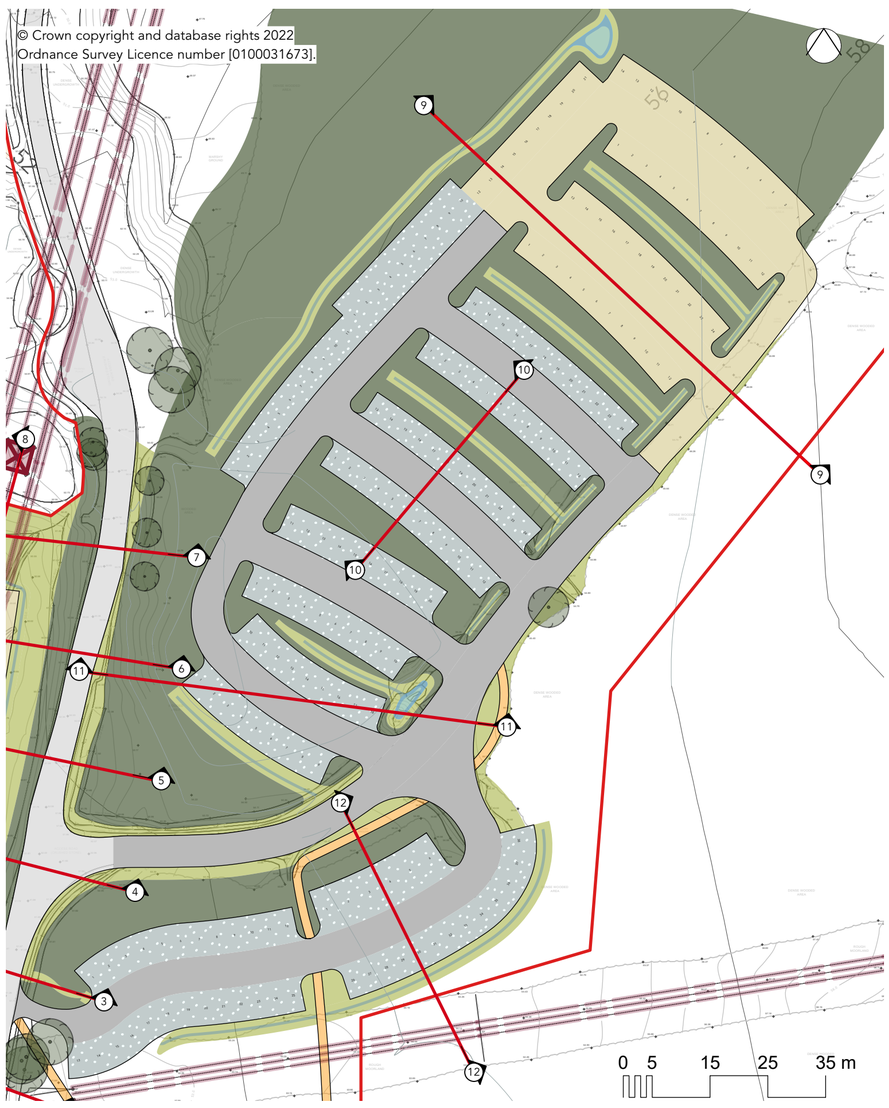
		Edge of Car Park	Edge of Car Park		Swale
Existing Level		58.11 m	56.21 m		57.34 m
Proposed Level		55.8 m	55.5 m		54.3l5 m

DANGER

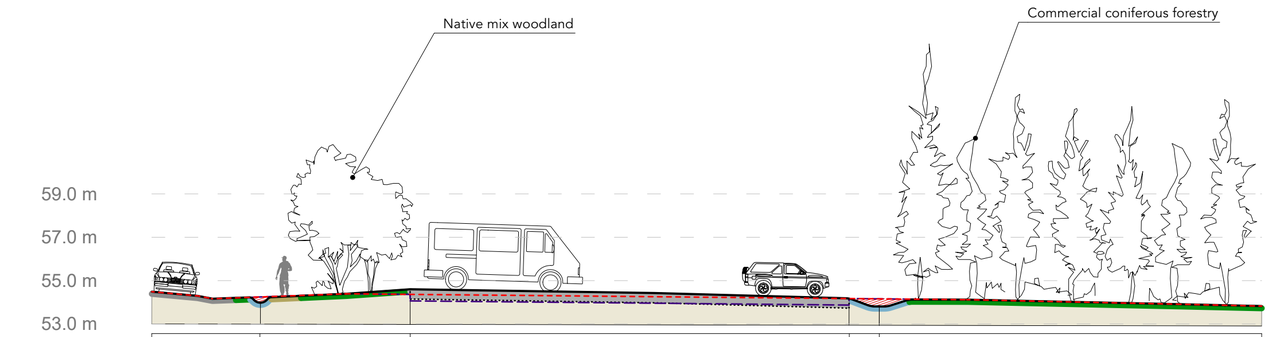
HIGH VOLTAGE OVERHEAD POWER LINES

- 132 kV overhead lines on steel pylons
- 11kV overhead lines on timber poles

- These lines are identified on layout drawings, and impose severe restrictions on construction activities.
- Specific risk assessment and method statement (RAMS) will be required for any construction work in their vicinity.
- SSEN must be informed of proposals (Transmission.Asset.Management@sse.com)
- Refer to HSE Guidance Note GS6 (Fourth Edition) for working near overhead lines.
- Refer to Designer Risk Assessment



Section 12 (1:200)



		Swale	Edge of Car Park	Edge of Car Park		Swale
Existing Level		54.26 m	54.37 m	54.23 m		54.22m
Proposed Level		53.99 m	54.61 m	54.23 m		53.87m

0 2 4 6 8 10 m

KEY

- Existing profile
- Site topsoil strip
- Proposed profile
- Cut material
- Fill - any fill placed under soft landscape
- Fill - Compacted mineral fill under construction formation
- Car park construction

Ræburn Farquhar Bowen

North Face (New Car Park) - Sections sheet 3

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0111 | -- | B

Revision Note: (31/03/2023)

B Cut & fill and car park construction information added.

