

Agenda Item	<b>5.1</b>
Report No	<b>PLS-075-21</b>

## HIGHLAND COUNCIL

**Committee:** South Planning Applications Committee

**Date:** 14 December 2021

**Report Title:** 21/03844/FUL: The Highland Council  
Raigmore Hospital, Old Perth Road, Inverness, IV2 3UJ

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

### **Purpose/Executive Summary**

**Description:** Construction of Bus and Emergency Service Gate

**Ward:** 16 - Inverness Millburn

**Development category:** Local

**Reason referred to Committee:** 5 or more 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 This application for planning permission relates to the construction of a bus and emergency services gate on the northern boundary of the Raigmore Hospital site to provide access to and from the city and beyond via Raigmore housing estate. The development will involve construction of a new section of roadway, approximately 180 metres in length, through the hospital grounds.
- 1.2 The access will be created on the outside bend of Churchill Road and Ashton Road on land to the rear of the Shenavall Centre and to the east of 80 Ashton Crescent where it will run adjacent to the flats at Fraser Noble Court and join the existing hospital internal road network directly opposite Heather Court.
- 1.3 The development will necessitate the removal of approximately 8 trees from a narrow woodland belt that runs along part of the northern boundary of the hospital with compensatory replacement planting consisting of 20 large standard trees proposed, with precise locations to agree in consultation with the local community.
- 1.4 The requirement for the bus gate at Raigmore has arisen from the development of the new National treatment Centre at Inverness Campus and was identified as one of a series of mitigation measures that would be required in order to enable the development to be granted planning permission in 2020. It is however very important to stress that the requirement for the bus gate goes as far back as 2011 when planning permission in principle was first granted for the original Inverness Campus development. This is discussed in more detail in Section 8.15 of this report.
- 1.5 Pre-Application Consultation: Not applicable.
- 1.6 Supporting Information: The following information has been submitted in support of the application:
- Transport Statement
- 1.7 Variations: Minor alterations to access design to include ramp.

## **2. SITE DESCRIPTION**

- 2.1 The site forms part of the north-western corner of the Raigmore Hospital complex where a number of satellite buildings are located providing community healthcare facilities as well as residential housing blocks for staff. It is bound to the north by a narrow strip of mature woodland beyond which immediately lies the Raigmore housing estate. At its closest point the carriageway edge of the new road will be approximately 12 metres from the curtilage of the nearest dwelling at Ashton Crescent, with the nearest part of the house itself being approximately 20 metres away.

## **3. PLANNING HISTORY (RELEVANT TO THIS APPLICATION)**

- 3.1 08 Feb 2011 09/00887/PIPIN: Education Campus Planning  
comprising: non-residential institution, Permission  
business, residential institutions, assembly and

		leisure and associated landscaping, open space, parking and infrastructure, services and means of access at Inverness Campus, Inverness	Granted
3.2	26 May 2014	13/00618/S42: Application for non-compliance with Condition 20 of 09/00887/PIPIN relating to Raigmore Bus Gate	Planning Permission Granted
3.3	04 Feb 2019	18/04829/FUL: Construction of a new Centre for Health Science 2 including an Elective Care Centre (NHS), Life Science Business Incubator (HIE) and Health Innovation Facility (UHI) at Inverness Campus	Planning Permission Granted
3.4	24 Aug 2020	20/02469/FUL: Construction of Elective Care Centre at Inverness Campus	Planning Permission Granted

#### 4. PUBLIC PARTICIPATION

4.1 Advertised: Schedule 3 and Unknown Neighbour

Date Advertised: 27.08.2021

Representation deadline: 21.09.2021

Timeous representations: 54 representations from 52 Households (5 For; 49 Against)

Late representations: None.

4.2 Material considerations raised are summarised as follows:

##### **Against:**

- a) Environmental damage due to tree loss and impact on wildlife as well as adverse effect on health and wellbeing of residents;
- b) Increased traffic and pollution will have an adverse impact;
- c) Proposed location is unsuitable and bus gate should be constructed elsewhere;
- d) Bus route will have negative impact on staff occupying satellite buildings on hospital grounds;
- e) Proposed bus route will not tackle climate emergency;
- f) The trees to be felled shield the estate from some noise and wind from helicopters' using the helipad;
- g) The supplementary information provided with the application is insufficient and precludes robust public consultation; there is no evidence of environmental considerations or justification that the need for the bus gate has been proven; and

h) Existing path will be rendered useless if the bus gate goes ahead.

**For:**

- a) Fully support increasing number of buses resulting in enhanced services through Raigmore Estate. Trees that need to be removed should be made into street furniture for local community;
- b) The long overdue bus gate will be beneficial to residents, especially those without cars; and
- c) There should be consultation with local community over location of compensatory planting.

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

## 5. CONSULTATIONS

5.1 **Raigmore Community Council:** Supports the proposal subject to conditions requiring two for one replacement of felled trees, with those felled used to make street furniture; additional planting works; shielding of street lighting to ensure no loss of privacy to affected residents; a review of appropriate road safety measures, including the possibility of making Ashton Road and Ashton Crescent one way; and in addition the community council recommends that the Traffic Order regulating use of the bus gate makes allowance for taxis carrying residents to and from the Estate. This should also be implemented at the bus gate on Millburn Road.

