

Agenda Item	6.6
Report No	PLS-51-23

## HIGHLAND COUNCIL

**Committee:** South Planning Applications Committee  
**Date:** 23 August 2023  
**Report Title:** 23/03010/LBC: Network Rail  
Kingussie Railway Station, Ruthven Road, Kingussie PH21 1EN  
**Report By:** Area Planning Manager – South

### Purpose/Executive Summary

**Description:** Erection of accessible footbridge, with associated lifts, and removal of existing footbridge  
**Ward:** 20 – Badenoch and Strathspey  
**Development category:** Local  
**Reason referred to Committee:** Local Member referral.

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 at the railway station in Kingussie with a new footbridge at the opposite (western) end of the Station, 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 20.7m wide overall, 14.96m 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, with a curved bridge-deck.
- 1.2 The proposed bridge would be built-on and accessed from the existing station platforms.
- 1.3 Pre-Application Consultation has been held by Network Rail with officers and Historic Environment Scotland. This application was submitted following the negative feedback to the first application (23/01607/LBC) which had the proposed bridge at the eastern end of the platform.
- 1.4 Supporting Information: Aerial view of site; 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 within. An LBC can only assess matters which directly affect the built heritage of the site.

## **2. SITE DESCRIPTION**

- 2.1 Kingussie Station sits to the southern side of the village centre, adjacent to Station Road (B970), with the main station building on the northern side of the tracks. The Station building, footbridge and signal-box are B-listed as a group; the original Station House, which sits to the east of the station building, is considered to be curtilage-listed to the group. The existing footbridge sits between the station building and the original Station House, on the eastern side. The proposed location for the new footbridge is to the western side of the station building, which takes it away from any adjacent residential properties, as there are commercial yards and stores to either side of the tracks in this location.
- 2.2 The Station was B-listed on 05.10.1971, LB36282. Listing description: William Roberts for Highland Railway, dated 1894. Long single storey S facing range on down platform linked to 2-storey station house at rear. Coursed grey rubble, contrasting tooled ashlar sandstone dressings. 20-bay frontage to platform with transomed bipartite and tripartite windows; deep 5-bay canopy supported by cast-

iron columns with decorative brackets shelters E half of platform front (valences gone). 2 crowstepped entrances to rear.

STATION HOUSE: to rear; 3-bay with off centre door flanked by narrow window; paired windows in centre bay; long short detailing to windows and angles. 2- and 4-pane glazing throughout; end and ridge corniced stacks; crowstepped gables; slate roofs.

FOOTBRIDGE: (Map Ref: NH 75667, 00414): 1894, Highland Railway Company. Cast-iron footbridge with lattice balustrade; 2 lamp standards adapted to electric light.

SIGNAL BOX: (Map Ref: NH 75688, 00412): Mackenzie and Holland for Highland Railway, 1894 (extended 2007). Plank and strip weather-boarded rectangular signal box. 4-pane glazed windows to locking room. Signal cabin reached by metal forestair (originally of timber construction). Continuous fenestration to operating room with 4-pane glazing to track frontage, returning to gables. Projecting eaves and timber barge-boarding. Large extension to original half gabled porch extended to W by Network Rail in 2007, supported on metal frame. Original slate roof and timber forestair replaced in the early 1970s.

Statement of Special Interest: Kingussie is a substantial, well-detailed example of a late 19th century Highland Railway station and station house complex with associated footbridge and signal box.

### 3. PLANNING HISTORY

3.1	09.05.2017	17/00873/LBC Alterations to raise station platform 2 and install handrail	Listed Building Consent Granted
3.2		23/01607 Erection of accessible footbridge, with associated lifts, and removal of existing footbridge	Pending consideration
3.3		23/01753/PNO Erection of accessible bridge	Prior approval is to be refused
3.4		23/03067/PNO Erection of accessible bridge, with integrated lifts, connecting both platforms	Prior approval is to be granted

### 4. PUBLIC PARTICIPATION

- 4.1 Advertised: Listed Building  
Date Advertised: 06.07.2023  
Representation deadline: 27.07.2023
- Timeous representations: 1  
Late representations: 0

4.2 Material considerations raised are summarised as follows:

a) Revised location has significantly less visual impact

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 **Kingussie and Vicinity Community Council:** No official response

5.2 **CNPA:** No call-in

5.3 **Historic Environment Scotland:** "Our remit in this consultation is to provide advice about the listed building consent application for the proposed demolition of this category B listed cast-iron, lattice footbridge dating to 1894.

Background: We have been involved in discussions between your Council and the applicant about options for siting a new footbridge at Kingussie Station. A new footbridge is needed to improve accessibility and this justification is accepted by us. We previously accepted the demolition of the listed footbridge on the basis that its current location was the only viable option for a new accessible footbridge (23/01607/LBC). These new proposals demonstrate that a new footbridge can be sited elsewhere in the station. Therefore, the previous justification for demolition is no longer valid.

National policy and guidance: National Planning Framework 4, states at Policy 7- Historic Assets and Places (b): Development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. Considerations include whether the: i. building is no longer of special interest; ii. building is incapable of physical repair and re-use as verified through a detailed structural condition survey report; iii. repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers; or iv. demolition of the building is essential to delivering significant benefits to economic growth or the wider community. These considerations reflect our Managing Change Guidance on demolition of listed buildings.

Our assessment: The supporting Design, Access and Heritage Statement states at page 15, item 4.8, that a lack of funding to maintain non-operational structures is the justification for demolition. A predicted financial burden for maintenance is not a consideration set out in national policy for the demolition of a listed building. The consideration regarding economic viability would require demonstration of a robust, estimated cost of repair that was clearly unreasonable for the applicant to meet, rather than a general statement on funding. Item 4.8 of the supporting statement also anticipates that the bridge would pose a barrier to a national program for decarbonisation of the railway. Specifically, the installation of overhead line equipment on the Highland line. Decarbonisation is part of Scottish Government's second National Transport Strategy (NTS2) and commitment to achieving net zero targets by 2045. However, it is our understanding that there is currently no specific strategy for electrification of the Highland Line. There will be lines where

electrification is not appropriate, and other technologies such as battery and hydrogen power may be investigated and preferred.

If removal of the footbridge was required as part of decarbonisation of the railway, we would accept it was essential to delivering significant benefits in accordance with consideration iv. However, until there are clear proposals for electrification of the Highland Line, removing the footbridge under this consideration appears premature.

On the basis of the submitted information, the proposals do not meet the considerations set out in Policy 7b relating to demolition of listed buildings. We therefore recommend retention of the footbridge. We could accept relocation of the bridge to a suitable location, if this was developed into a clearly achievable proposal.

