

Agenda Item	6.4
Report No	PLS-49-23

HIGHLAND COUNCIL

Committee: South Planning Applications Committee
Date: 23 August 2023
Report Title: 23/01606/LBC: Network Rail
Railway Station, Cawdor Street, Nairn IV12 4QS
Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: Installation of footbridge with associated lifts and removal of existing footbridge

Ward: 18 – Nairn and Cawdor

Development category: Local

Reason referred to Committee: Community Council (part) objection [to removal of listed footbridge]

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 to replace the existing railway footbridge with a new footbridge to the east of the current location, with a lift either side to provide fully accessible connection to both platforms. The existing footbridge is a key part of the B-listed station group, a decorative cast-iron structure of a scale and form which complements the heritage group. The proposed bridge is a significantly larger and bulkier structure, particularly with the lift-towers to either side. The steel structure is 17.5m wide overall, 12.4m clearance between stairways and 4.1m clearance height above platform level with 6.1m to top of balustrade; the lift towers are 3.1m wide by 3.4m deep, 8.45m/8.8m high to eaves/ridge of the mono-pitch roof. Infill panels to both towers and bridge will have a lattice-feature to reflect the existing bridge's detailing.
- 1.2 The new bridge will be constructed on the existing eastern platforms, to the east of the bridge over Cawdor Road in Nairn.
- 1.3 Pre-Application Consultation has been held by Network Rail with officers and Historic Environment Scotland; this was assessing the impacts upon the existing listed buildings, positioning and the new design.
- 1.4 Supporting Information: 3D bridge images; Assessment of Significance; Design, Access and Heritage Statement.
- 1.5 Variations: None
- 1.6 It should be clarified at the start of this report that a Listed Building Consent (LBC) cannot consider issues of neighbouring residential amenity, such as over-looking, loss of privacy and impacts on daylight or sunlight. An LBC can only assess matters which directly affect the built heritage of the site.

2. SITE DESCRIPTION

- 2.1 Nairn Railway Station is located to the south of the town-centre, accessed from Chattan Drive and Cawdor Street, with Cawdor Road (B9090) passing underneath the eastern platforms which are bridged over the roadway. The Station building sits on the northern sides of the platforms, with the car park beyond; the existing footbridge sits at the eastern end of the station building. The station building-group is B-listed, as below.
- 2.2 Nairn Railway Station (Including Main Offices, Former Waiting Room and Shelter, West Signal Box, East Signal Box and Footbridge) was B-listed on 12.03.1981, LB38454.

Listing description: For the Highland Railway Company, 1885-1891. Highland Railway station group.

MAIN STATION OFFICES: dated 1885, long single storey H-plan building on down platform with low wing to east. Coursed rubble with broached ashlar dressings. Projecting cross wings with crowstepped gables and carved stone finials, rose, thistle and star; west gable end to platform with canted bay window. Platform canopy borne

on clustered cast-iron columns on hexagonal bases. Tall square and round chimney stacks; slate roof.

FORMER WAITING ROOM AND SHELTER: located on up platform: later 19th century, single storey, timber weatherboarded waiting room and separate shelter with swept, piended roofs. Former waiting room has advanced centre section with central door; mullioned and transomed windows; porch to each gable; panelled doors (presently used as retail premises, 2013). Smaller ancillary shelter to NE, also with slate roof.

WEST SIGNAL BOX: (Map Ref: NH 87978, 55905) 1891, McKenzie and Holland Type 3 (Highland variant). 2-storey, rectangular-plan signal box. Timber weatherboarding with contrasting painted margins set on brick base; doorway in small projecting porch under valanced lintel fronted by narrow balcony and approached by short wooden forestair. Continuous 4-pane glazing to track elevation, returning along E and W gables. Corrugated metal roof. Lever frame to interior.

EAST SIGNAL BOX: (Map Ref: NH 88284, 56083) 1891, McKenzie and Holland Type 3 (Highland variant). Broadly same as W signal box but single-storey appearance due to raised platform location and without balcony or forestair. Lever frame to interior.

FOOTBRIDGE. late 19th century cast-iron footbridge with lattice girders, linking up and down platforms; gas lamp brackets.

Statement of Special Interest: The station buildings at Nairn provide a particularly rich and complete representation of a late 19th century Highland Railway station. The station design is stylistically significant within the Highland Railway tradition. Nairn railway station was re-built by the Highland Railway Company in 1885, in part due to the increasing prosperity of the town as a holiday resort. The datestone is on the north gable of the station offices. The principal station buildings are similar in design to those at Pitlochry (see separate listing). The Inverness and Nairn Railway opened in 1855 and was the first railway line in the Highlands. The company was subsumed in 1865 by founding members of the Highland Railway Company.

The footbridge is the classic lattice-girder type for Highland stations of the period.

- 2.3 The site for the proposed new bridge is to the east of the existing, beyond the bridge which spans over Cawdor Road. This location was chosen primarily for its separation from the listed building group, while still being close to the car-park entrance (approximately 21m). This location has residential properties to either side; Glenerne House is approximately 134m distant to the north (screened by mature trees/planting) while the blocks of 4 terraced houses on George Street are (minimum) 75m distant to the S/SE.

3. PLANNING HISTORY

- | | | | | | |
|-----|------------|---|---|----------------|--|
| 3.1 | 21.06.2002 | 02/00053/FULNA | + | 02/00054/LBCNA | Planning
Permission
and Listed
Building
Consent
Granted |
| | | Strengthening of Nairn station footbridge | | | |

- | | | | |
|-----|------------|---|---------------------------------------|
| 3.2 | 15.01.2019 | 18/05375/LBC Installation of shelter (platform 2) | Listed Building
Consent
Granted |
| 3.3 | | 23/01724/PNO: Proposed Installation of footbridge with associated lifts and removal of existing footbridge at Nairn Station | Pending
consideration |

4. PUBLIC PARTICIPATION

4.1 Advertised: Listed Building

Date Advertised: 02.05.2023

Representation deadline: 23.05.2023

Timeous representations: 5 (4 households)

Late representations: 0

4.2 Material considerations raised are summarised as follows:

- a) Loss of existing footbridge as a listed structure

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

5. CONSULTATIONS

- 5.1 **Nairn River Community Council:** "Nairn station including the main offices, former waiting room and shelter, west signal box, east signal box and footbridge, collectively, is a Category B-listed building (LB38454) – (Buildings of special architectural or historic interest which are major examples of a particular period, style or building type). The listing indicates that the special interest of the station derives from it being "a particularly rich and complete representation of a late 19th century Highland Railway station". NRCC are particularly concerned that any impact, visual or otherwise, on these historic assets by changing the bridge is kept to a minimum. While we welcome the benefits to people manoeuvring around the station from platform to platform the atmosphere of this Victorian station must be maintained.

Perhaps the erection of the new footbridge might render the existing footbridge redundant, however, NRCCs' preference would be to retain the bridge in its current location and that funds are sourced to maintain it as a historical artefact of the Town for the future. The removal of the present bridge means that Nairn will no longer remain a "complete example of a 'Highland Railway' station", of which few now exist, as the footbridge is a significant and major part of the group of buildings and structures at Nairn Station. The danger being, that as the category-B building title includes the footbridge, the removal of the footbridge should negate the current historical status. – see Appendix 1. It would be a sad precedence for history if the Authority start picking and choosing items to be removed from this historical building and still expect to retain category B listing.