Internal Drawing Reference: 2226 - 0111 - B

print as A1

KEY

Red line boundary

Existing trees felled by FLS
Remove stumps and grub up rootballs

Existing trees retained
Erect temporary tree protection fencing to edge of the RPA, in accordance with BS5837 : 2012.

Area of woodland felled by FLS
Clear all vegetation, remove stumps and grub up rootballs; topsoil to be stripped and stockpiled before cut & fill operations

Coniferous plantation

Coniferous plantation (larch)

Native broadleaf woodland

Rough grassland
Clear all vegetation; topsoil to be stripped and stockpiled before cut & fill operations

Existing rolled stone road
Subject to road surface upgrading works

No excavation within 15m of the pylon feets

MP 96.25

River Lundy

A82

Cycle Way

TOWER RIDGE COURTYARD

Track

Issues

MP 96.5

132kV overhead power transmission line

11 kV overhead power lines

Path

Allt na Caillich

HIGH VOLTAGE OVERHEAD POWER LINES

- 132 kV overhead lines on steel pylons
- 11kV overhead lines on timber poles

- These lines are identified on layout drawings, and impose severe restrictions on construction activities.
- Specific risk assessment and method statement (RAMS) will be required for any construction work in their vicinity.
- SSEN must be informed of proposals (Transmission.Asset.Management@sse.com)
- Refer to HSE Guidance Note GS6 (Fourth Edition) for working near overhead lines.
- Refer to Designer Risk Assessment

DANGER

0 50 100 m

Ræburn Farquhar Bowen

North Face Overall Layout - Site clearance

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0114 | -- | A

Revision Note: (29/05/2023)

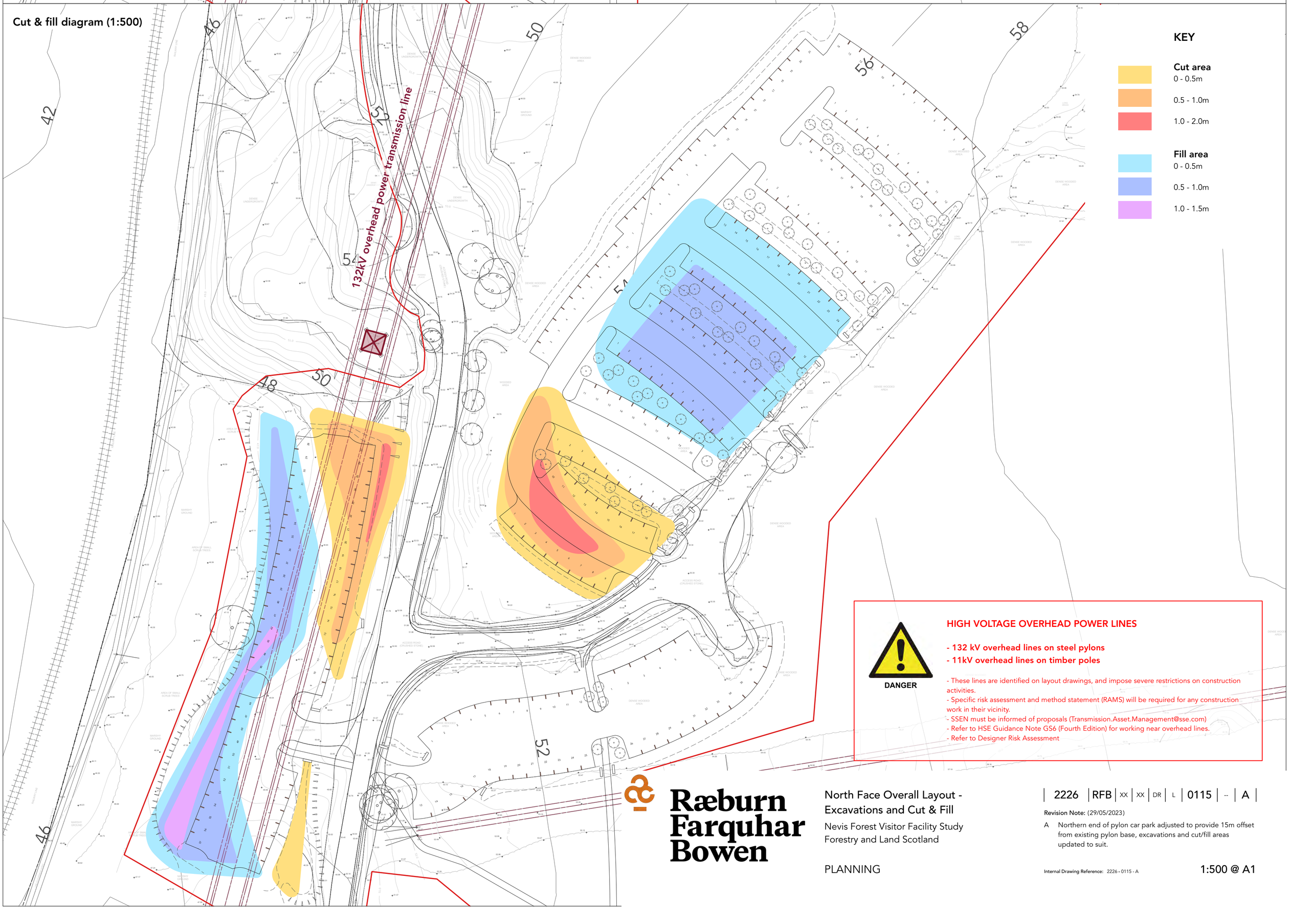
A Woodland types added; no excavation zone changed to 15m.