While we do not think the proposal meets the considerations set out in national policy, it does not raise issues of national significance and we do not object to it.

Planning authorities are expected to treat our comments as a material consideration, and this advice should be taken into account in your decision making. Our view is that the proposals do not raise historic environment issues of national significance and therefore we do not object. However, our decision not to object should not be taken as our support for the proposals. This application should be determined in accordance with national and local policy on listed building consent, together with related policy guidance.”

## **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 Cairngorms National Park Local Development Plan 2021 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 policies are relevant to the assessment of the application:

### **6.3 National Planning Framework 4 (NPF4) February 2023**

Policy 7 - Historic assets and places

### **6.4 Cairngorms National Park Local Development Plan (2021):**

Policy 3: Design and Placemaking

Policy 9: Cultural Heritage

Kingussie Strategic Settlement

### **6.5 Cairngorms National Park Guidance:**

Policy 3 – Sustainable Design Non-Statutory Guidance

Policy 9 – Cultural Heritage Non-Statutory Guidance

## **7. OTHER MATERIAL POLICY CONSIDERATIONS**

7.1 Historic Environment Policy for Scotland (HEPS) May 2019

Historic Environment Scotland Circular (April 2019)

Historic Environment Scotland – Managing Change in the Historic Environment  
Guidance Note Series.

## **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) impact upon the listed building
- c) any other material considerations

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

8.5 The newly adopted NPF4 also 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 CNPA Policy 3, requires that development be sympathetic to the traditional character, vernacular and distinctiveness of the surrounding area, while encouraging innovation in design and use of materials. Alterations to building stock should respect the design, massing, proportions, materials and general visual appearance of the area (as well as the building's setting).

8.7 CNPA Policy 9, requires that development should preserve the special qualities of the building and enhance its character and the contribution it makes to the cultural heritage of the National Park, and apply design and materials appropriate to its character and appearance.

- 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.

### **Impact upon the listed building**

- 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 listed Station group comprises the Station building, the footbridge and the signal box; this grouping is best appreciated from the station platforms (particularly the southern) and from outwith the site, at the level-crossing on Station Road (B970). The platforms themselves are considered to be a constituent part of the listed group, thus the proposed new bridge requires LBC; the scale and nature of the proposed bridge would have upon the listed group, would require LBC regardless. The new bridge is proposed to the western end of the Station, placing it very much as a background structure rather than being within the Station group. As a significantly larger bridge, with a bulky lift tower to either side, this western location will be less visually obtrusive and dominant within this sensitive context than the previous eastern proposal. Whether viewed from the platforms or from Station Road, the new bridge will have a relatively minimal impact on the heritage context and setting of the listed structures.
- 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 bridge 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. Conditioned approval will be required for the colour-scheme, which should conform with that on the listed structures.

## **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 and its setting.

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

## **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](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](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>

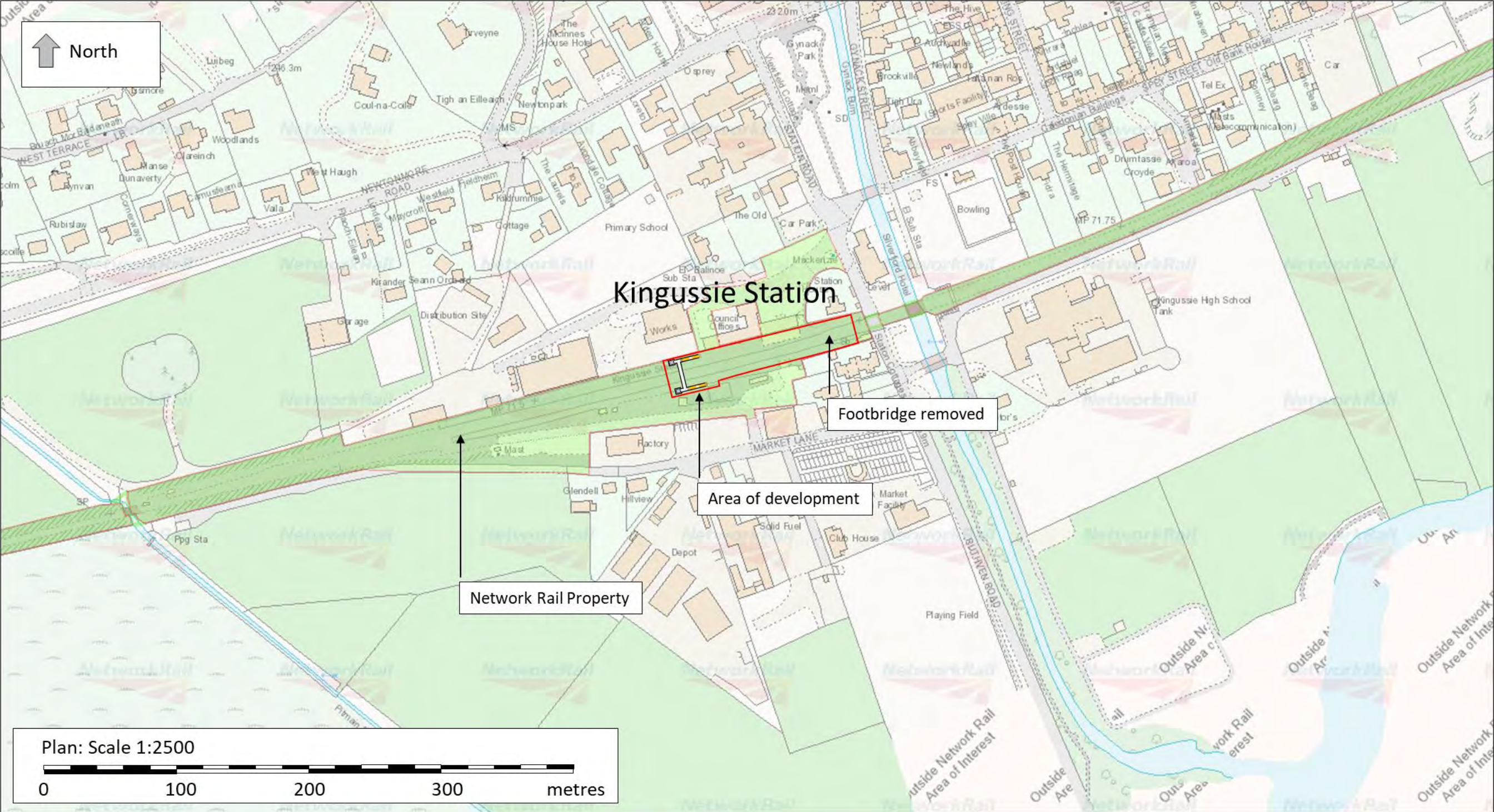
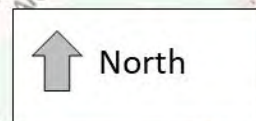
Signature: David Mudie  
Designation: Area Planning Manager - South  
Author: Norman Brockie  
Background Papers: Documents referred to in report and in case file.  
Relevant Plans: Plan 1 - 000001 Location Plan  
Plan 2 - 000002 Elevation/Site-Plan  
Plan 3 - 000003 Site Layout Plan 1  
Plan 4 - 000004 Site Layout Plan 2  
Plan 5 - 000005 Site Layout Plan 3  
Plan 6 - 000006 Site Layout Plan 4  
Plan 7 - 000007 Elevation Plan D  
Plan 8 - 000008 Elevation Plan A