The plan suggests that there is a proposal to dismantle the bridge and re-erect at an alternative location. NRCC would like to suggest that the possibility (if all else fails)

of donating the bridge to the Nairn Museum being seriously explored with the location being somewhere in Viewfield.”

5.2 **Nairn River Community Council, and Nairn West and Suburban Community Council** (combined response):

In summary:

- support the proposal to install a new “accessible” footbridge with associated lifts at Nairn station, and in general are content with the proposed design;
- favour the location of the new footbridge, if possible, at the western (Inverness) end of the platforms;
- **object** to the removal of the existing historic footbridge and wish it to remain in place.

[full consultation response in Appendix 2]

5.3 **Historic Environment Scotland:** “We are supportive of this proposal to install an accessible footbridge of the design proposed at Nairn Station, but encourage the retention of the existing bridge, as outlined in Turley’s Assessment of Significance document. We have been involved in detailed discussions with your Council and the applicant, Network Rail, about design options for new accessible footbridges at historic railway stations. We accept the justification for new accessible footbridges as these are required to improve public access to stations. During our discussions with the applicant, we recommended revisions to their designs, in particular to reduce the height and massing of the lift towers and amend the bridge element so it was more sympathetic to the character of historic stations (for example by introducing curves, incorporating the lattice design and using a sloping roof for the lift shaft).

The proposed footbridge design has changed significantly in line with the advice we have given and is a very significant improvement on the designs for Nairn that we discussed early last year. The visualisations appear to show canted corners to the rear elevation of the lift shaft, but this does not seem to be shown on the drawings. We consider that this feature would add visual interest and it is something we support – we encourage your Council to ask Network Rail to clarify the intention here.

The existing footbridge is of high aesthetic value, makes a positive contribution to the character of the station and is included in the listing. It is of a standard design that was produced (with minor decorative modifications) by a number of iron foundries and steelworks from the later 19th century to the early 20th century and was used at stations across the UK. It is characteristic of smaller railway stations and cumulatively provides a degree of historic uniformity across the rail network. Unlike some other stations we have been discussing, immediate removal of the existing footbridge does not appear to be necessary or justified. We therefore strongly encourage its retention, as recommended by Turley’s Assessment of Significance. This could either (preferably) be in the existing location, or in a new location west of the station buildings.”

5.4 **“Nairn Access Panel** fully supports this planning application. Lobbying for step-free access within Nairn station between platforms and all areas of the station has been a key priority for the access panel for many years. The provision of a new bridge with lift access between the platforms will ensure inclusivity and equality of access to all residents and visitors to Nairn. The current stepped bridge and the resulting lack of

accessibility disables not only people with long-term mobility issues, but any person of any age who, for whatever reason, is unable to use the existing stepped bridge. The result is the same: being prevented from using a public transport service which is provided to other residents of Nairn.

Transport Scotland, Network Rail and Scotrail are bound by all the versions of the Disability Discrimination Act and the Equality Act 2010 to strive to provide unfettered and step-free access to all platforms within their railway stations to ensure inclusive and integrated equality of access for all members of the public to the services provided. The provision of a new bridge with lift access between the platforms outlined in this planning application is a key component to achieving this goal.”

6. DEVELOPMENT PLAN POLICY

6.1 National Planning Framework 4 (NPF4) was adopted on 13 February 2023. The policies within it form part of the Development Plan and are material to the consideration of this application, alongside the Inner Moray Firth Local Development Plan, 2015 and Highland wide Local Development Plan, 2012 and should, where there is conflict between policies, be afforded greater weight in decision making given that it is the most recent statement of planning policy.

6.2 The following Development Plan policies are relevant to the assessment of the application:

6.3 National Planning Framework 4 (NPF4) (2023):

Policy 7 - Historic assets and places

6.4 Highland Wide Local Development Plan 2012

28 - Sustainable Design

29 - Design Quality and Place-making

34 - Settlement Development Areas

57 - Natural, Built and Cultural Heritage

58 - Protected Species

77 - Public Access

6.5 Inner Moray Firth Local Development Plan July 2015:

Policies: No site-specific policies, refer to HWLDP

6.6 Inner Moray Firth 2 Proposed Local Development Plan 2022:

Policies: No site-specific policies, refer to HWLDP

6.7 Highland Council Supplementary Planning Policy Guidance

Highland Historic Environment Strategy (Jan 2013)

Highland's Statutorily Protected Species (March 2013)

Sustainable Design Guide (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 Historic Environment Policy for Scotland (HEPS) May 2019
Historic Environment Scotland Circular (April 2019)

8. PLANNING APPRAISAL

- 8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2 Section 14 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires the planning authority to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Determining Issues

- 8.3 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

- 8.4 The key considerations in this case are:
- a) compliance with the development plan and other planning policy
 - b) the impacts upon the listed buildings
 - c) any other material considerations

Development plan/other planning policy

- 8.5 The newly adopted NPF4 sets out detailed criteria for protecting the historic environment. Policy 7c) which relates to historic assets and places requires that development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting. Development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest.
- 8.6 Policy 28 of the Highland wide Local Development Plan (HwLDP) assesses all development against a number of criteria. Of particular relevance to this application is that the proposals should demonstrate a high-quality design which is in keeping with local character and historic environment given the designation as a Category B Listed Building.
- 8.7 HwLDP Policy 57 will allow developments if it can be satisfactorily demonstrated that they will not have an unacceptable impact on the natural environment, amenity and heritage resource. Future developments should take account of the historic environment and that they are of a design and quality to enhance the historic environment bringing both economic and social benefits.

- 8.8 Subject to the ability of a proposal to demonstrate that it will not harm the character, special architectural or historic interest and setting then the proposal would comply with the development plan.

The impacts upon the listed buildings

- 8.9 In considering whether to grant listed building consent for any works, the planning authority require to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 8.10 The proposed new footbridge has been positioned to the east of the existing, taking it away from direct impacts upon the main group of listed structures. The possibility of locating the bridge to the west of the station buildings was considered, but this would be viewed more in the direct setting of the listed buildings, with more resultant adverse impacts on the heritage group. At either end of the station the bridge would be in the proximity of residential properties; a condition is added to allow for privacy screening to be added, if such is found to be necessary.
- 8.11 The most significant direct impact upon the listed building is the proposed removal of the existing footbridge. This, as noted above, is a key constituent part of the listed group. The removal of this footbridge has been justified by the applicant as necessary for the future electrification of the Inverness-Elgin-Aberdeen railway line, for which the existing footbridge does not provide adequate height clearance or public safety. The applicant has also stated that they do not have funding to maintain a second footbridge at the station. At the time of application, there is no defined or confirmed timetable for the electrification project, which may never be implemented, and may indeed be over-taken by other technologies. It is therefore not considered acceptable to remove the existing heritage bridge for an installation which may never actually take place, thus losing a key part of the listed group for the 'convenience' of the rail operator. It is considered that this removal is unjustifiable, until such time as the electrification project is actually confirmed, scheduled and contracted.
- 8.12 The existing footbridge should be retained, at least until such time as the future of the electrification project is known. Notwithstanding what has been applied for, it is considered that the retention of the bridge can be secured by condition. The recommendation includes Condition 2, which requires confirmation of the programme/schedule/contract to be submitted as justification for the bridge's removal. Condition 3 requires a detailed method statement for the bridge's de-construction/transportation/re-instatement as well as an agreed site for its re-location. This aligns with the consultation response from Historic Environment Scotland.