Internal Drawing Reference: 2226 - 0114 - A

1:1000 @ A1

Superficial excavations diagram (1:500)

Cut & fill diagram (1:500)



HIGH VOLTAGE OVERHEAD POWER LINES

- 132 kV overhead lines on steel pylons
- 11kV overhead lines on timber poles

- These lines are identified on layout drawings, and impose severe restrictions on construction activities.
- Specific risk assessment and method statement (RAMS) will be required for any construction work in their vicinity.
- SSEN must be informed of proposals (Transmission.Asset.Management@sse.com)
- Refer to HSE Guidance Note GS6 (Fourth Edition) for working near overhead lines.
- Refer to Designer Risk Assessment

DANGER

Ræburn Farquhar Bowen

North Face Overall Layout - Excavations and Cut & Fill

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0115 | -- | A

Revision Note: (29/05/2023)

A Northern end of pylon car park adjusted to provide 15m offset from existing pylon base, excavations and cut/fill areas updated to suit.

Internal Drawing Reference: 2226 - 0115 - A

1:500 @ A1

KEY

Red line boundary

Proposed contours

Asphalt road surface
Refer to DRGCS details and specification

Unbound track surface
Refer to DRGCS details and specification

Brushed concrete barrier island
See detail 10

Proposed footpath
See detail 04

BN kerb
See detail 10

Extent of regrading and reinstatement of slopes with seeding
See detail 20

Asphalt roadway (CBR > 5%)
Refer to DRGCS details and specification

Asphalt roadway (CBR 1-5%)
Refer to DRGCS details and specification

Asphalt roadway on floating road
Refer to DRGCS details and specification

Car park bay (CBR > 1%)
See detail 02

Car park bay on floating road
See detail 03

Unbound car park (CBR > 1%)
Refer to DRGCS details and specification

Unbound car park on floating road
See detail 03b

High voltage power transmission line

BN flush kerb 125 x 150mm

ANPR barriers (see details 10 to 13)

1.50

4.30

0.85

4.30

37.00

36.50

Pylon

ANPR payment machine shelter (see detail 15)

Layby

20.00

3.00

0 5 10 15 20 25 m

Ræburn Farquhar Bowen

Torlundy Entrance - Proposed Layout

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

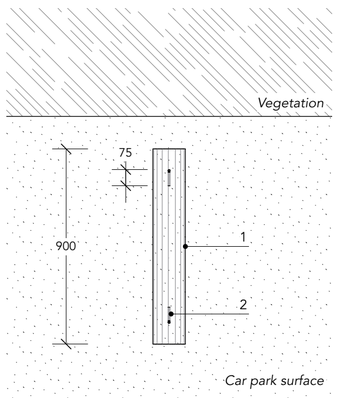
2226 | RFB | XX | XX | DR | L | 0154 | -- | D

Revision Note: (31/03/2023)

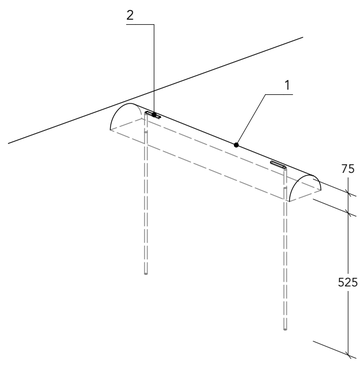
D New car park / road construction information updated.

Internal Drawing Reference: 2226 - 0154 - D

1:200 @ A1



Plan view

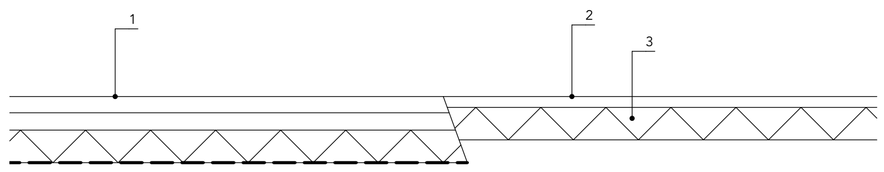


Axonometric view

1. 150mm diameter x 900mm long timber half-round. FSC certified softwood pressure treated to BS 8417 use class 4.
2. 10 x 675mm steel reinforcement bar with 75mm right angle top bend; galvanised.

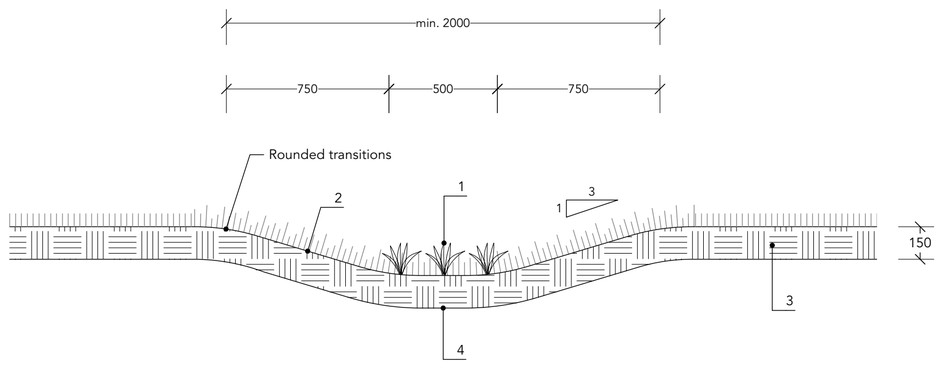
01 Timber bay markers
Scale: 1:20

1. Asphalt car park aisle construction to DRGCS detail and specification.
2. 50mm clean angular aggregate 4-15mm (BS EN 13242).
3. Parking bay sub-base construction to DRGCS detail and specification.



Car park aisle *Parking bay*

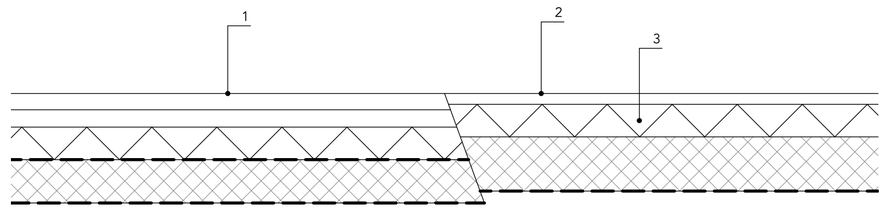
02 Asphalt car park aisle & gravel bays
Scale: 1:20



1. Bottow of swale planted with triple staggered row of native marginal plugs at 250mm centres: *30% Glyceria maxima, 40% Iris pseudacorus, 10% Lythrum salicaria, 20% Phragmites communis.*
2. Swale slopes sown with Scotia Seeds MG5 Meadow Mix at 5g/m2.
3. 150mm depth selected site topsoil, cultivated, raked and stonepicked to 25mm.
4. Subsoil shaped and decompacted to aid infiltration.