Plan 9 - 000009 Elevation Plan C

Plan 10 - 000010 Elevations

Plan 11 - 000011 Elevation Plan B

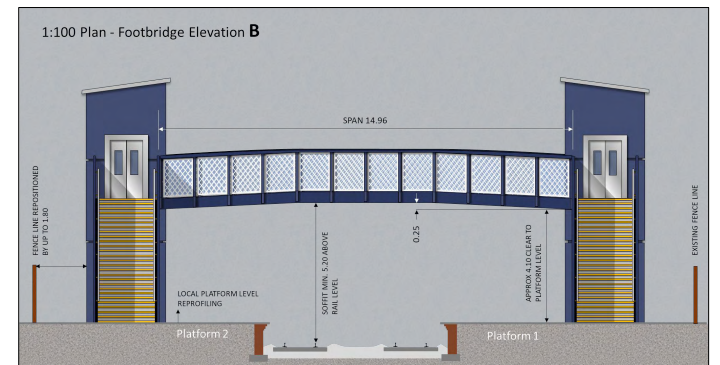
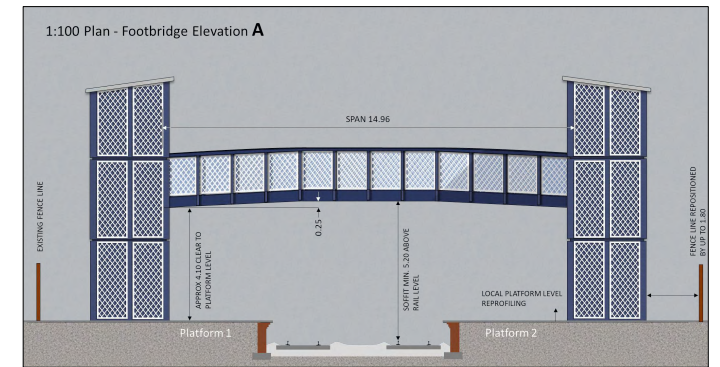
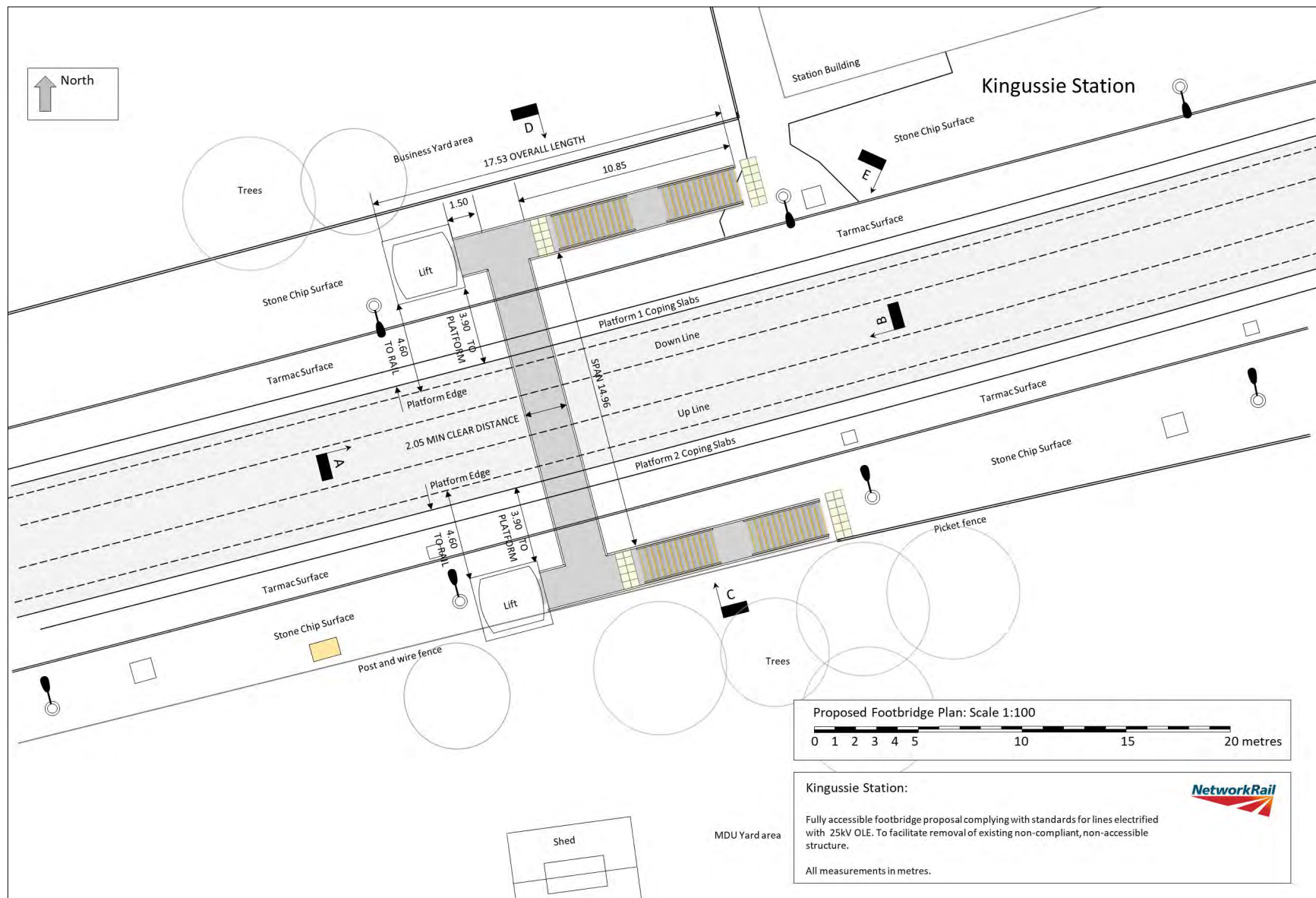




KINGUSSIE STATION ACCESSIBLE FOOTBRIDGE Development general location.