Other material considerations

- 8.13 The design of the new bridge has been modified during the pre-application process, from a very basic and typically standard (engineering) solution to a structure which references the Victorian and early C20 railway architecture of the Station and footbridge. The lift towers and balustrades are divided into panels with lattice infills, and the bridge-span has been slightly curved to reflect the existing. While the proposal is unlikely to attain the design interest and character of the existing

footbridge, an effort has been made to create a more tangible response to the heritage context. Approval of the colour-scheme, which should conform with that on the listed structures, shall also be a matter to be conditioned.

Non-material considerations

- 8.14 For the consideration of this Listed Building Consent, the issues of neighbouring amenity, loss of privacy and over-looking are not material considerations.

Matters to be secured by Legal Agreement / Upfront Payment

- 8.15 None

9. CONCLUSION

- 9.1 The principal of connecting both platforms with a fully accessible modern bridge is accepted as justified and a positive enhancement to the Station. The new bridge has been positioned beyond the existing footbridge, which helps to preserve the historic character and setting of the listed group. The design of the bridge has reflected the character and detailing of the existing, to some degree.
- 9.2 Notwithstanding the description of the development, the principal of removing the existing footbridge is not accepted at this point, without full and tangible justification. The justification for and timing of removal of the bridge can be controlled through condition.
- 9.3 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

10. IMPLICATIONS

- 10.1 Resource: Not applicable
- 10.2 Legal: Not applicable
- 10.3 Community (Equality, Poverty and Rural): Not applicable
- 10.4 Climate Change/Carbon Clever: Not applicable
- 10.5 Risk: Not applicable
- 10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued	N
Notification to Scottish Ministers	N
Conclusion of Section 75 Obligation	N

Revocation of previous permission N

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

1. The works to which this listed building consent relates must commence within THREE YEARS of the date of this decision notice. If work has not commenced within this period, then this listed building consent shall lapse.

Reason: In accordance with Section 16(1) of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended)

2. Notwithstanding the description of the development, and the plans hereby approved, the existing footbridge shall not be removed until such time as a programme for the railway electrification works has been agreed by Scottish Ministers/Transport Scotland/Network Rail and a contract is in place for the proposed works; proof of which shall be submitted to, and approved in writing by, the Planning Authority prior to the commencement of such development. Thereafter, work shall progress in accordance with these approved details. Until such time, Network Rail shall maintain the existing B-listed footbridge with regular maintenance and repairs as required.

Reason: In order to safeguard the character and qualities of the listed building and its setting.

3. Subsequent to Condition 2 above, no removal of the existing footbridge shall commence until:

a) a detailed Method Statement and Schedule of Works for the bridge's careful de-construction, transportation and re-erection, and;

b) details of an agreed re-location for the footbridge.

have been submitted to, and approved in writing by, the Planning Authority prior to the commencement of such development. Thereafter, work shall progress in accordance with these approved details.

Reason: In order to safeguard the character and qualities of the listed building

4. Details for the colour scheme to the new bridge, to reflect that on the Station's listed buildings, shall be submitted to, and approved in writing by, the Planning Authority prior to the commencement of such development. Thereafter, work shall progress in accordance with these approved details.

Reason: In order to safeguard the character and qualities of the listed building and its setting

5. If deemed necessary once erected, details for privacy screens on the proposed footbridge shall be submitted to, and approved in writing by, the Planning Authority prior to the commencement of such development. Thereafter, work shall progress in accordance with these approved details.

Reason: in the interest of neighbouring amenity/privacy

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

Local Roads Authority Consent

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

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

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

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

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

Mud and Debris on Road

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

Construction Hours and Noise-Generating Activities

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

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

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

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

Protected Species – Halting of Work

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

Signature: David Mudie
Designation: Area Planning Manager - South
Author: Norman Brockie
Background Papers: Documents referred to in report and in case file.
Relevant Plans: Plan 1 - 000001 Location Plan
Plan 2 - S2022-099-DRG-CIV-002 Rev.P04 General Arrangement Plan and Elevations
Plan 3 - S2022-099-DRG-CIV-004 Rev.P01 Site Location and Block Plans
Plan 4 - 3D Visuals

Appendix 2 – Nairn River Community Council + Nairn West and Suburban Community Council (combined response):

“In summary:

- we support the proposal to install a new “accessible” footbridge with associated lifts at Nairn station, and in general we are content with the proposed design;
- we favour the location of the new footbridge, if possible, at the western (Inverness) end of the platforms;
- we object to the removal of the existing historic footbridge, and wish it to remain in place.

We should be grateful if these comments could be considered and acknowledged in the appraisal of the application.

The design of the new footbridge:

In our view the installation of a new disabled-friendly bridge over the railway, with lifts, is a welcome improvement to the facilities at the station. In general we consider that the architects and engineers have proposed a design which is functionally effective and compatible with the style of the existing listed station buildings.

The location of the new footbridge:

Research into related documentation (listed under reference 23/01606/LBC) indicates that the proposals have been under discussion for several years (at least since 2019), and that no less than eight possible options for the location of the new bridge have been examined. Those options appear not to be explained in the supporting documents, which show only possible locations at the eastern (Forres) end of the platforms, over or beyond the underpass-bridge across Cawdor Road.

We see two reasons for favouring an alternative location at the western end of the platforms. This would be more easily accessible, and closer to, the car-parking area off Balblair Road and so more convenient for those of limited mobility. A suitable access could also be provided from the western end of the main station car park. In addition we feel that such a location would be less visually intrusive in terms of the overall appearance of the historic site.

The old footbridge:

The whole of Nairn station is a heritage site, category B listed. That includes all the station structures - main buildings, waiting rooms, signal-boxes... and the footbridge. It is described as “a particularly rich and complete representation of a late 19th century Highland Railway station”. It is said to be the only “complete” Victorian station left in the country, which makes it especially significant if not unique. It has been used in past years as a film location. It is still regarded as an important part of Nairn's historical heritage. For enthusiasts, it is a visitor-attraction.

It is clear from the documentation that the old footbridge does not need to be removed to make way for the new bridge, which for various reasons is to be located further up or down the platforms.