5.2 **Transport Planning Team:** Supports the proposal and recommends that conditions are imposed requiring the proposed barrier system and traffic Regulation Orders be in place before the route becomes operational; any required alterations to existing bus stops to be fully completed in time for when the bus services are changed to make use of this link; and that full details of the Traffic Sign and Road Marking requirements for the new link are submitted to and approved by the Planning Authority, and thereafter implemented before the new link is operational.

5.3 **Flood Risk Management Team:** No objection subject to a condition requiring submission and approval of the finalised drainage information prior to any construction.

5.4 **Access Officer:** This proposal will have an impact on the core path between Churchill Road and Millburn Road. This is a popular route serving recreation and functional active travel for adults and children. The applicant will need to demonstrate how this will be accommodated during construction.

5.5 **Forestry Officer:** In order to connect Raigmore NHS site to Raigmore Estate it will be necessary to pass through a line of mature mixed broadleaf trees. The Tree Felling Plan shows it would be necessary to fell eight trees, however two recorded trees have not been shown on the plan as they have apparently been felled. Therefore, a total of 10 trees would need to be removed. The

Landscaping and Planting Plan proposes the planting of 20 large standard size trees and some low-level shrub planting. Six trees would be planted close to where the existing trees are to be removed with a further 14 at locations to be agreed with the community. Further information in this respect will be required as a condition of any planning permission granted. One retained tree (T8540) is not adequately protected, and the excavations required to form the path and carriageway will require the removal of a substantial proportion of its roots. This would raise safety concerns over its retention. If it is to be retained, professional arboricultural advice will be required demonstrating how the footpath and roadway are to be constructed and the tree safely retained.

5.6 **Development Plans Team:** The application is in overall conformity with the Development Plan. The principle of the need for better public transport (and active travel) connectivity between Raigmore Estate and Raigmore Hospital campus is indisputable. Permeable neighbourhoods are now seen as healthier, safer neighbourhoods. The pattern of existing development and helipad safety safeguard areas has necessitated a less than optimum route, but environmental impacts can be adequately mitigated.

5.7 **NATS:** No objection from an air traffic safeguarding aspect.

5.8 **HIAL:** No objection.

5.9 **CAA:** No response received.

## 6. **DEVELOPMENT PLAN POLICY**

The following policies are relevant to the assessment of the application

### 6.1 **Highland Wide Local Development Plan 2012**

- 7 - Inshes and Raigmore
- 10 - Beechwood Campus
- 28 - Sustainable Design
- 29 - Design Quality & Place-making
- 31 - Developer Contributions
- 34 - Settlement Development Areas
- 51 - Trees and Development
- 52 - Principle of Development in Woodland
- 56 - Travel
- 57 - Natural, Built & Cultural Heritage
- 58 - Protected Species
- 64 - Flood Risk
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage
- 77 - Public Access

### 6.2 **Inner Moray Firth Local Development Plan 2015**

- 2 - Delivering Development

### 6.3 **Highland Council Supplementary Planning Policy Guidance**

Inshes and Raigmore Development Brief (2015)  
Developer Contributions (March 2018)  
Flood Risk and Drainage Impact Assessment (Jan 2013)  
Highland's Statutorily Protected Species (March 2013)  
Trees, Woodlands and Development (Jan 2013)

## 7. **OTHER MATERIAL CONSIDERATIONS**

### 7.1 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy (as amended December 2020)

## 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) Impact on natural environment
- c) Impact on individual and community residential amenity
- d) Need for the bus gate
- e) any other material considerations.

### **Development plan/other planning policy**

8.4 The site lies within the Raigmore Hospital Campus where the Development Plan supports the reconfiguration of the Raigmore Medical Campus to allow better public transport and active travel connectivity and where appropriate and necessary, will make provision for mitigation measures in relation to any identified environmental issues. In principle the development complies with the Development Plan.

8.5 The Raigmore and Inshes Development Brief was produced in response to the requirements of Policy 7 (Inshes and Raigmore) of the Highland-wide Local Development Plan 2012 which identified, amongst other matters, the public transport and active travel improvements referred to above. The Brief acknowledges that a key factor constraining future development at Raigmore

Hospital, including walking, cycling, and public transport routes, is its helipad where there is a strict development exclusion zone.

- 8.6 The Brief recognises that within the area there are several attractive and valuable green networks comprising water courses, open space, trees, planting and paths. This includes the existing tree buffer between the Hospital Campus and the Raigmore Housing Estate.
- 8.7 Subject to the proposal having no significant detrimental impact on the natural environment or on individual and community residential amenity, the proposal would comply with the Development Plan.

### **Impact on natural environment**

- 8.8 The proposed route of the bus gate has resulted from extensive discussions between the applicant, the Council, and other stakeholders. A number of alternative routing options have been investigated in detail, including a route running adjacent to the road to the west of the helipad and a route further to the east through the grounds of the Centre for Life Science building. All other alternatives were discounted as being unviable by the applicant, the primary reasoning being the potential conflict with the operation of the helipad.
- 8.9 The route being promoted through this application avoids any conflict with the operation of the helipad and also has the advantage of being outwith the exclusion zone prohibiting traffic movements during take-off and landings. It will however necessitate the removal of eight existing trees. In order to compensate for this tree loss, the applicant is proposing to plant 20 replacement trees; 6 within the immediate vicinity of the bus gate, with the other 14 to be agreed in consultation with the local community.
- 8.10 The area of the site within the existing tree belt is part of a larger woodland that sits between the Raigmore Hospital Campus and Raigmore Estate, and old Perth Road to the west. It has an overall site area in excess of 40,600 square metres. The proposed development footprint, which lies on the periphery of the pathway network through the woodland, is approximately 660 square metres, resulting in a loss of woodland space of just over 1.6%. However, this will be compensated by the planting of 20 new large standard trees that will have an immediate impact on the environment.
- 8.11 It has been reported that there was evidence of bats being present within the trees to be felled. The applicant has confirmed that several bat surveys have been carried out and reported to NatureScot. A licence has subsequently been granted by NatureScot to enable the trees to be felled.
- 8.12 Whilst it is unfortunate that the proposed development will result in the loss of a restricted number of mature trees it should be emphasised that the trees themselves have no statutory protection in law, but more importantly, the applicant has been able to demonstrate that replacement planting of appropriate species and sizes of trees, will sufficiently compensate for the loss, resulting in an overall environmental gain in the long term.