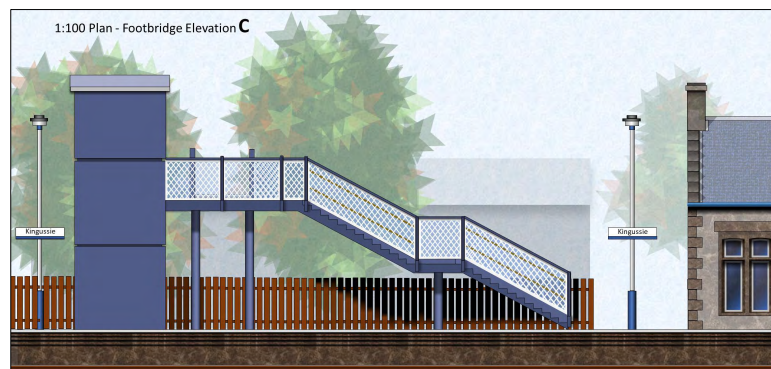






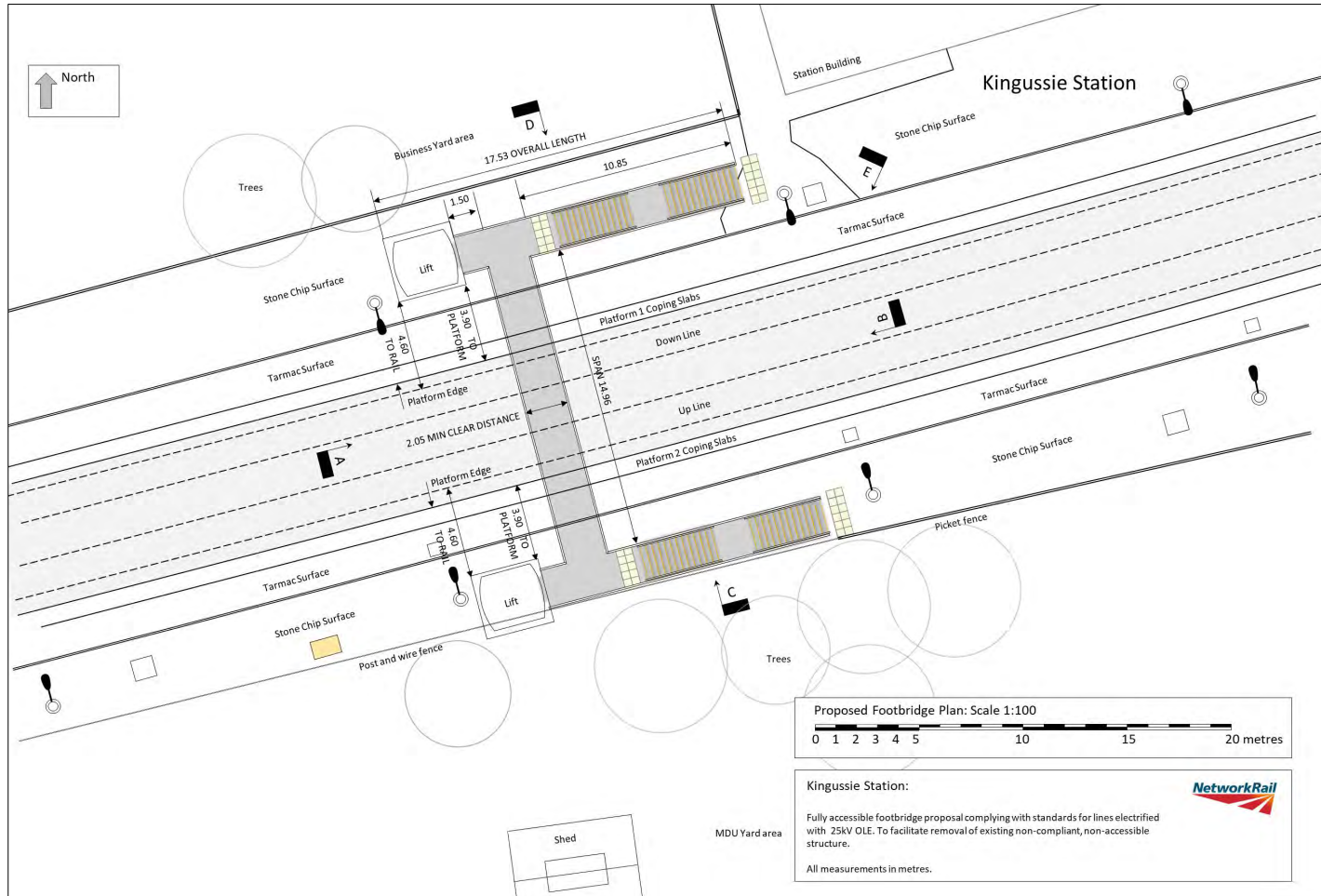