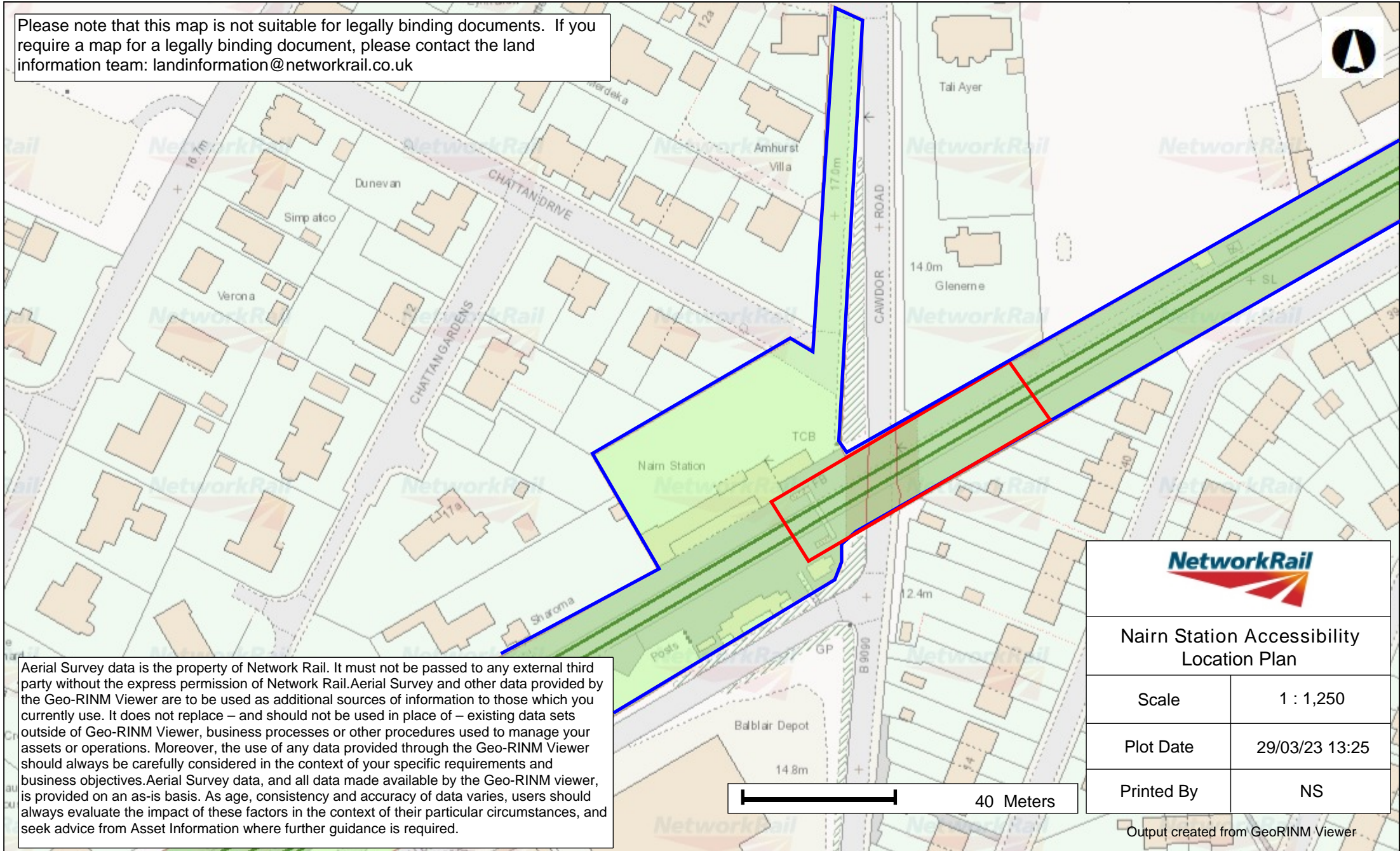
The very detailed heritage-assessment done by consultants (Turley) concludes that the old Victorian footbridge should remain in place because it is an integral element in the overall historically-listed site. Para 4.4 says, "Removal of the existing footbridge....would be detrimental to the significant grouping of the station buildings. It is therefore recommended that the footbridge is retained as a component part of the station group of buildings and their overall significance."

This recommendation is endorsed by Historic Environment Scotland (HES), who have stated that "The existing footbridge is of high aesthetic value, makes a positive contribution to the character of the station and is included in the listing ... immediate removal of the existing footbridge does not appear to be necessary or justified. We therefore strongly encourage its retention, as recommended by Turley's Assessment of Significance."

We have not seen any comment or appraisal by the Council's own Historic Environment team, but we would be most surprised and concerned if they took a different view to that expressed by the expert consultants and by HES.

In view of these compelling recommendations by experts, and as there is no practical or technical need to remove the existing bridge in order to construct the new one, we strongly object to the proposed removal of the 'old' footbridge. We believe it should be retained in situ. We would encourage creative exploration of possible options for its preservation and maintenance on a similar basis to the arrangements already made for some of the other station buildings."

Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: landinformation@networkrail.co.uk



Aerial Survey data is the property of Network Rail. It must not be passed to any external third party without the express permission of Network Rail. Aerial Survey and other data provided by the Geo-RINM Viewer are to be used as additional sources of information to those which you currently use. It does not replace – and should not be used in place of – existing data sets outside of Geo-RINM Viewer, business processes or other procedures used to manage your assets or operations. Moreover, the use of any data provided through the Geo-RINM Viewer should always be carefully considered in the context of your specific requirements and business objectives. Aerial Survey data, and all data made available by the Geo-RINM viewer, is provided on an as-is basis. As age, consistency and accuracy of data varies, users should always evaluate the impact of these factors in the context of their particular circumstances, and seek advice from Asset Information where further guidance is required.

Nairn Station Accessibility Location Plan	
Scale	1 : 1,250
Plot Date	29/03/23 13:25
Printed By	NS