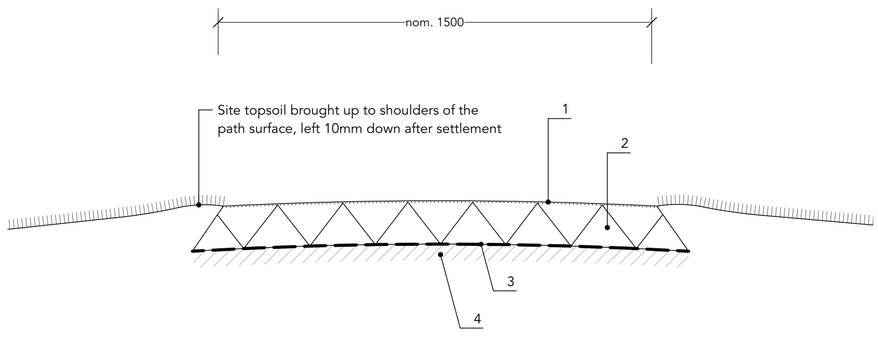
06 Typical swale detail
Scale: 1:20

1. Asphalt car park aisle to DRGCS detail and specification.
2. 50mm clean angular aggregate 4-15mm (BS EN 13242).
8. Parking bay sub-base construction to DRGCS detail and specification.



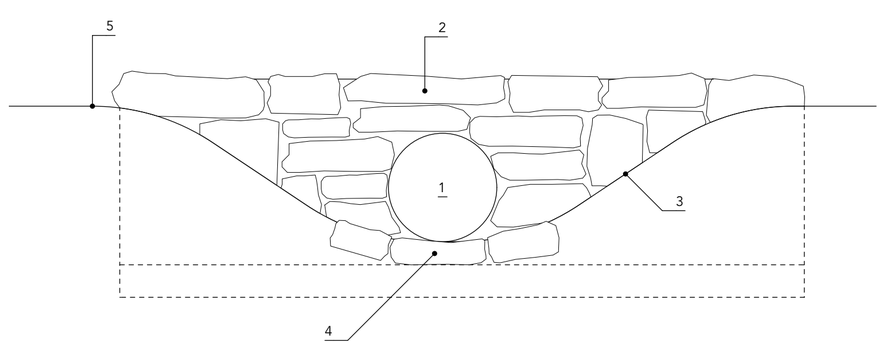
Car park aisle *Parking bay*

03 Asphalt car park aisle & gravel bays on floating road
Scale: 1:20

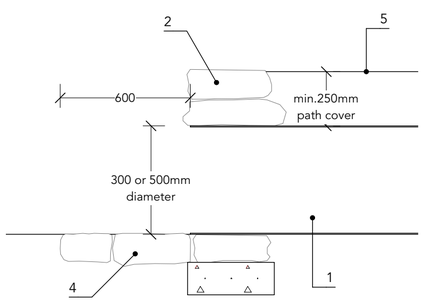


1. 0-6mm crushed stone dust blinding.
2. 200mm Type 1 sub-base.
3. Terram 1000 porous geotextile separation membrane
3. Formation shaped and rolled.

04 Typical footpath section
Scale: 1:20



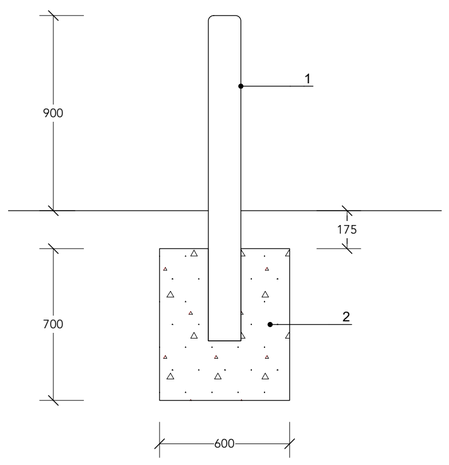
Front elevation



Section

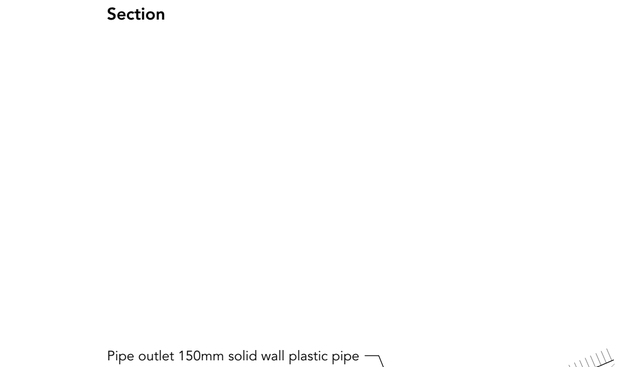
1. 300mm or 500mm twin-wall polypropylene solid pipe; black.
2. Random rubble stone wall; copings selected for size and regularity. Locally sourced stone with natural hydraulic lime mortar NHL 3.5; flush finish, brushed.
3. Ditch channel profile.
4. Splash stones extent beyond pipe end.
5. Path surface; minimum 250mm cover overpipe crown.

07 Path pipe culvert
Scale: 1:20



1. 150mm diameter x 1500mm high smooth round timber post with radius aris. FSC certified softwood, pressure treated to BS 8417 use class 4.
2. 600 x 600 x 700mm C20 concrete foundation.