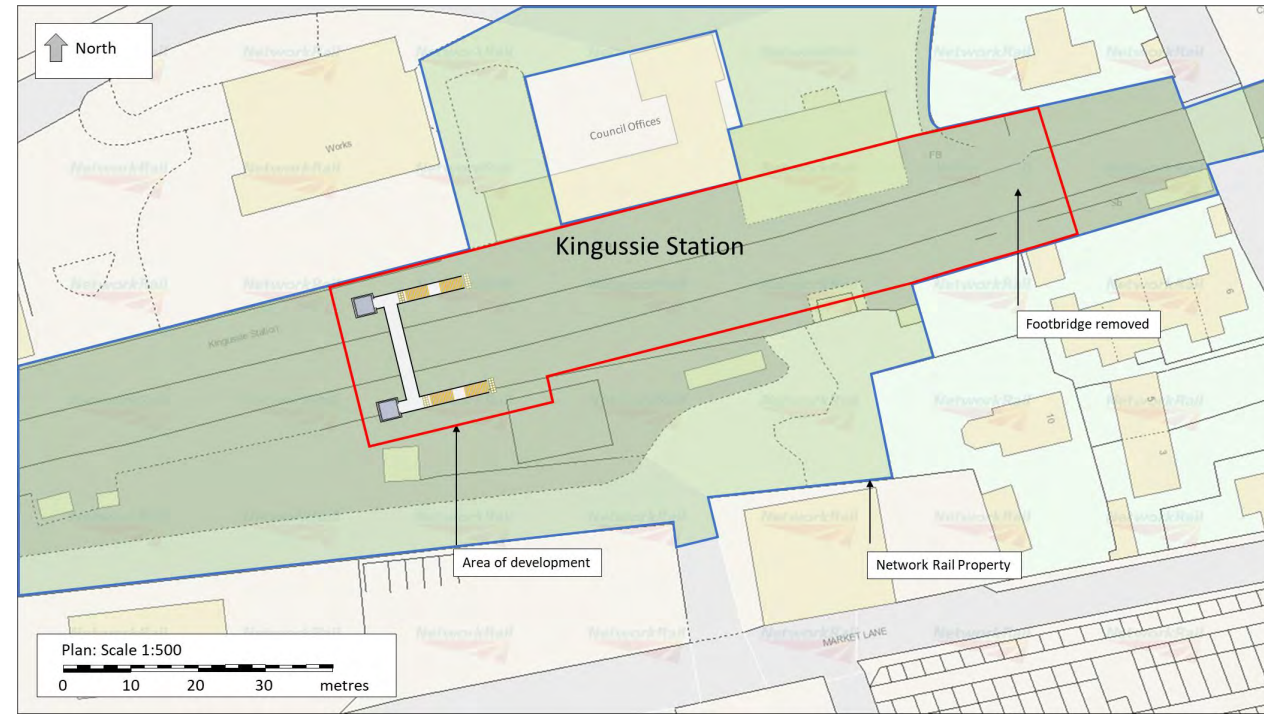
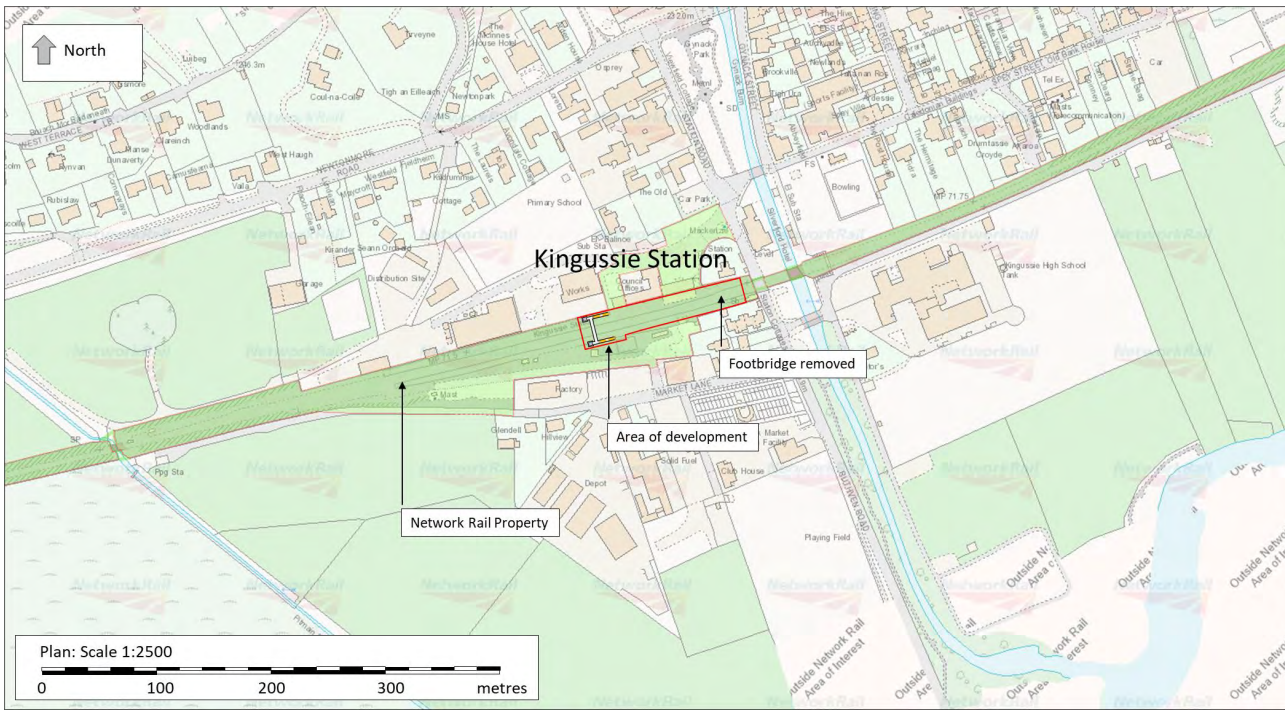
**GENERAL NOTES**