## **Impact on individual and community residential amenity**

- 8.13 The benefits of green space to health and wellbeing are well documented and the Council actively promotes the provision and protection of these areas for health and recreational purposes. However, there are occasions where development proposals are promoted that have an impact on these areas and the benefits of development have to be considered against the effects of the loss of this space. In this case the applicant is proposing to construct a bus gate which will deliver a clear public benefit by improving the provision of bus services in the area and promoting an alternative to the use of private cars.
- 8.14 The development would invariably result in a change to the character of the area, especially for residents occupying properties within the immediate vicinity of the site. However, this change would be relatively minor in nature. The bus gate is a short section of road that would be available for use by buses and emergency vehicles periodically throughout the day. It is not a main road where there would be a constant flow of traffic and noise. Additional tree planting and landscaping will help provide an element of screening and the minimum separation distance of 20 metres from the houses themselves will ensure that the residential amenity of the occupiers is protected to an acceptable degree. The existing properties already sit adjacent to a main road which is an existing bus route. Any increase in traffic that would be associated with the operation of the bus gate is not considered to be of such a degree that it would adversely impact on individual or community residential amenity.

## **Need for the bus gate**

- 8.15 One of the conditions imposed on the original planning permission in principle (PIP) granted to Highland and Islands Enterprise (HIE) for the Inverness UHI Campus located to the east of the A9 Trunk Road, required the construction of bus gates at Millburn Road and Raigmore Hospital, prior to first occupation of the Campus. This was part of a package of measures to improve connectivity linking the city centre with the expansion areas to the east of the city. Public transport improvements formed part of those improvements.
- 8.16 In 2013 a Section 42 application was submitted by HIE, in effect to amend the wording of the condition on the original PIP, as delivery of a bus gate at Raigmore had been constrained as a result of conflicting landowner interests, principally a reluctance by NHS Highland to have a bus gate in a location that could conflict with the operation of the helipad. It was subsequently agreed at the time with HIE that the delivery of the Raigmore bus gate could be postponed until occupation of 50,000 square metres of floor space was developed at the Campus. This figure has not been reached at this time.
- 8.17 In 2018, in a collaboration between HIE, NHS Highland, and UHI, a planning application was submitted to construct a new Centre for Health Science 2 including an Elective Care Centre (NHSH), Life Science Business Incubator (HIE) and Health Innovation Facility (UHI) at Inverness Campus. By this point in time, it was evident that the road junction at the Campus was operating at capacity. The new facility would therefore add to congestion problems at peak times on the local



road network. A series of mitigation measures would be needed to address this, and these measures included a requirement to construct a bus gate at Raigmore Hospital. This requirement was subsequently imposed on a later amended scheme which would seek to deliver a new elective care centre, now known as the National Treatment Centre at the Campus, with HIE and UHI pursuing their proposals on a separate plot at the Campus.

- 8.18 The local public bus services operator Stagecoach has previously stated publicly that it would fully support the construction of a bus gate at Raigmore in order to improve bus services to the local community and beyond and reduce the need, and offer an alternative to, private car journeys. Therefore, the requirement to construct the bus gate meets a clearly defined need, endorsed by the bus operator.

### **Other material considerations**

- 8.19 The Scottish Government's National Transport Strategy 2 (2020) contains specific support for prioritising sustainable transport modes as a way of reducing carbon emissions from travel. This proposal complies with that priority and will very likely reduce car miles. National Planning Framework 4 and the Council's second Inner Moray Firth Proposed Local Development Plan are very likely to embody similar policy support when issued in 2022.

### **Non-material considerations**

- 8.20 It is noted that concerns have been expressed by members of the local community in relation to the applicant undertaking pre-commencement survey work at the site and that this has been viewed as intimidatory and bringing in to question the objectivity of the decision-making process. In response, it is not unusual for a developer to carry out site investigation works or other site preparation activities in anticipation of the outcome of a planning application. It is entirely a matter for the applicant to decide whether there is any benefit in doing so and it should be strongly emphasised that such activities have no bearing whatsoever on the consideration of an application.
- 8.21 It is noted that Transport Planning has recommended that any alterations required to existing bus stops within the Raigmore Housing Estate to facilitate changes to bus services should be fully implemented prior to the bus gate being brought into use. However, it is unclear at this time exactly what, if any, changes will be required. The future services and any new or altered apparatus will largely be determined by demand. In any case, the alteration or provision of bus stops are not matters that fall under planning control and therefore such a condition would not meet the tests for planning conditions set out under Circular 4/1998: 'the use of conditions in planning permissions' and are effectively controlled and regulated under other legislation.