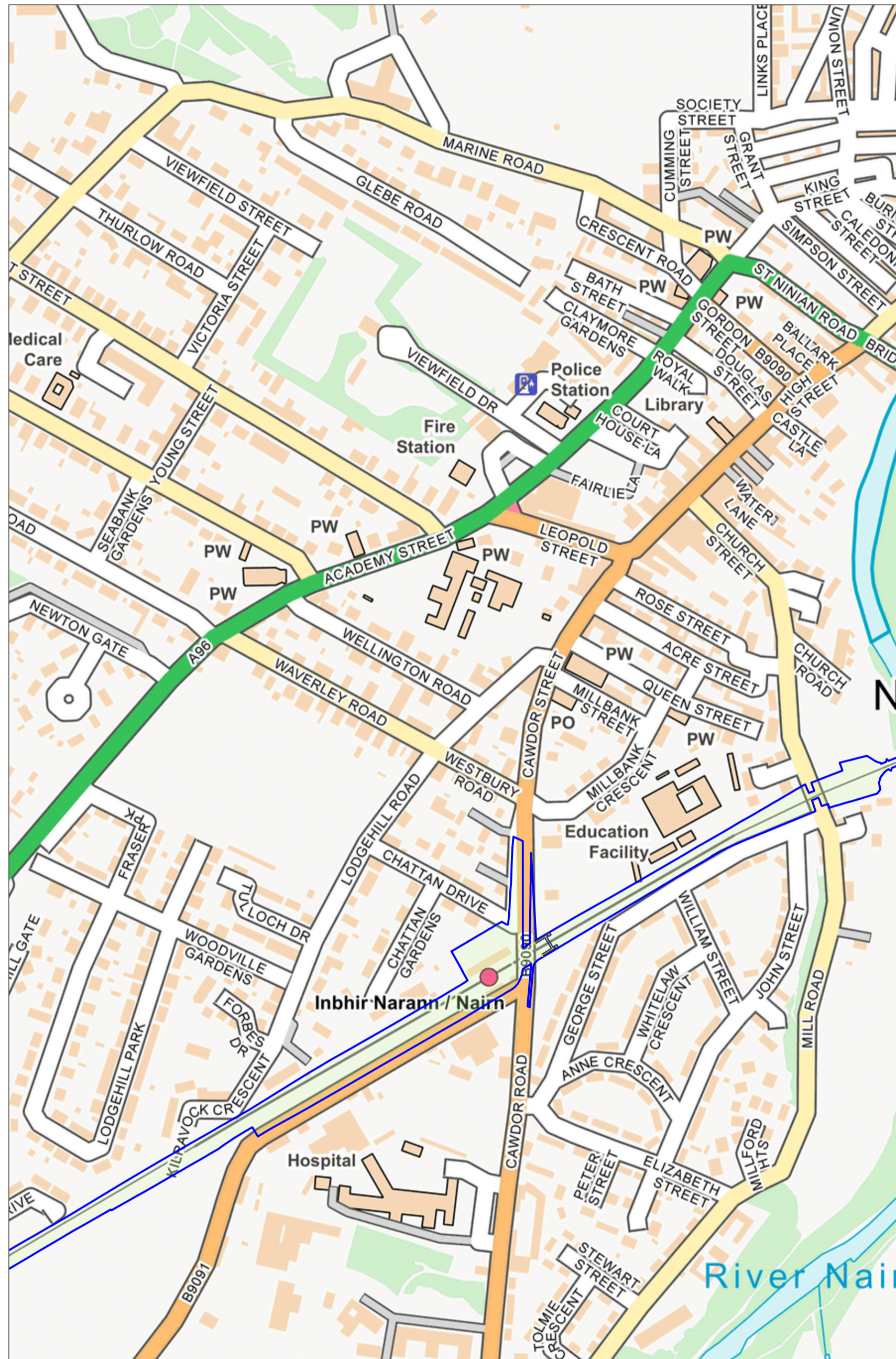
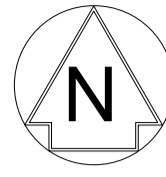
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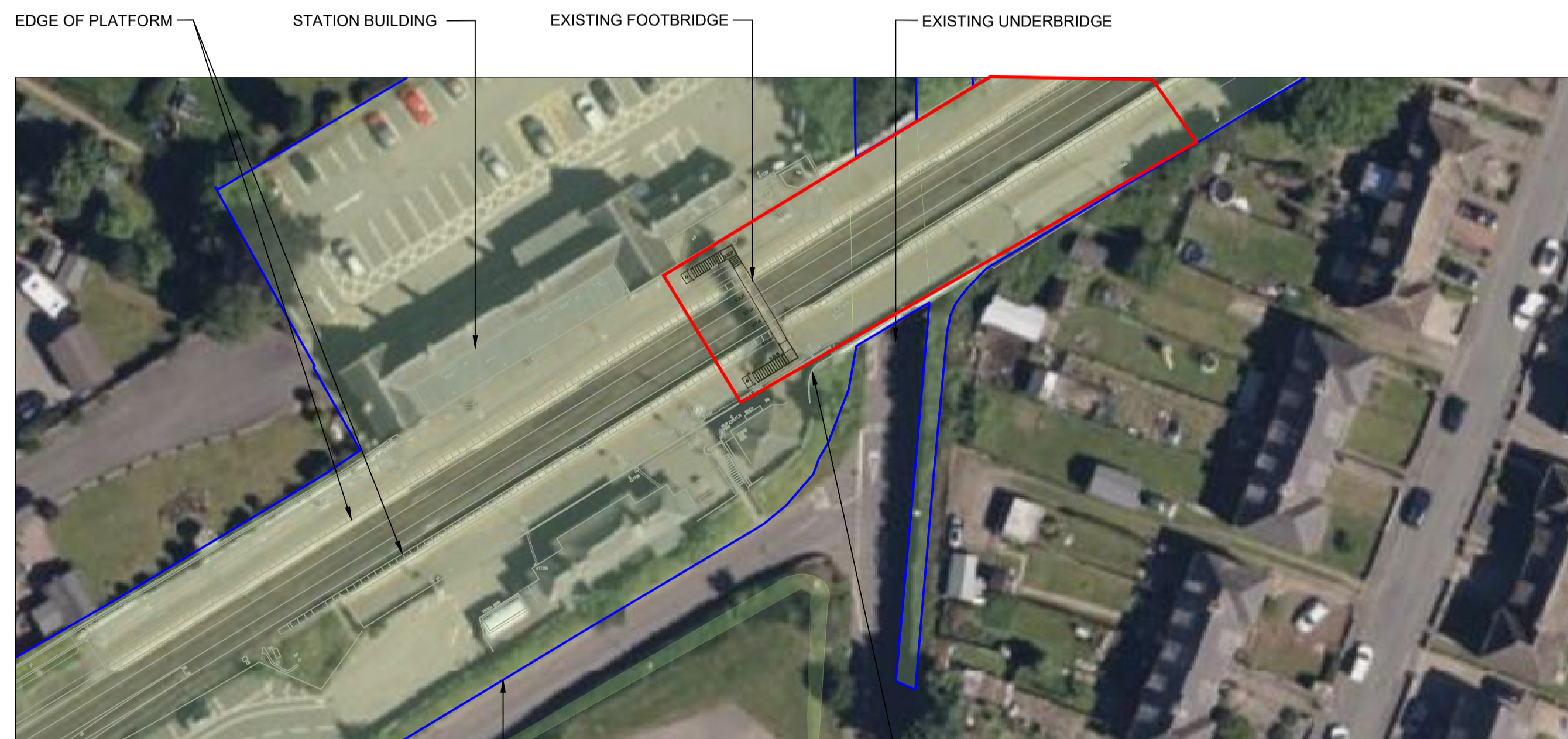
Contains British Geological Survey materials © NERC 2022