05 Timber bollards
Scale: 1:20

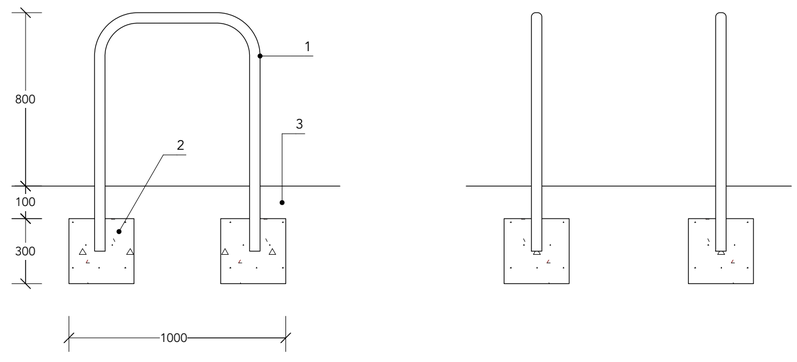


- Basket inlet SUDS 08400 and invert chamber SUDS 02005 supplied by:

Controflow
SuDS Store
www.sudstore.com
01254 694071

- SUDS 02005 chamber details:
orifice diameter 25mm
cover pedestrian loading
cover to inlet invert typically 750mm
weir to inlet invert depth typically 650mm

08 Basin outlet control
Scale: 1:20



01. 800mm high x 715mm long x 48mm diameter galvanised tubular steel Sheffield cycle stands.
02. Cycle stands root fixed in 300 x 300 x 300mm concrete foundation at each leg.
03. Path finish carries over foundations.

09 Cycle stands
Scale: 1:20

Scale 1:20 0 1 2 M

Ræburn Farquhar Bowen

North Face Car Park
Details Sheet 1
Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

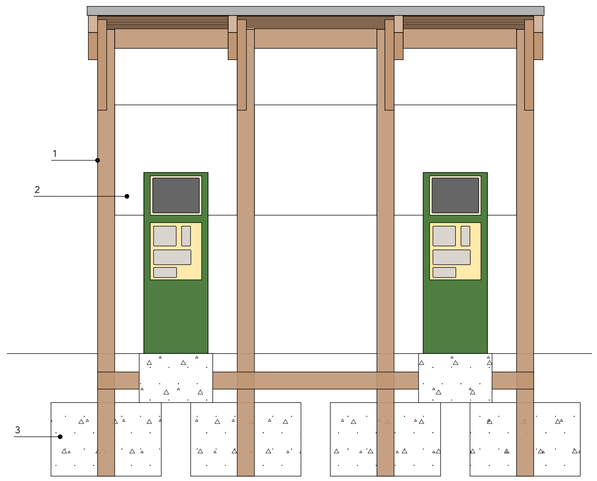
2226 | RFB | ZZ | ZZ | DR | AL | 0300 | -- | C

Revision Note: (31/03/2023)
C Unbound car park surface detail information omitted, details 2 & 3 adjusted to tie with DRGCS information.

Internal Drawing Reference: 2226 - 0300 - C

print as A1

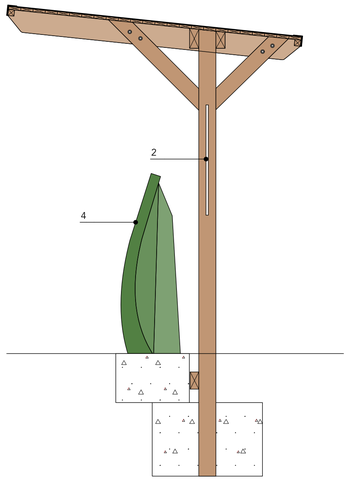
Front Elevation



1. ANPR double shelter structure, see FLS detail.
2. Graphic panels, see FLS detail.
3. Concrete foundations, see FLS detail.
3. ANPR payment machine.

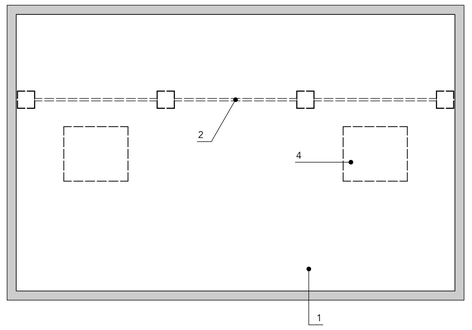
Scale 1:25 0 1 2 M

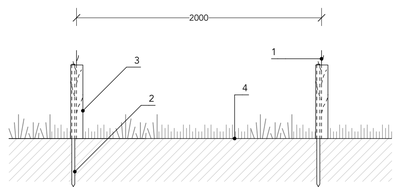
Cross Section



15 ANPR payment machine shelter
Scale: 1:25

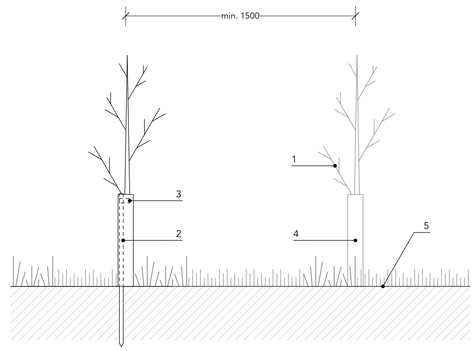
Roof Plan





1. Bare-rooted native forestry whips. See planting plan 2226/0107 for species information.
2. 25 x 25 x 1000mm timber stake, driven 400mm into the ground.
3. Green-tech Bio Earth biodegradable tree shelter, 600 x 100mm square.
4. Acid grassland as detail 20.

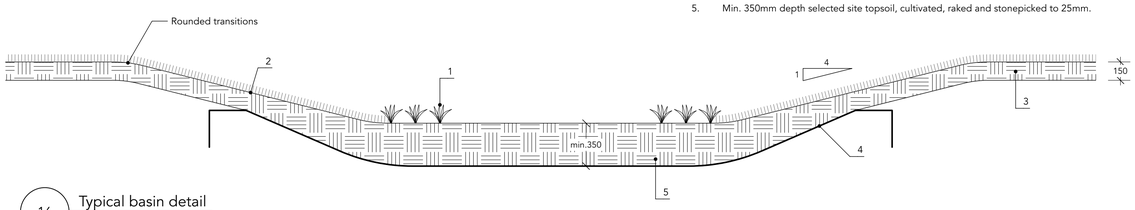
19 Woodland planting
Scale: 1:25



1. Bare-rooted feathered tree. See planting plan 2226/0107 for species, size and arrangement information.
2. 25 x 25 x 1000mm timber stake, driven 400mm into the ground.
3. Green-tech biodegradable tree tie.
4. Green-tech Bio Earth biodegradable tree shelter, 600 x 100mm square.
5. Acid grassland as detail 20.