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.
3. SHOULD THERE BE ANY DISCREPANCY BETWEEN DETAILS INDICATED ON THIS DRAWING AND THOSE INDICATED ON OTHER DRAWINGS THE ENGINEER SHOULD BE INFORMED PRIOR TO CONSTRUCTION ON SITE.
4. UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT AUTHORITIES IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ISSUED ARE PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR START SITE WORK PRIOR TO APPROVAL BEEN GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.
5. 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
6. 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
  - NR/L3/CIV/020 DESIGN OF BRIDGES
  - CIRIA C779 FIBRE REINFORCED POLYMER BRIDGES



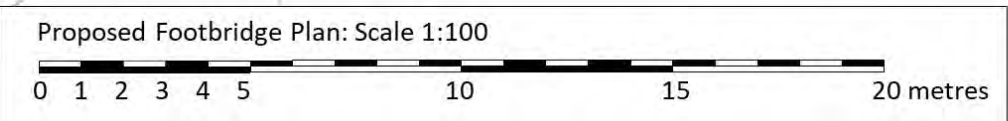
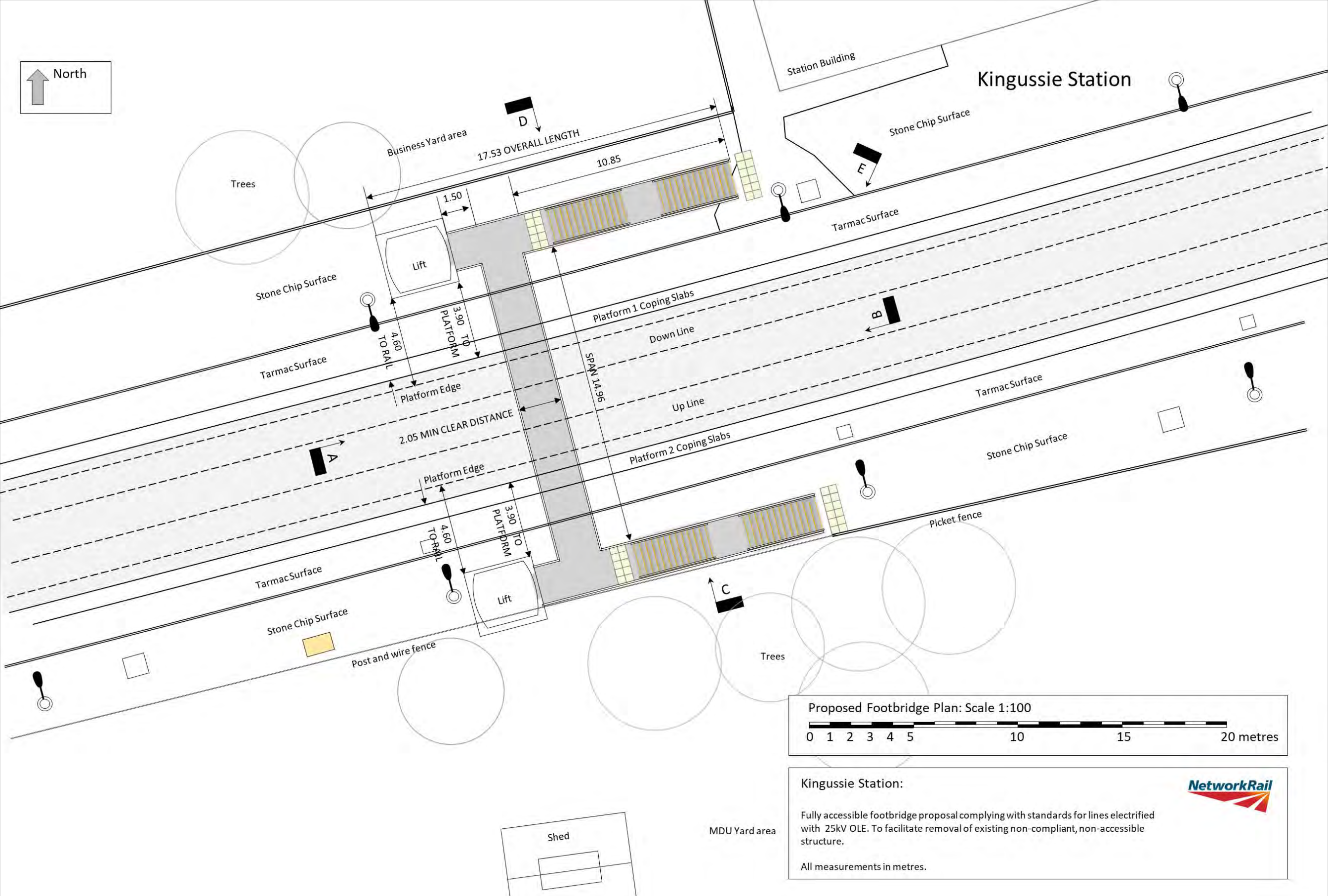
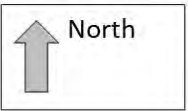
KINGUSSIE STATION ACCESSIBLE FOOTBRIDGE SITE PLAN AND ELEVATION DRAWINGS  
SCALE 1:100 measurements in metres.





KINGUSSIE STATION ACCESSIBLE FOOTBRIDGE SITE PLANS FOR ILLUSTRATION ONLY  
 SCALES as specified in metres.






**Kingussie Station:**

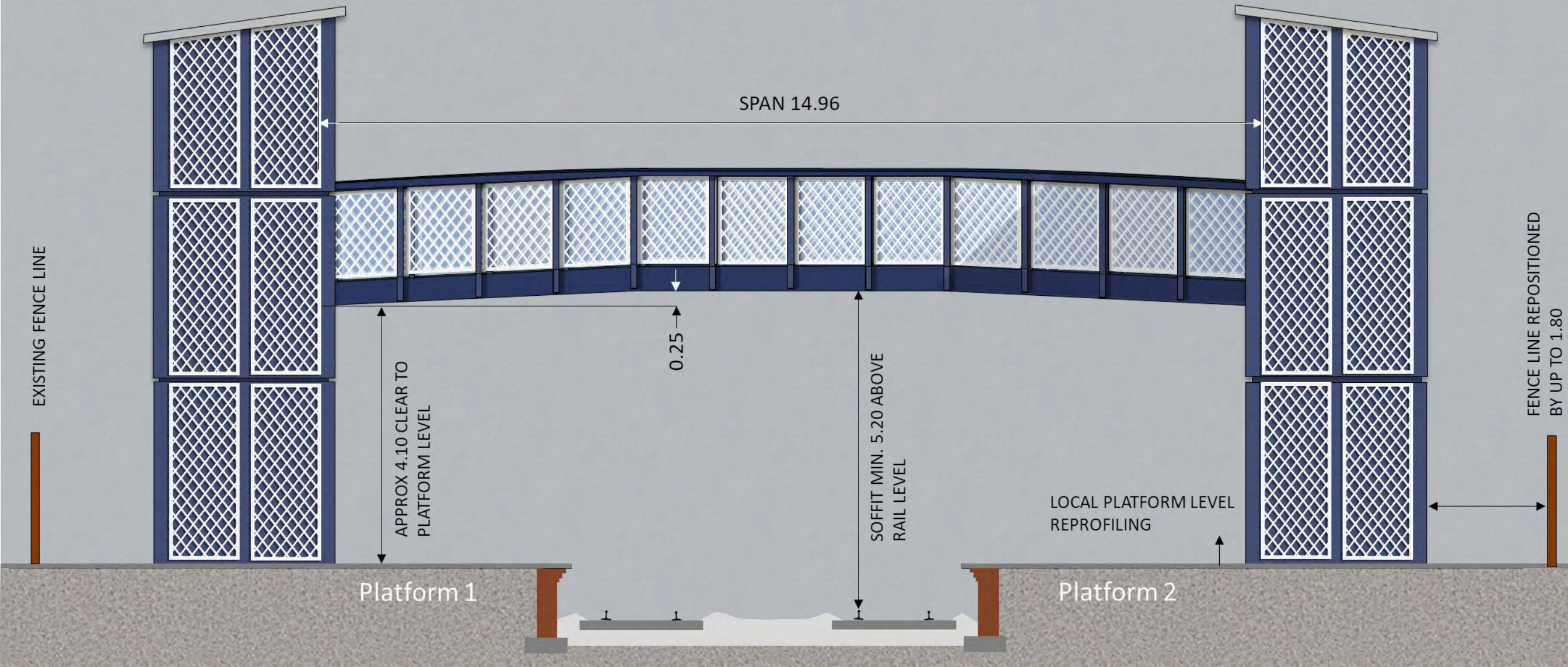
Fully accessible footbridge proposal complying with standards for lines electrified with 25kV OLE. To facilitate removal of existing non-compliant, non-accessible structure.

All measurements in metres.