### **Matters to be secured by Section 75 Agreement**

- 8.22 In order to mitigate the impact of the development on infrastructure and services the following matters require to be secured prior to planning permission being

issued:

- a) None.

## **9. CONCLUSION**

- 9.1 Planning permission is sought for the construction of a bus gate at Raigmore Hospital that will enable buses to access the Raigmore Housing Estate and improve connectivity between the city centre and East Inverness as well as improving service provision and providing an alternative to private car travel for people in the area. The gate will also be available for use for emergency service vehicles.
- 9.2 The requirement for a bus gate at Raigmore hospital is well documented, dating back to the grant of the PIP for the UHI Campus in 2011 and subsequently imposed on later planning applications. The Council has worked with stakeholders to reach an agreement on a route that is acceptable to the Council, the applicant, and the bus operator, as well as being supported through the local community council.
- 9.3 It is acknowledged that the route is not the optimum route that could have been delivered, however as clearly set out in the Inshes and Raigmore Development Brief the location of the helipad at the hospital is a key factor in limiting opportunities to improve public transport. Although it is intended that eight established trees will require to be removed to facilitate the new bus gate, there is simply no viable alternative and the mitigation proposed by the applicant, which can be controlled by condition, will adequately compensate for this loss. The location of the bus gate is on the edge of the existing woodland and the access with the public road has been designed in such a manner that pedestrians will have priority in crossing over the access point as they enter or leave the woodland. Pedestrian access will therefore not be compromised in any way.
- 9.4 There are a number of houses within the vicinity of the bus gate and there will remain a reasonable separation distance between the properties and the bus gate. Replacement planting consisting of six new standard sized trees, along with additional planting works, will help assimilate the route into the local environment with no significant detrimental harm to either the environment or community and residential amenity.
- 9.5 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

## **10. 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

Notification to Scottish Ministers N

Conclusion of Section 75 N  
Obligation

Revocation of previous permission N

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

- 1 No development shall commence until full details of the compensatory replacement tree planting scheme has been submitted to, and approved in writing by, the Planning Authority. For the avoidance of doubt this will require further details of location, ground preparation, shrub species, planting stock sizes, means of protection and maintenance and will be referenced on a Landscaping Plan. Following approval, all landscaping works, including compensatory tree planting shall be completed within the first planting season following the commencement of development.

**Reason:** In order to ensure that the compensatory tree planting and landscaping works are carried out to an appropriate standard and within a reasonable timescale.

- 2 Prior to the bus and emergency service gate being brought into use the proposed barrier system shall be installed and operational and the Traffic Regulations Orders regulating the use of the bus gate shall be in place.

**Reason:** To ensure that adequate measures are in place to control the use of the bus and emergency service gate for authorised users only.

- 3 Prior to the bus and emergency service gate being brought into use full details of the proposed Traffic Sign and Road Marking Scheme shall be submitted to, and approved in writing by, the Planning Authority. Following approval, the scheme shall be implemented and completed prior to the gate being brought into use.

**Reason:** In order to ensure that effective signs and road markings are in place in the interests of road safety.

## **REASON FOR DECISION**

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

## **TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION**

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

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

### **Scottish Water**

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not

guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

### **Septic Tanks & Soakaways**

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

### **Local Roads Authority Consent**

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

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

Further information on the Council's roads standards can be found at:

<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](http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2)

### **Mud & Debris on Road**

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

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

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service

of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

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

### **Protected Species – Halting of Work**

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

Signature: David Mudie  
Designation: Area Planning Manager – South  
Author: John Kelly  
Background Papers: Documents referred to in report and in case file.  
Relevant Plans: Plan 1 – Location plan – LOC 1 version 1  
Plan 2 – Site Plan - TS 02 Rev A version 2  
Plan 3 – Tree Felling Plan - ENV 002 A version 1  
Plan 4 – Landscaping Plan - TS07 version 1

L:\Bus Priority Fund\Drawings\Churchill Road Bus Gate\Issued Drawings\Loc\_01 - Location Plan\Loc 1 - Location Plan.dwg; Date Plotted: 09-Aug-21; Plot Size: ISO full bleed A3 (297.00 x 420.00 MM); Plotted by: Carolyn Smith (Infrastructure)