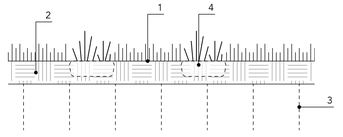
18 Specimen tree planting
Scale: 1:20

1. Plant margin of basin's base with triple staggered row of native marginal plugs at 250mm centres: *30% Glyceria maxima, 40% Iris pseudacorus, 10% Lythrum salicaria, 20% Phragmites communis.*
2. Basin slopes sown with Scotia Seeds Highland Grassland grass and wildflower seed mix (U4 community) at 5g/m2.
3. 150mm depth selected site topsoil, cultivated, raked and stonepicked to 25mm.
4. 1-2mm HDPE liner.
5. Min. 350mm depth selected site topsoil, cultivated, raked and stonepicked to 25mm.



16 Typical basin detail
Scale: 1:25

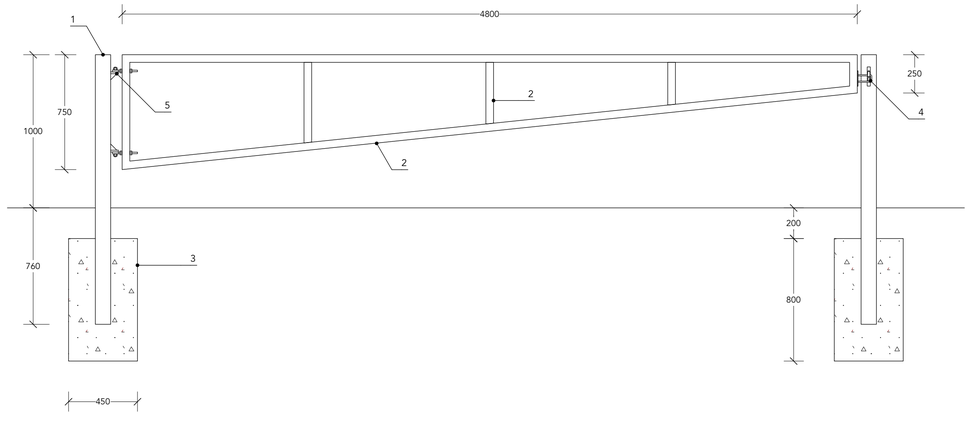
1. Scotia Seeds Highland Grassland grass and wildflower seed mix (U4 community) sown at 5g/m2.
2. 150mm depth site topsoil. Spread onto natural subsoil surfaces shaped and regulated to uniform and even grades, ensuring surfaces are crowned to shed water.
3. Subsoil ripped to relieve compaction in areas subject to construction activities.
4. Turf divots integrated to seeded areas.



20 Acid grassland
Scale: 1:20

1. 100 x 100 x 1760mm SHS galvanised steel posts. Polyester powder coating finish, RAL 6029.
2. 50 x 50 x 3mm SHS galvanised steel gate frame. Polyester powder coating finish, RAL 6029.
3. 450 x 450 x 800mm concrete foundation.
4. Heavy duty self-locking gate catch with padlock facility.
5. Galvanised adjustable eyebolts.

NOTES
- All metalwork to be hot dip galvanised after fabrication to BS 1461 and powder coated to BS EN 13438 after fabrication
- Holes for mechanical fixings to be drilled prior to galvanising

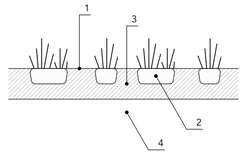


17 Single leaf swing access metal gate
Scale: 1:20

Scale 1:20 0 1 2 M

1. Exposed surface of peat soil to be left with roughness to hold grass seed; seed with Highland grass seed mix:
   - 20% *Agrostis capillaris*
   - 35% *Festuca ovina*
   - 20% *Deschampsia flexuosa*
   - 5% *Anthoxanthum odoratum*
   - 20% *Molinia caerulea*
2. Existing turf divots embedded into surface peat (acrotelm); turn so that they are correct way up. Firm into place.
3. Surface peat (acrotelm) spread and lightly firmed without vehicle loading.
4. Subsoil or deep peat (catotelm) placed and shaped without excessive compaction.

NOTES
Peat material (acrotelm and catotelm) to be kept in a wet condition throughout storage and spreading. Do not leave material loose-tipped with an open texture; always firm / shape to maintain resistance to drying.



21 Wet heath reinstatement
Scale: 1:20

Ræburn Farquhar Bowen

North Face Car Park
Details Sheet 3
Nevis Forest Visitor Facility Study
Forestry and Land Scotland

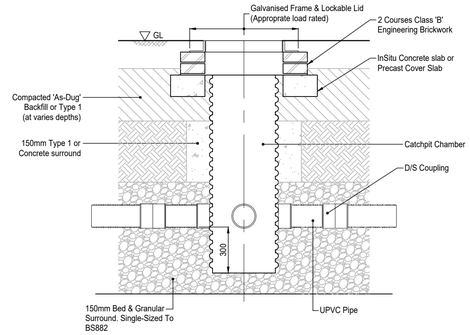
PLANNING

2226 | RFB | ZZ | ZZ | DR | AL | 0302 | -- | C

Revision Note: (28/03/2023)
C Detail 16 updated (basin).