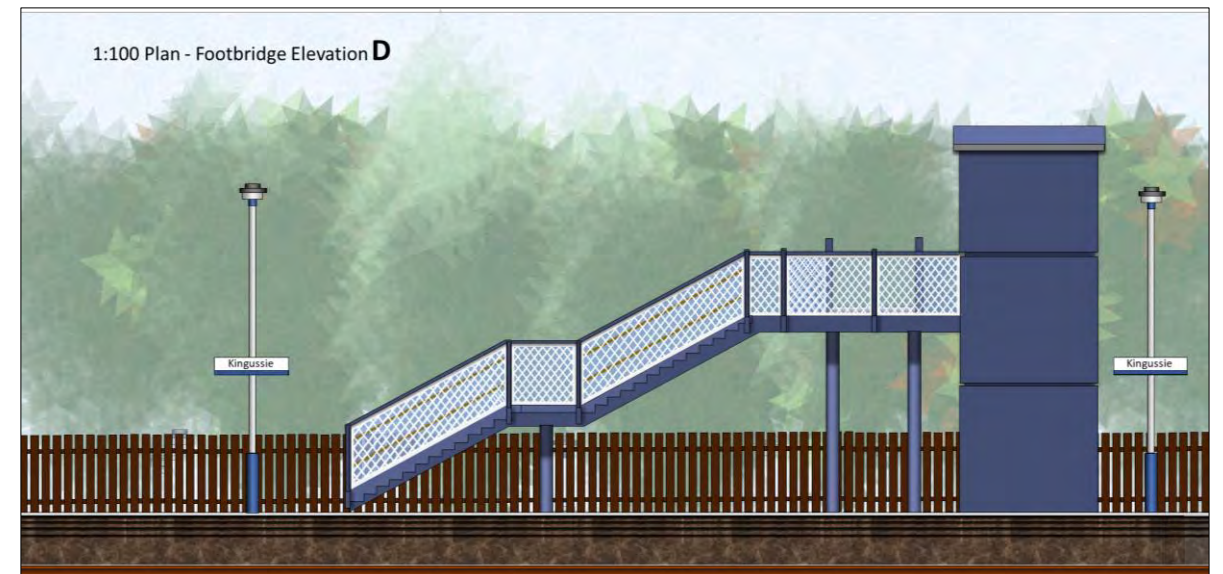
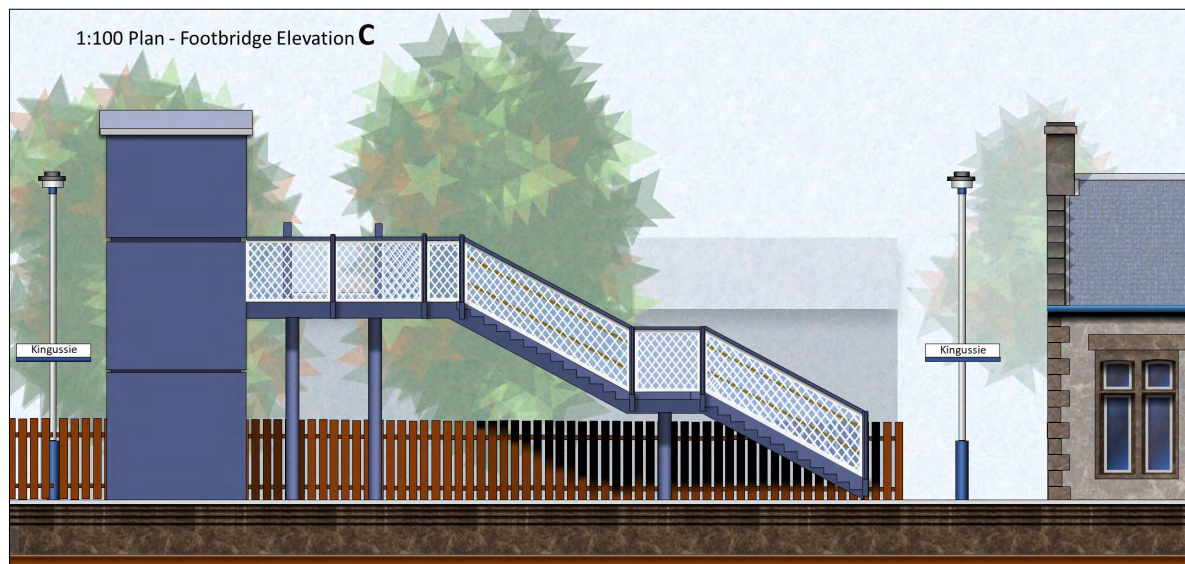
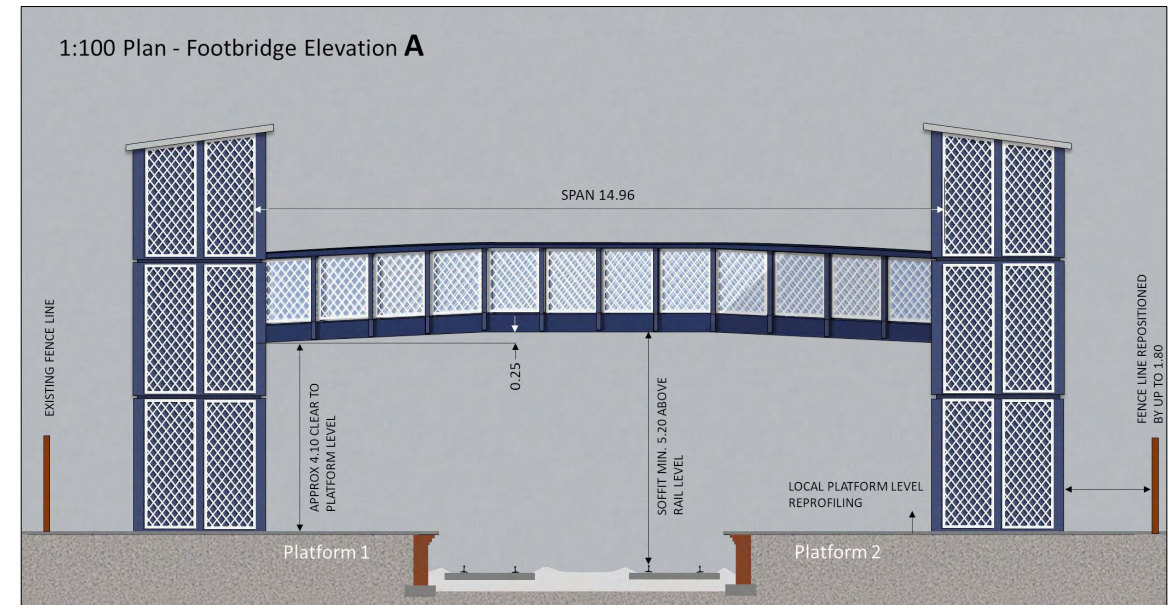
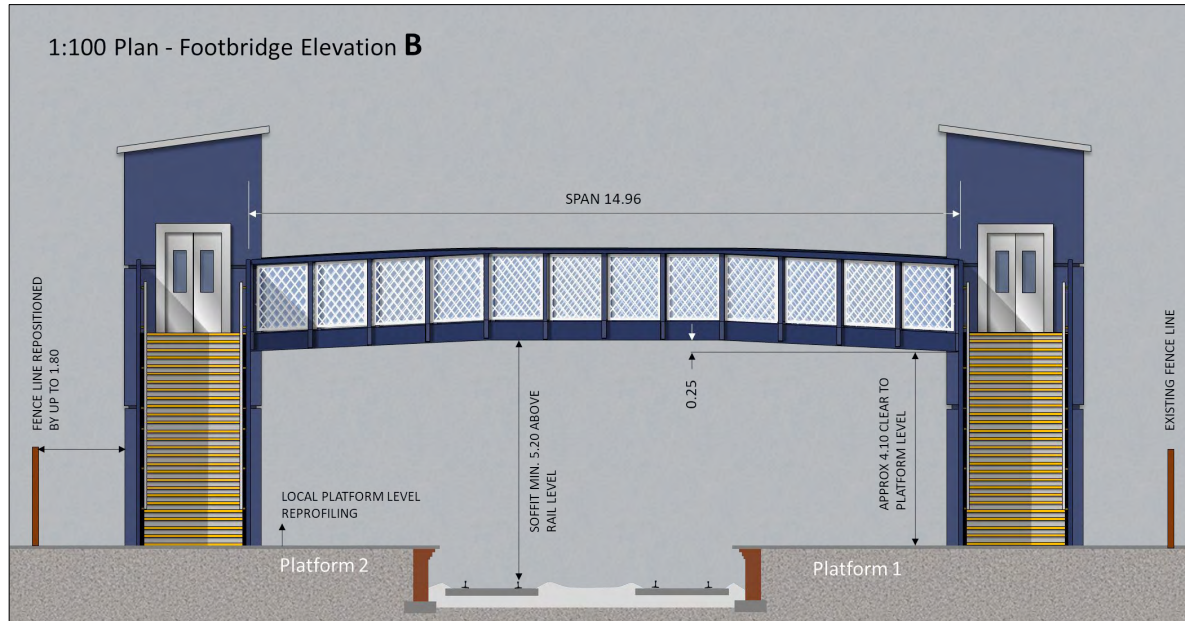