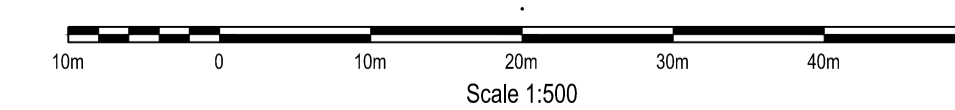
LOCATION PLAN
SCALE 1:2,500



PROPOSED BLOCK PLAN
SCALE 1:500



EXISTING BLOCK PLAN
SCALE 1:500



GENERAL NOTES

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TO BE REPRODUCED IN COLOUR

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	28.2.23	FIRST ISSUE			

FOR APPROVAL

Client/Contractor




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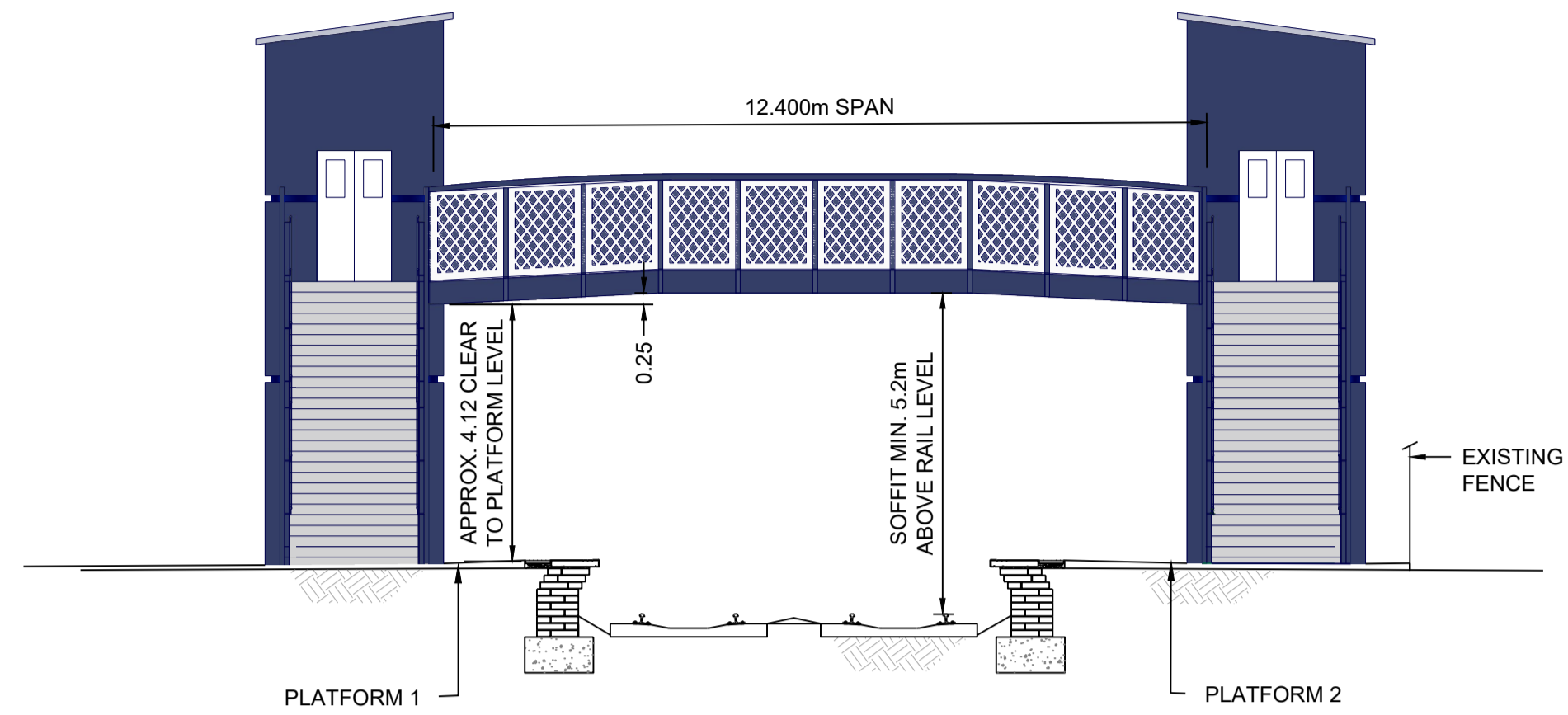
Project