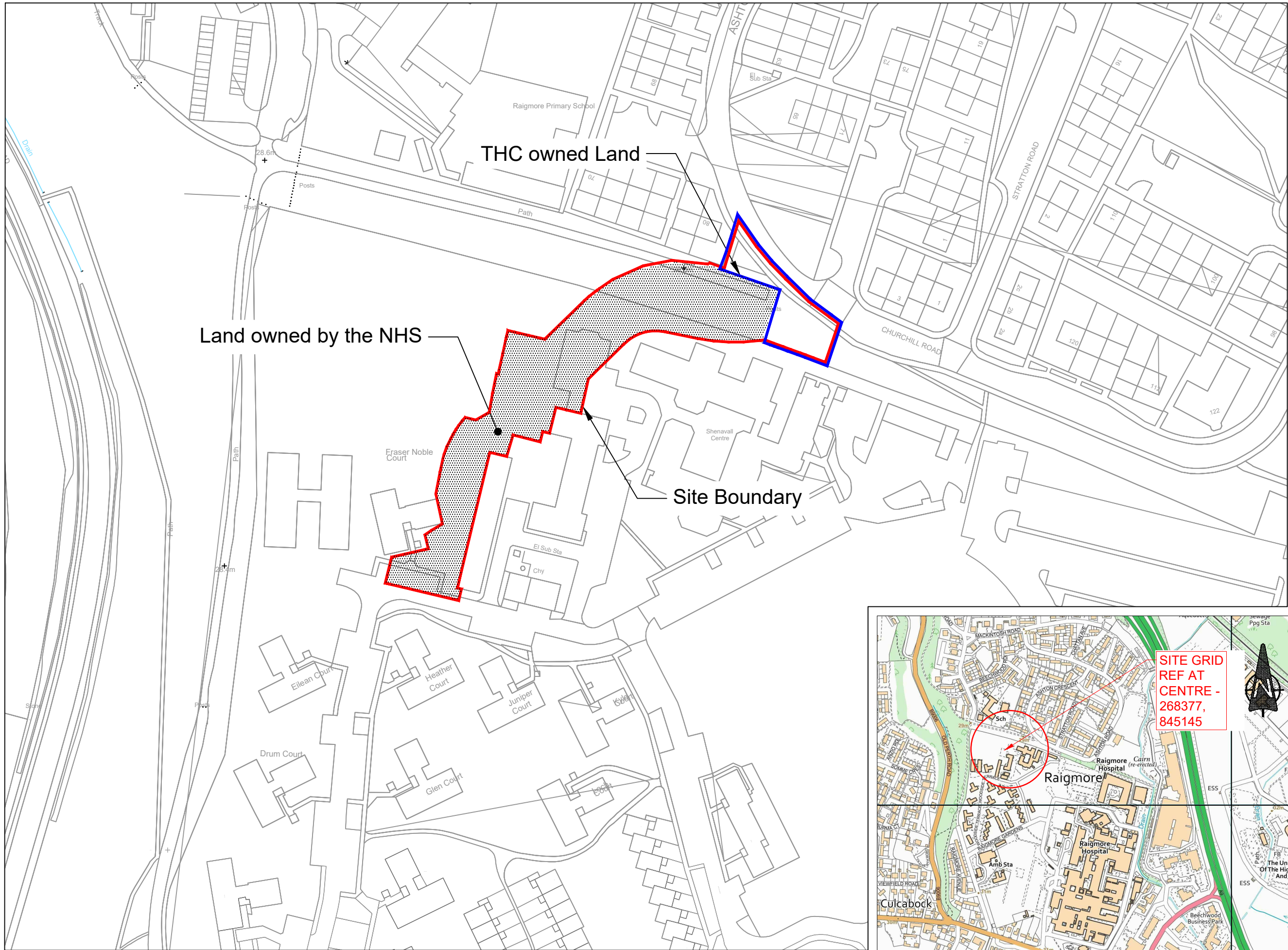
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**SITE PLAN**  
1:1250

**LOCATION PLAN**  
1:10,000

Revision Details			
Drawn By	Check By	Check Date	Surf



**INFRASTRUCTURE,  
ENVIRONMENT &  
ECONOMY**  
PROJECT DESIGN UNIT  
Drummuie  
Golspie  
KW10 6TA

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

Project  
**Bus Priority Fund  
Raigmore Bus Gate**

Title  
**Location Plan**

Scale  
**1:1250** (@ A3)

Drawn	AS	Date	04/08/21
Checked	GS	Date	09/08/21

Project No.  
**- YEHR6122**

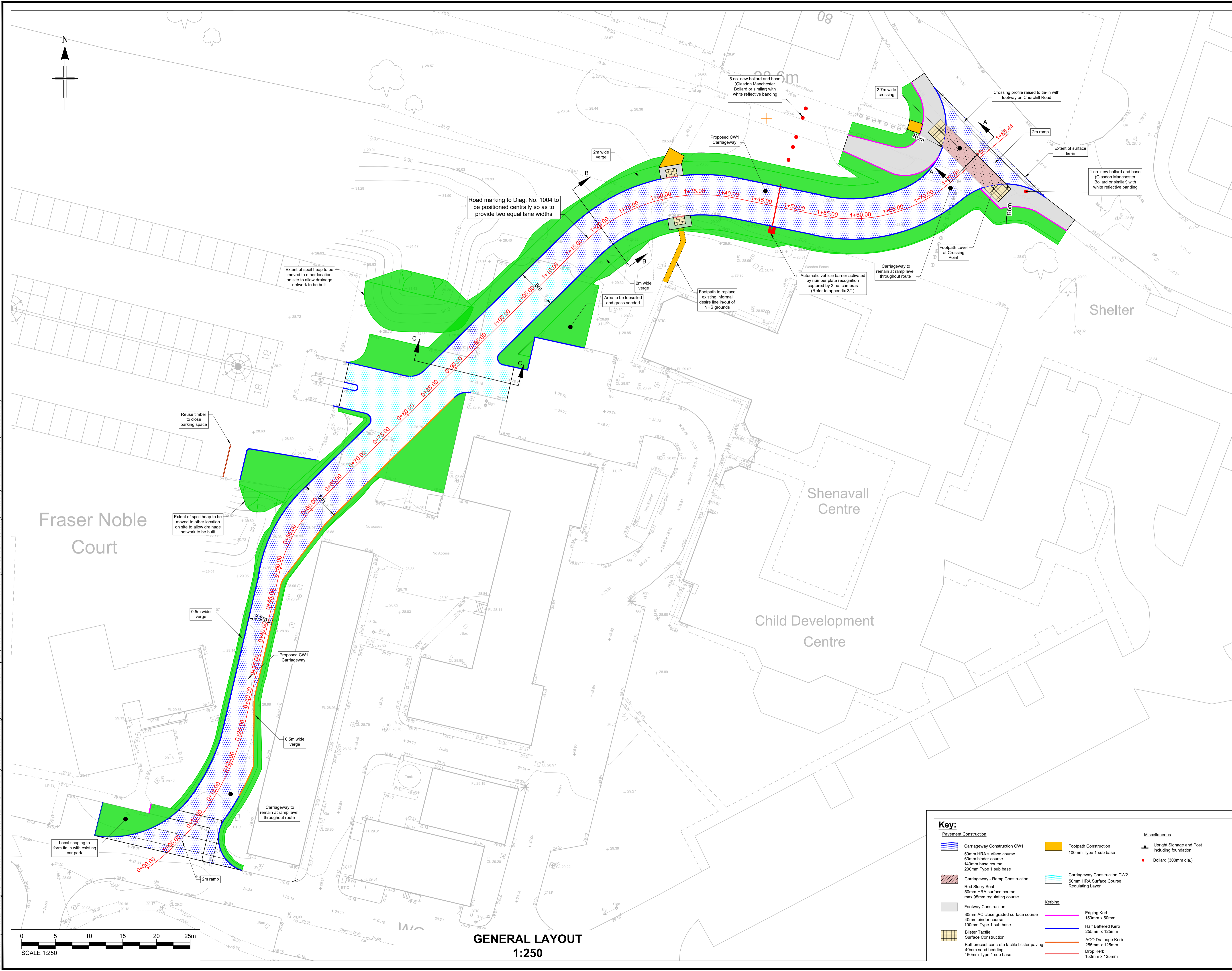
Drawing No.	Loc_01	Rev.	-
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Notes