# 1:100 Plan - Footbridge Elevation A



KINGUSSIE STATION ACCESSIBLE FOOTBRIDGE ELEVATION DRAWINGS  
Lattice finish to lift towers Measurements in metres

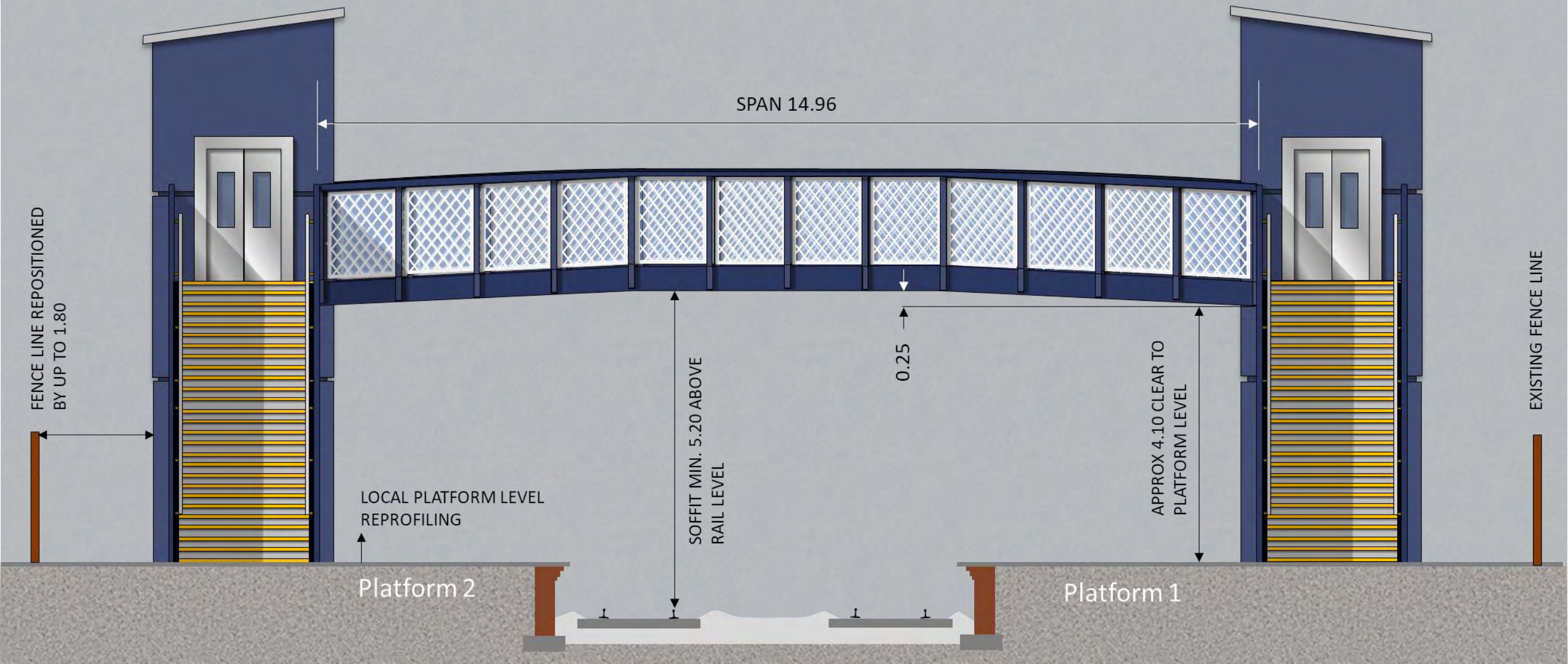




KINGUSSIE STATION ACCESSIBLE FOOTBRIDGE ELEVATION DRAWINGS  
Measurements in metres



# 1:100 Plan - Footbridge Elevation B



KINGUSSIE STATION ACCESSIBLE FOOTBRIDGE ELEVATION DRAWINGS  
Measurements in metres