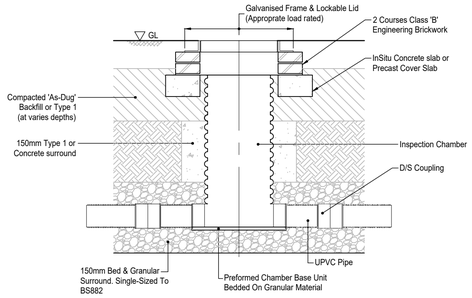
Internal Drawing Reference: 2226 - 0302 - C

print as A1



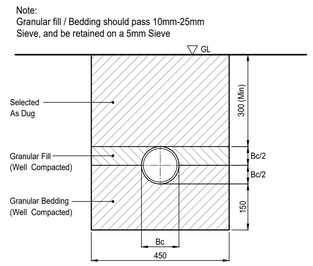
TYPICAL CATCHPIT CHAMBER DETAIL

Scale 1:20



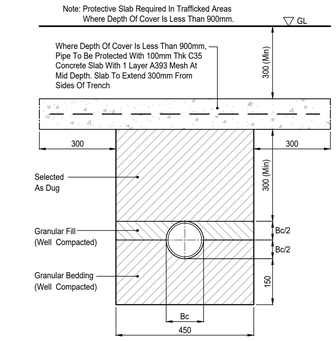
TYPICAL INSPECTION CHAMBER DETAIL

Scale 1:20



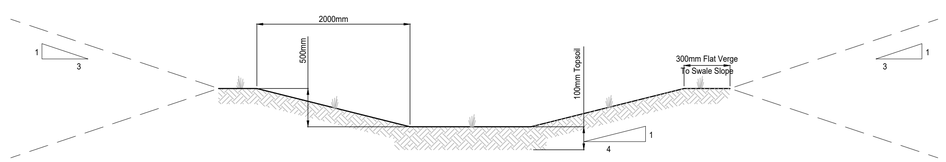
BEDDING FOR PIPE IN SINGLE TRENCH

Scale 1:10



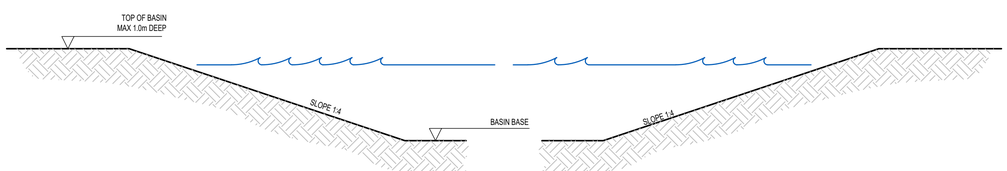
BEDDING FOR PIPE IN SINGLE TRENCH. TRAFFICKED AREAS

Scale 1:10



Section Through Swale

Scale 1:20



INDICATIVE SECTION THROUGH SuDS BASIN

(scale 1:100)

Notes:

ANY VARIATION FROM THE DESIGN SHOWN ON THIS DRAWING MUST BE NOTIFIED TO THE ENGINEER & HIS APPROVAL MUST BE OBTAINED. ANY UNAUTHORISED VARIATION FROM THE DESIGN MAY INVALIDATE ANY CERTIFICATION. IF IN DOUBT CONTACT THE ENGINEER.

THE CONTRACTOR MUST CONTACT THE ENGINEER PRIOR TO COMMENCING ANY WORK TO DISCUSS AND ENSURE FULL UNDERSTANDING OF THE DESIGN INTENT.

Revision	Description	By	Date
A	DETAILS REMOVED AS REQUESTED BY CLIENT	KDM	03.04.23

Client
Forestry and Land Scotland

Architect
Raeburn Farquhar Bowen

DRGCS
CONSULTING CIVIL & STRUCTURAL ENGINEERS
Tel: 01786 649689 email: admin@drgcs.co.uk