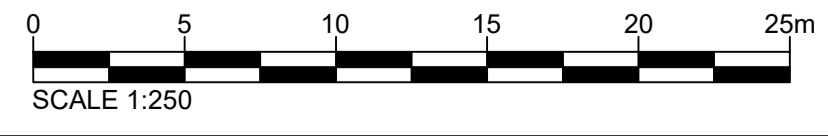
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1. This drawings is to be viewed in conjunction with :

- TS05 Standard Details



GENERAL LAYOUT 1:250



**Key:**

Pavement Construction	Miscellaneous
Carriageway Construction CW1 50mm HRA surface course 60mm binder course 140mm base course 200mm Type 1 sub base	Footpath Construction 100mm Type 1 sub base
Carriageway - Ramp Construction Red Slurry Seal 50mm HRA surface course max 95mm regulating course	Carriageway Construction CW2 50mm HRA Surface Course Regulating Layer
Footway Construction 30mm AC close graded surface course 40mm binder course 100mm Type 1 sub base	Kerbing Edging Kerb 150mm x 50mm Half Battered Kerb 255mm x 125mm ACO Drainage Kerb 255mm x 125mm Drop Kerb 150mm x 125mm
Blister Tactile Surface Construction Buff precast concrete tactile blister paving 40mm sand bedding 150mm Type 1 sub base	Upright Signage and Post including foundation Bollard (300mm dia.)

Ramp added to either end of route i.e road level raised.	AS	JNC	07/09/21	A
Revision Details	Drawn By	Check By	Check Date	Surf



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Project Title  
**Bus Priority Fund  
Raigmore Bus Gate**

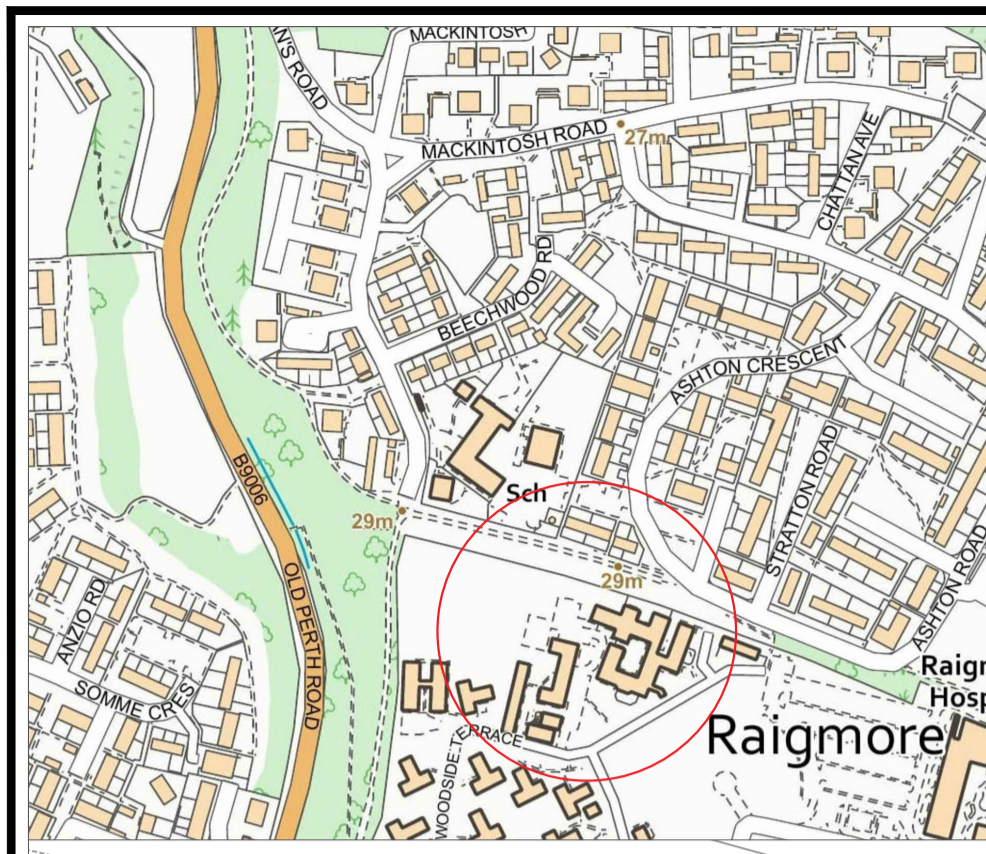
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Drawn	JC	Date	12/04/21
Checked	AS	Date	03/06/21