NAIRN STATION FOOTBRIDGE REPLACEMENT SCHEME

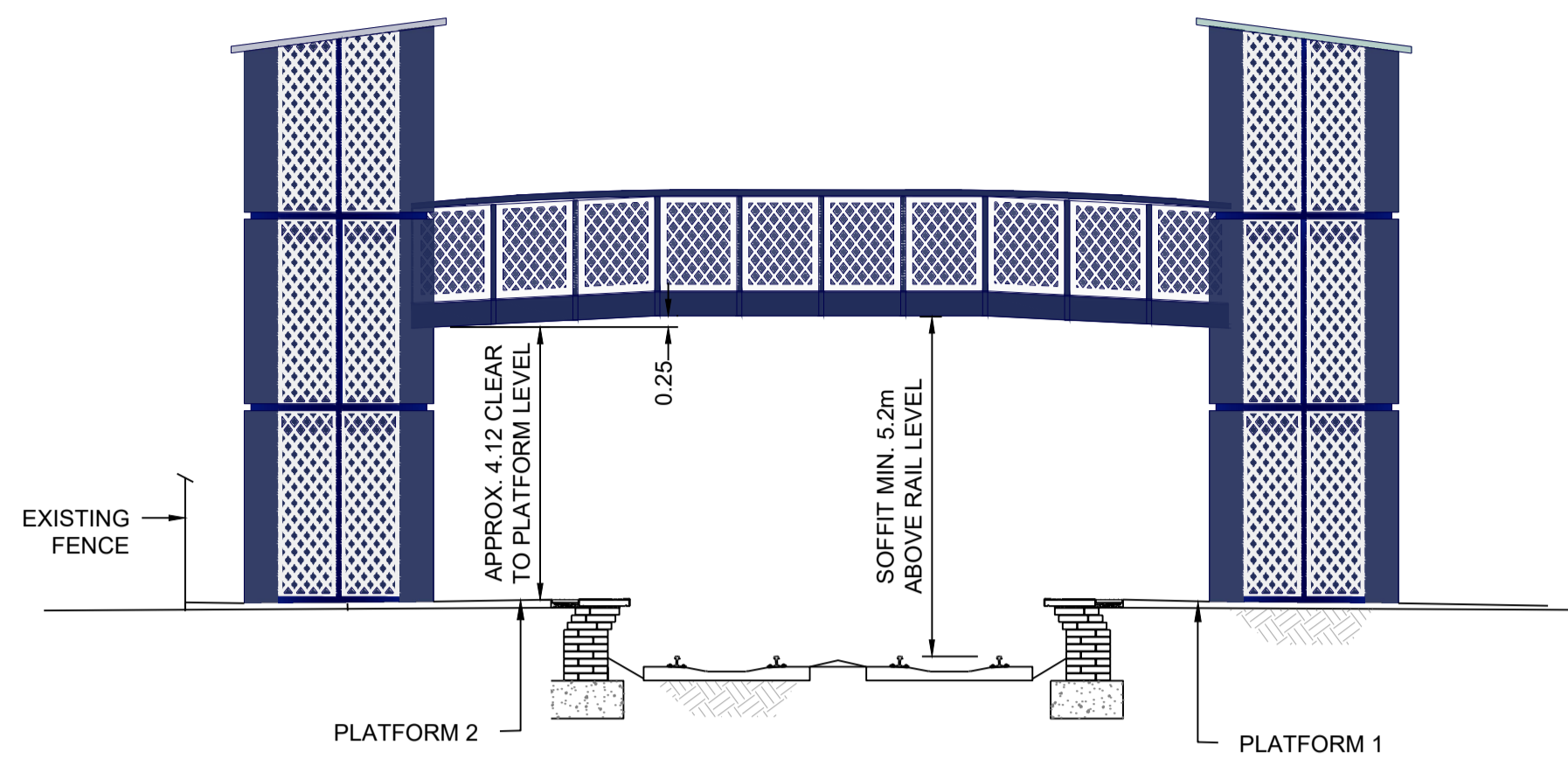
Drawing Title

SITE LOCATION PLAN AND EXISTING & PROPOSED BLOCK PLANS - OPTION 2

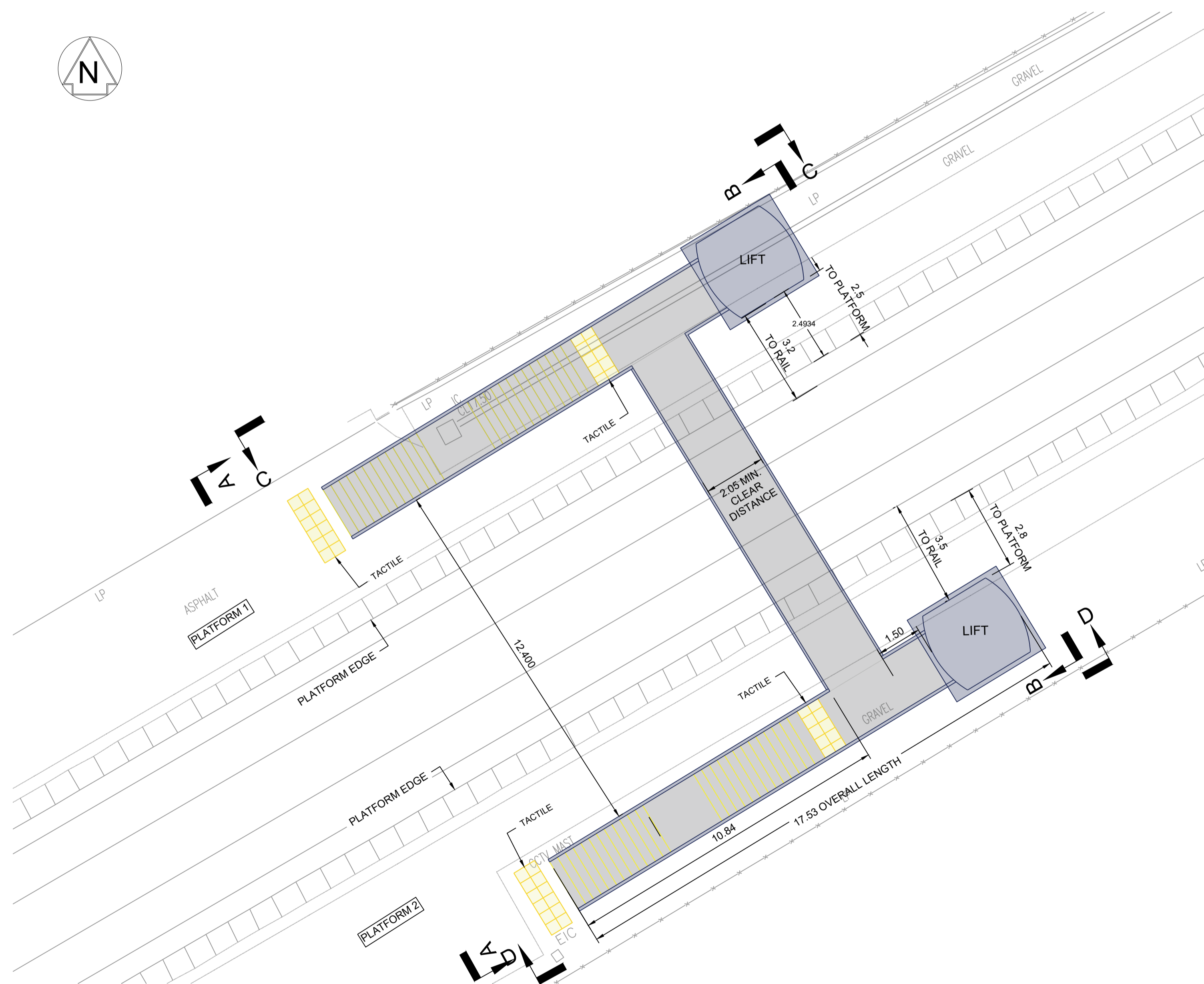
Designed	D. GENT	Signed		Date	28.03.23
Drawn	B. PEARSON	Signed		Date	28.03.23
Checked	N. MARSHALL	Signed		Date	28.03.23
Approved	D. GENT	Signed		Date	28.03.23
Scale(s)	AS SHOWN	ELR & Mileage	ANI3 128Miles, 72 Chains		
Alternative Reference	N/A		Sheet		1 of 1
Drawing Number	S2022-099-DRG-CIV-004			Revision	
				P01	