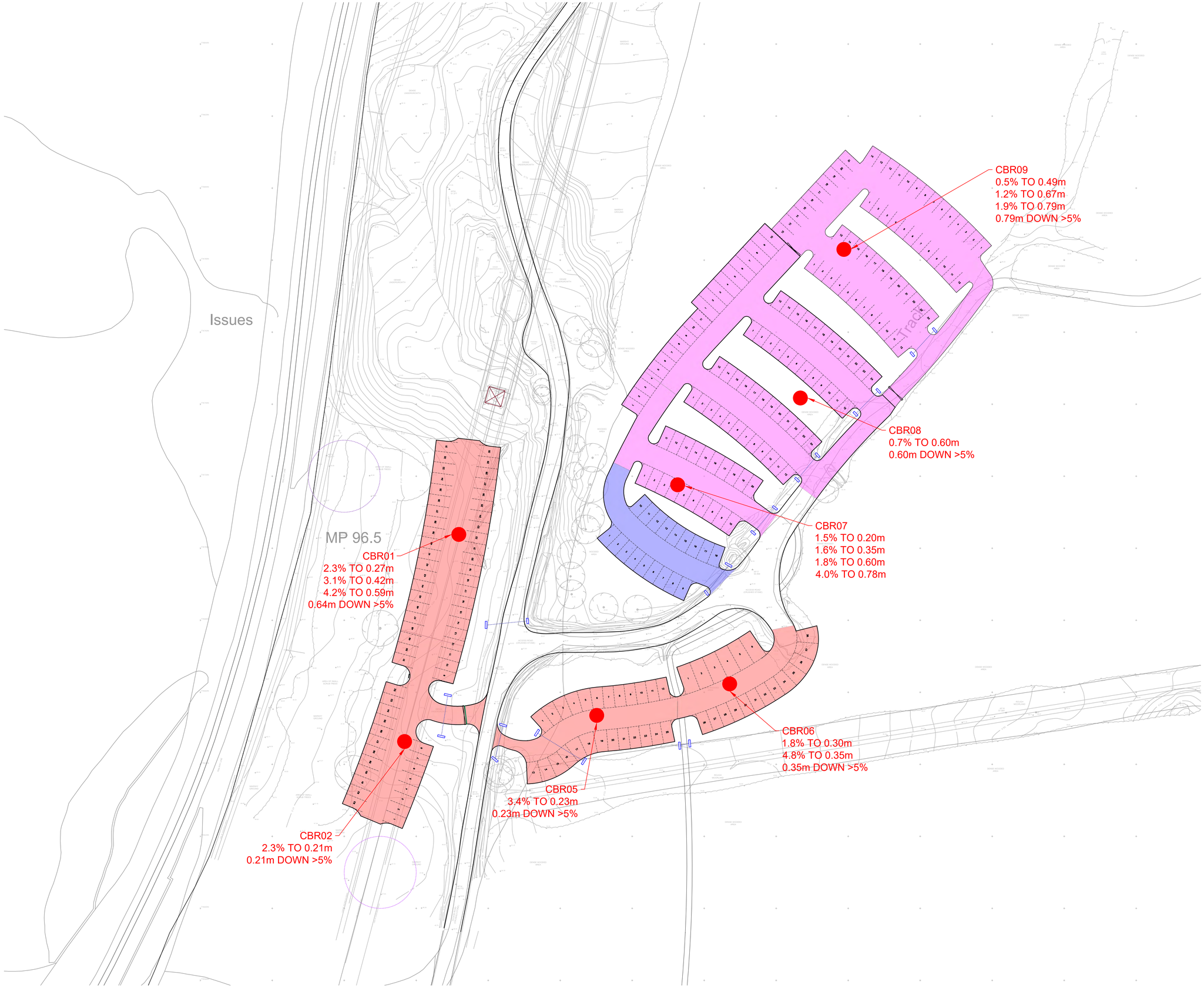
Project
Nevis Forest Car Park

Drawing
DRAINAGE DETAILS

Engineer: Date:
Technician: Date:

Project No.	Drawing No.	Revision
22.5034	921	A

Drawing Scale: AS SHOWN



Notes:

NOTE:
REFER TO MASON EVANS DOCUMENT - P23/035/LR01/JR/HOL FOR CBR RESULTS, RAEBURN FARQUHAR BOWEN DRAWINGS 2226-0103, 0104 + 0105 AND DRGCS' CONSTRUCTION DETAILS DRAWING 22.5034-964

LEGEND

- DENOTE EXTENT FLOATING ROAD CONSTRUCTION; ORGANIC SOIL + PEAT RETAINED IN SITU
- DENOTE EXTENT CBR >2%; SUPERFICIAL ORGANIC SOIL REMOVED
- DENOTE EXTENT CBR 2-1%; SUPERFICIAL ORGANIC SOIL REMOVED

ANY VARIATION FROM THE DESIGN SHOWN ON THIS DRAWING MUST BE NOTIFIED TO THE ENGINEER & HIS APPROVAL MUST BE OBTAINED. ANY UNAUTHORISED VARIATION FROM THE DESIGN MAY INVALIDATE ANY CERTIFICATION. IF IN DOUBT CONTACT THE ENGINEER.

THE CONTRACTOR MUST CONTACT THE ENGINEER PRIOR TO COMMENCING ANY WORK TO DISCUSS AND ENSURE FULL UNDERSTANDING OF THE DESIGN INTENT.

Revision	Description	By	Date

Client
Forestry and Land Scotland

Architect
Raeburn Farquhar Bowen

DRGCS
CONSULTING CIVIL & STRUCTURAL ENGINEERS
Tel: 01786 649689 email: admin@drgcs.co.uk

Project
Nevis Forest Car Park

Drawing
CBR Zone Plan

Engineer: Date:
Technician: Date:

Project No.	Drawing No.	Revision
22.5034	SK102	-

Drawing Scale: 1:500 @ A1

KEY

- **Red line boundary**
- **Blue line boundary**
- **Existing trees**
- **New specimen trees**
  See detail 18
- **Native broadleaf mix woodland planting**
  See detail 19
- **Verge reinstatement and seeding**
  See detail 20
- **Proposed footpath**
  See detail 04
- **Asphalt road surface**
  Refer to DRGCS details and specification
- **Gravel car park bays**
  See details 02 and 03
- **Unbound car park surface**
  Refer to DRGCS details and specification
- **Asphalt roadway (CBR > 5%)**
  Refer to DRGCS details and specification
- **Asphalt roadway (CBR 1-5%)**
  Refer to DRGCS details and specification
- **Asphalt roadway on floating road**
  Refer to DRGCS details and specification
- **Car park bay (CBR > 1%)**
  See detail 02
- **Car park bay on floating road**
  See detail 03
- **Unbound car park (CBR > 1%)**
  Refer to DRGCS details and specification
- **Unbound car park on floating road**
  See detail 03b

Refer to drawing 2226/0154

Pylon

Layby 1 - Pay Station

High voltage transmission line

Layby 2 - Passing place

Layby 3 - Passing places

Refer to drawing 2226/0104

Layby 4 - Passing places

Refer to drawing 2226/0103

Pylon

Overhead power lines

Refer to drawing 2226/0105

Phase 1 Construct new car park (2 options)

Pylon

Phase 2.1 Refurbish existing car park

Refer to drawing 2226/0151

Phase 2.2 Refurbish existing car park

HIGH VOLTAGE OVERHEAD POWER LINES

DANGER

- 132 kV overhead lines on steel pylons
- 11kV overhead lines on timber poles

- These lines are identified on layout drawings, and impose severe restrictions on construction activities.
- Specific risk assessment and method statement (RAMS) will be required for any construction work in their vicinity.
- SSEN must be informed of proposals (Transmission.Asset.Management@sse.com)
- Refer to HSE Guidance Note GS6 (Fourth Edition) for working near overhead lines.
- Refer to Designer Risk Assessment

0 50 100 150 200 m

Note: Topographic Survey coverage is limited to within the area of the proposals.

Ræburn Farquhar Bowen

North Face Overall Layout - Proposed

Nevis Forest Visitor Facility Study
Forestry and Land Scotland

PLANNING

2226 | RFB | XX | XX | DR | L | 0101 | -- | F

Revision Note: (31/03/2023)

F New car park / road construction information updated.

2226-SK-251105-Phasing Plan

Internal Drawing Reference: 2226 - 0101 - F

1:1,250 @ A1