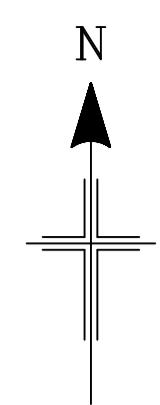
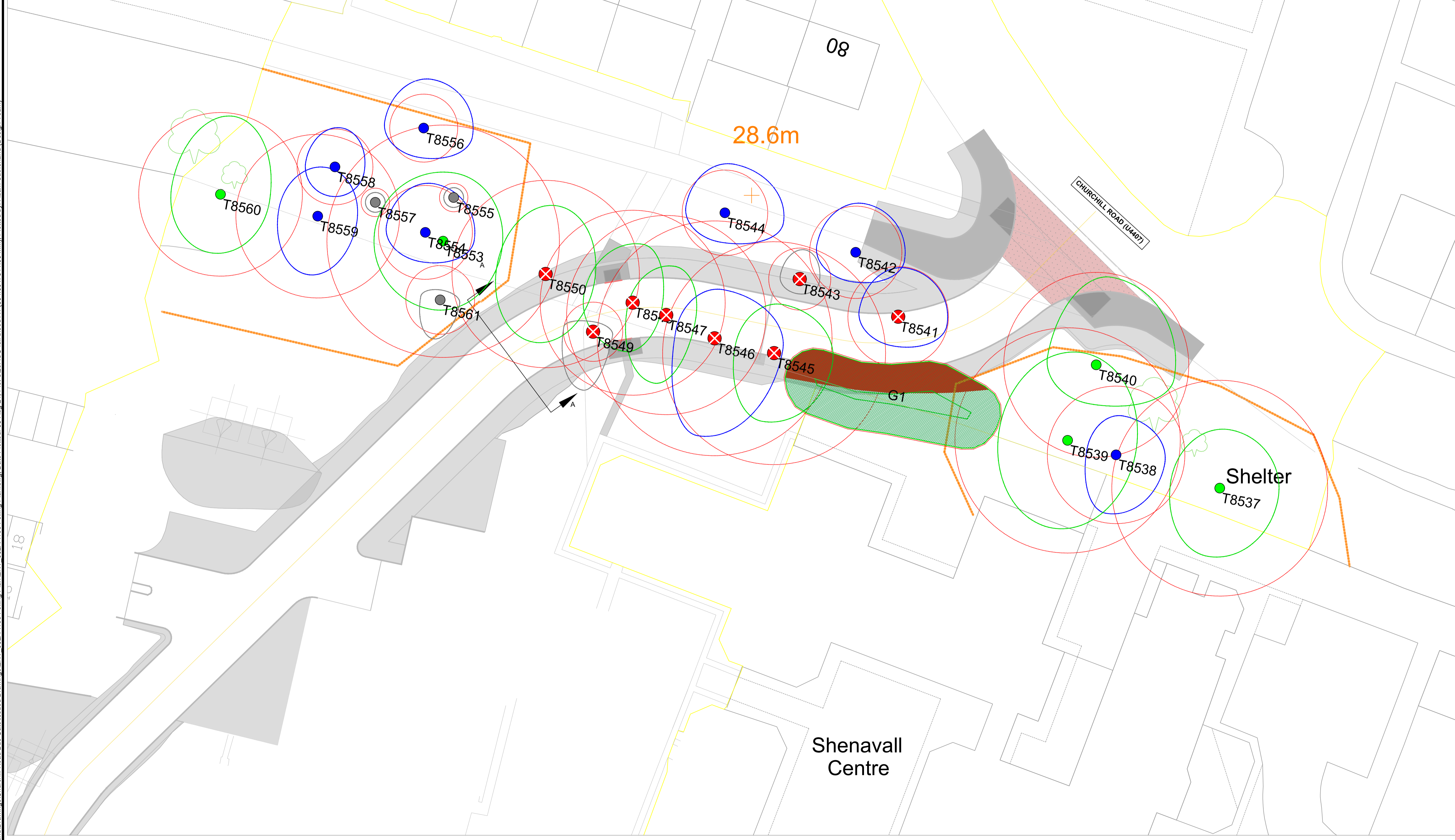
Project No.  
**YEHAS6122**  
Drawing No.  
**TS02** Rev.  
**A**

L:\Bus Priority Fund\Drawings\Churchill Road Bus Gate\TS02A - General Layout and Profile.dwg; Date Plotted: 07-Sep-21; Plot Size: ISO full bleed A1 (594.00 x 841.00 MM); Plotted by: Adam Sutherland (Infrastructure)