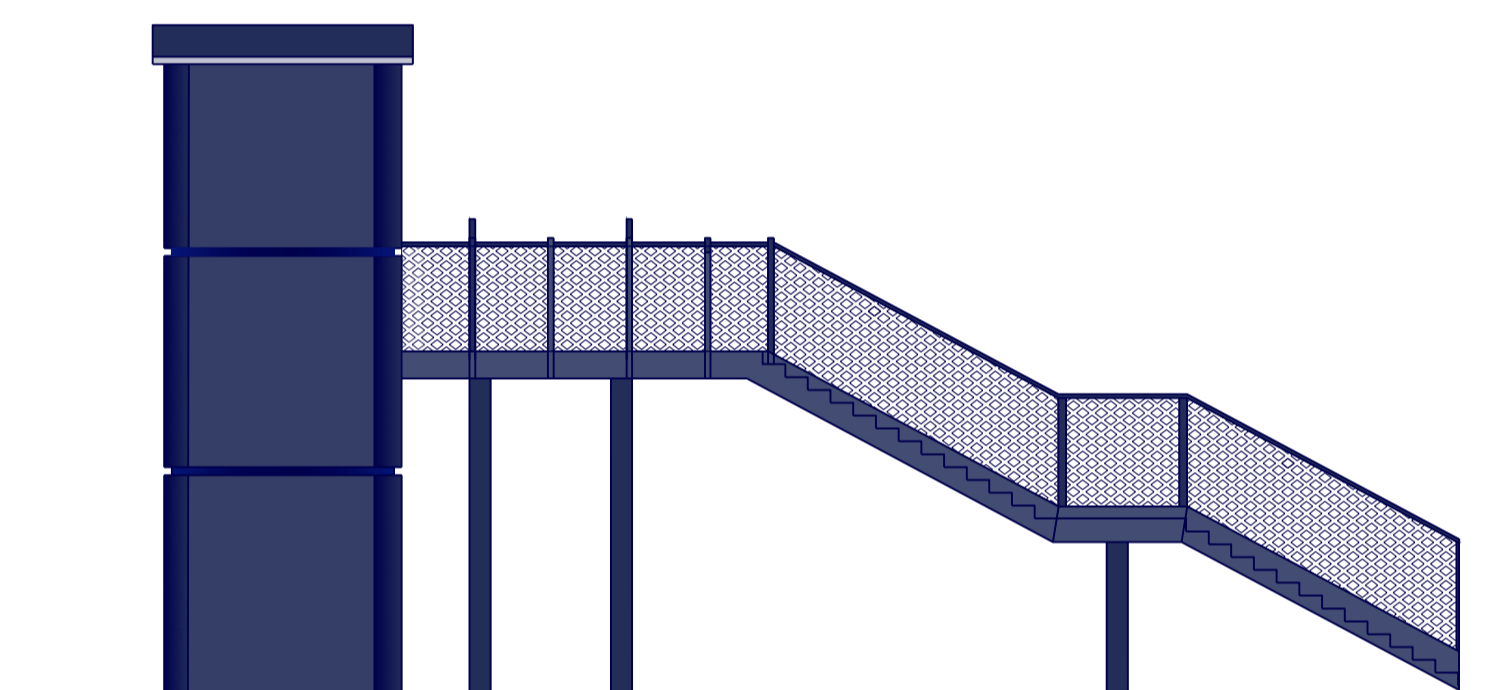
ELEVATION A - A
SCALE 1:100



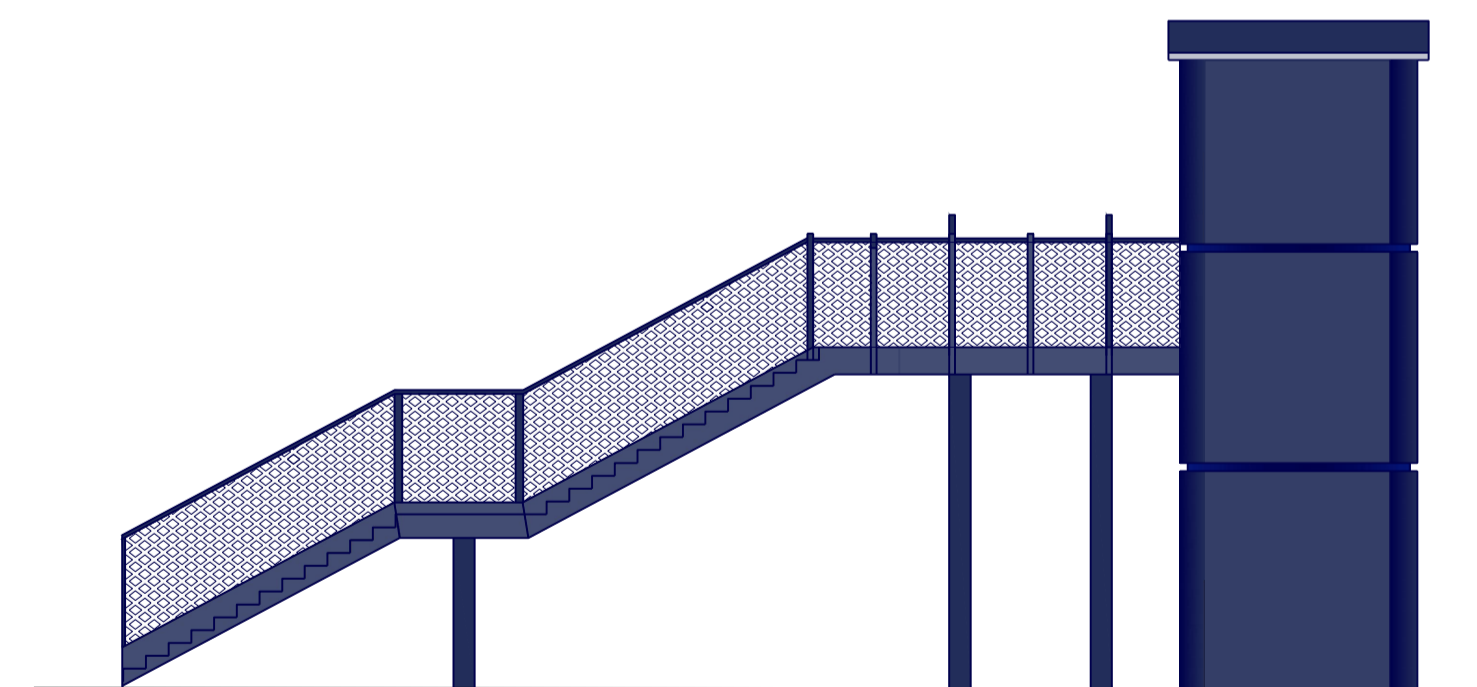
ELEVATION B - B
SCALE 1:100



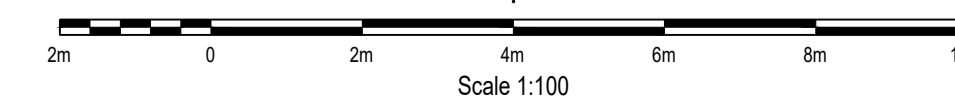
PROPOSED BRIDGE PLAN
SCALE 1:100



ELEVATION C - C
SCALE 1:100



ELEVATION D - D
SCALE 1:100



- GENERAL NOTES**
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 - THE FOLLOWING STANDARDS AND DESIGN GUIDANCE DOCUMENTS WILL BE USED FOR THE GEOMETRIC DESIGN OF THE LEGACY FOOTBRIDGE AND LEGACY VISION FOOTBRIDGE. THE DOCUMENTS PRINCIPALLY COVER THE LAYOUT AND AESTHETICS OF THE FOOTBRIDGES FOR INCLUSIVITY BY ALL POTENTIAL USERS AT THE STATION:
 - DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, V04 - DEPARTMENT FOR TRANSPORT
 - CD 353 DESIGN CRITERIA FOR FOOTBRIDGES
 - THE FOLLOWING STANDARDS AND DESIGN GUIDANCE DOCUMENTS WILL BE USED FOR THE STRUCTURAL DESIGN OF THE LEGACY FOOTBRIDGE AND LEGACY VISION FOOTBRIDGE:
 - BS EN 1993-1-1 GENERAL RULES AND RULES FOR BUILDINGS
 - BS EN 1993-1-1 UK NA PUBLISHED ON DEC 2008
 - BS EN 1991-1-1 GENERAL RULES
 - BS EN 1991-1-1 UK NA GENERAL RULES
 - BS EN 1993-2 BRIDGES (FOR GUIDANCE ONLY)
 - BS EN 1993-2 UK NA BRIDGES (FOR GUIDANCE ONLY) PD 6695-2 DESIGN OF BRIDGES
 - SCI P185 BEST PRACTICE IN BRIDGE DESIGN
 - CD 368 DESIGN OF FIBRE REINFORCED POLYMER BRIDGES AND HIGHWAY STRUCTURES
 - NRL3/CIV/020 DESIGN OF BRIDGES
 - CIRIA C779 FIBRE REINFORCED POLYMER BRIDGES

TO BE REPRODUCED IN COLOUR

PO4	20.03.23	PROPOSED LOCATION REVISED	BP	NM	DG
PO3	13.03.23	PROPOSED LOCATION REVISED	BP	NM	DG
PO2	08.03.23	PROPOSED LOCATION REVISED	BP	NM	DG
PO1	17.02.23	FIRST ISSUE	AG	NM	DG
Rev	Date	Description of Revisions	Drawn	Chkd	Appr

FOR APPROVAL

Client/Contractor

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Project
NAIRN STATION FOOTBRIDGE REPLACEMENT SCHEME

Drawing Title
FOOTBRIDGE DECK STRUCTURE GENERAL ARRANGEMENT LOCATION

Designed	D.GENT	Signed		Date	20.03.23
Drawn	B. PEARSON	Signed		Date	20.03.23
Checked	N. MARSHALL	Signed		Date	20.03.23
Approved	D. GENT	Signed		Date	20.03.23
Scale(s)	AS SHOWN	ELR & Mileage	ANI3 128Miles, 72 Chains		
Alternative Reference	N/A	Sheet	1 of 2		
Drawing Number	S2022-099-DRG-CIV-002	Revision	P04		