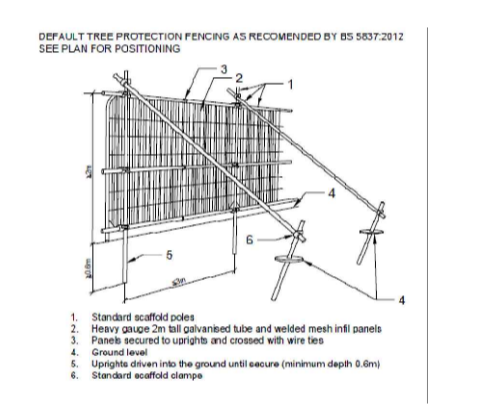
**LOCATION PLAN**  
1:5000



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- **Category A**  
Trees of high quality with an estimated remaining life expectancy of at least 40 years. Groups shown as hatched shapes.
- **Category B**  
Trees of moderate quality with an estimated remaining life expectancy of at least 20 years. Groups shown as hatched shapes.
- **Category C**  
Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150 mm. Groups shown as hatched shapes.
- **Category U**  
Those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years. Groups shown as hatched shapes.
- BS 5837:2012 Root Protection Area
- Tree  
Showing Canopy extents, category colour and tag number
- X Tree to be Felled  
Showing Tree to be Removed
- Tree group area to be Felled
- Tree protection fence



Hatching added to area of G1 to be felled. T8540 added to trees to be felled. T8551 and T8552 have been felled since the initial survey.

Revision Details				
Drawn By	Check By	Check Date	Surf	



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Project  
**Bus Priority Fund Raigmore Bus Gate**

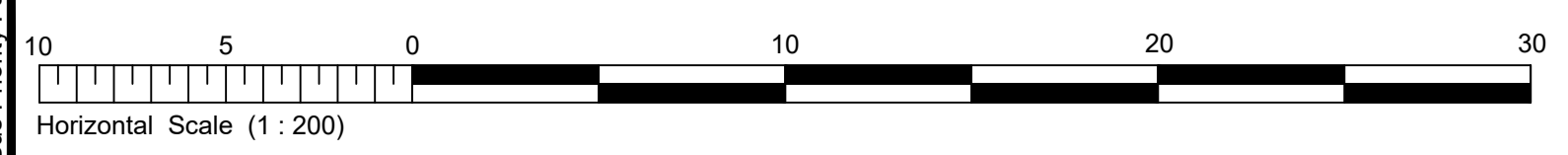
Title  
**Tree Felling Plan**

Scale  
**As Shown (@ A1)**

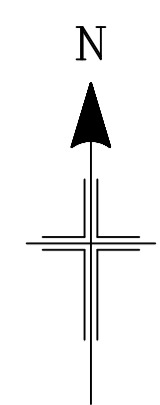
Drawn	J.Chambers	Date	23/02/2021
Checked	A.Sutherland	Date	23/02/2021

Project No.  
**YEHAS6122**  
Drawing No.  
**ENV\_002** Rev.  
**A**

L:\Bus Priority Fund\Drawings\Churchill Road Bus Gate\Issued Drawings\ENV\_002A Tree Felling Plan.dwg; Date Plotted: 05-Aug-21; Plot Size: ISO Full bleed A1 (594.00 x 841.00 MM); Plotted by: Adam Sutherland (Design Team)

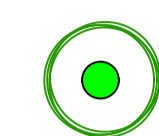



L:\Bus Priority Fund\Drawings\Churchill Road Bus Gate\TS07 - Landscaping and Planting.dwg; Date Plotted: 05-Aug-21; Plot Size: ISO full bleed A1 (594.00 x 841.00 MM); Plotted by: Adam Sutherland (Design Team)



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-  **Compensatory Planting**  
20 large standard trees to be planted are a mix of Quercus robur (Oak), Quercus petraea (Sessile Oak), Acer platanoides (Norway Maple), Tilia x europaea (Common Lime), Fagus sylvatica (Beech).  
6 trees shown on TS07, the location of the remaining 14 trees as compensatory planting, are to be agreed with the planning department in consultation with the local community.
-  **Low level shrub planting**  
Low level shrub planting to provide screening for property and help commuting bats.

Revision Details				
Drawn By	Check By	Check Date	Surf	



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Project **Bus Priority Fund Raigmore Bus Gate**

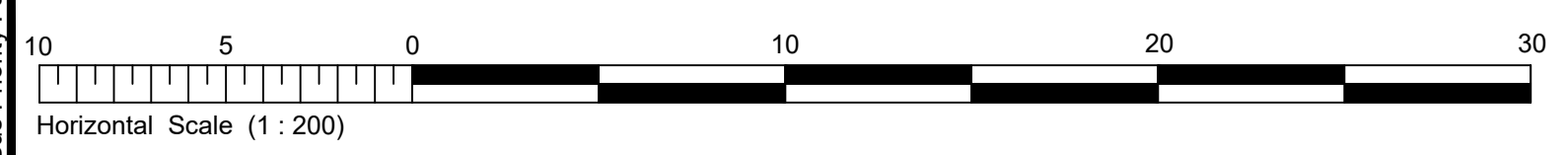
Title **Landscaping and Planting Plan**

Scale **As Shown (@ A1)**

Drawn	JC	Date	04/08/21
Checked	GS	Date	04/08/21

Project No. **YEHAS6122**

Drawing No. **TS07**



**Landscaping and Planting Plan**

1:200