

Agenda Item	7.5
Report No	PLN/065/25

HIGHLAND COUNCIL

Committee: North Planning Applications Committee
Date: 24.09.2025
Report Title: 25/02502/FUL: J Murphy And Sons Limited
Bridgend
Georgemas
Halkirk

Report By: Area Planning Manager – North

Purpose/Executive Summary

Description: Temporary works compound in connection with the SSEN ASTI Framework - LT428 Banniskirk to Carnaig 400kV

Ward: 03 - Wick And East Caithness

Development category: Local

Reason referred to Committee: Objections received from over five households

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 entails the establishment of a temporary works compound at Bridgend, Georgemas, Halkirk, in connection with the SSEN Accelerated Strategic Transmission Investment (ASTI) Framework – LT428 Banniskirk to Carnaig 400kV transmission project. It is understood that the proposed development would support delivery of Banniskirk Substation, which together with a new HVDC converter station will comprise a Banniskirk Hub. The site will be used for the storage of materials, plant, and equipment, as well as providing welfare facilities for site personnel.

The compound would be located on previously-developed land immediately south of Georgemas Junction, adjacent to the A9 trunk road and in proximity to the existing SSEN transmission corridor. The compound would occupy a defined area demarcated by temporary fencing and would include:

- 2 x stores
- 1 x COSHH store
- 10 x welfare portacabins
- 2 x (M/F) toilet units
- General waste and fuel
- Heras boundary fencing
- 1 x Smoking Shelter
- 3 skips
- 31 x site parking spaces
- Network rail laydown area.

The site is situated within a predominantly rural landscape characterised by agricultural fields and open moorland, with scattered residential properties and farmsteads in the wider vicinity. It however lies immediately adjacent to the A9 trunk road, providing direct vehicular access and connectivity to regional infrastructure. The compound is located near the existing SSEN transmission corridor, aligning with the operational context of the proposed works. There are no designated heritage assets or environmentally protected sites immediately adjacent to the proposed compound area.

- 1.2 The site benefits from existing vehicular access, initially generous in width, directly off the A9 trunk road. The access point provides sufficient visibility splays and turning space to ensure safe ingress and egress for plant, delivery vehicles, and staff transport. In terms of drainage, the site currently exhibits natural surface water runoff patterns typical of agricultural land, with gentle gradients directing flow toward adjacent field boundaries and minor watercourses.
- 1.3 Pre Application Consultation: none
- 1.4 Supporting Information: haul road options; Heras fence details, Planning statement

1.5 Variations: none

2. SITE DESCRIPTION

2.1 The application site and its immediate surroundings have an established history of industrial and commercial use associated with the freight terminal for Dounreay, amongst other uses. Georgemas Junction separates the site from Hugh Simpson Contractors works yard to the north. The Inverness to Thurso A9 (T) adjoins the site's western side. Open moorland lies to the east and a residential property, 'Moss Side', exists to the south. 'Bridgend' (formerly railway cottages, now offices) and 2no. associated residential caravans are also located within the application site's red-line boundary. Another existing property, 'Ardival', is located to west of the application site, on the opposite side of the A9(T). The site is 0.664 hectares in area. It comprises former industrial land to the south of the railway bridge at Georgemas Station, with its prominent Dounreay container gantry, and adjacent to the railway sidings of a former freight terminal. The land is currently being used as a storage and offloading yard by Hugh Simpson Contractors, using the existing access off the A9(T). The site surface is gravel, and the existing access road is designed for use by heavy goods vehicles (HGV). A cabin building and SSEN office remains on the site. The site is accessed off the A9(T). The site has no environmental designations and is not identified for flooding on SEPA maps. The site has level topography.

3. PLANNING HISTORY

3.1	05.09.2002	02/00244/FULCA Extension to hardstanding	APPLICATION PERMITTED
3.2	19.07.2007	07/00181/FULCA Change of use from house to office	APPLICATION PERMITTED
3.3	15.02.2008	07/00562/FULCA Siting of 2 residential caravans with foul drainage connecting into existing septic tank	APPLICATION PERMITTED
3.4	18.08.2015; 29.10.2015	14/04545/FUL Construction of a woodfuel Biomass combined heat and power plant	APPLICATION REFUSED; APPEAL ALLOWED
3.5	09.05.2022	22/00972/SCOP West of Orkney Wind Farm - EIA Scoping Request for Onshore infrastructure associated with the Onshore Wind Farm, including cable landfall, substation, cable route, tracks and associated infrastructure	DECISION ISSUED
3.6	09.06.2022	22/01589/SCOP West of Orkney Wind Farm - Erection and Operation of an Offshore Wind Farm comprising up to 125 wind turbines with a maximum blade tip height of 370m, up to 5	DECISION ISSUED

offshore substation platforms, up to 750km of of inter -array cables, up to 10 export cables including up to 5 cables making landfall in Caithness and ancillary infrastructure

3.7 21.03.2023 22/05500/PAN | Provision of onshore transmission infrastructure for the West of Orkney Wind Farm. The proposal includes approximately 22km of underground cabling, a substation and associated infrastructure CASE CLOSED

3.8 29.02.2024 24/00243/SCOP | Ayre Offshore Wind Farm - onshore infrastructure including substation, inter-array cables, export cables and associated infrastructure DECISION ISSUED

4. PUBLIC PARTICIPATION

4.1 Advertised: John O’Groat Journal; Unknown Neighbour and Schedule 3 Development

Date Advertised: 18 July 2025

Representation deadline: 1 August 2025

Timeous representations: 7 representations from 7 households

Late representations: none

4.2 Material considerations raised are summarised as follows:

1. The current application is not included in the wider development’s EIA or cumulative impact assessment considerations.

Officer response: The application is for the establishment of a temporary works compound on brownfield land. The proposal falls below the threshold for EIA development.

2. Perceptions of prematurity and ‘salami-slicing’ – the proposed camp should be considered in conjunction with associated haul roads.

Officer response: The determination of this stand alone application is not prejudicial to any future decision on the intended electricity project or any other project requiring consent. The application has been assessed on the basis of it being a construction compound, irrespective of which particular construction project it is intending to serve.

3. Road visibility concerns, leading to potential safety issues.

Officer response: This issue is considered below in the section 8 below.

4. Concerns about potential light pollution, in the event that mobile floodlight towers are utilised.

Officer response: This is controlled via an attached condition.

5. The application site appears to already be in use.

Officer response: The site entails the re-use of a brownfield site. NPF4 supports reuse of previously developed land.

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 **Environmental Health Officer:** no objection.

Planning conditions are not used to control the impact of construction noise as similar powers are available to the Local Authority under Section 60 of the Control of Pollution Act 1974. However, where there is potential for disturbance from construction noise the application will need to include a noise assessment. A construction noise assessment will be required in the following circumstances: -

- Where it is proposed to undertake work which is audible at the curtilage of any noise sensitive receptor, out with the hours:
 - Mon-Fri 8am to 7pm
 - Sat 8am to 1pm

or

- Where noise levels during the above periods are likely to exceed 75dB(A) for short term works or 55dB(A) for long term works. Both measurements to be taken as a 1hr LAeq at the curtilage of any noise sensitive receptor. (Generally, long term work is taken to be more than 6 months).

Depending on the proximity of the working area to houses etc. the applicant may require to submit a scheme for the suppression of dust during construction. Particular attention should be paid to construction traffic movements.

There is a potential for noise disturbance based on vehicle movements and general worker activity but this can be managed using relevant environmental health legislation if necessary.

There are no objections or adverse comments regarding the application subject to the considerations during the construction phase.

5.2 **Network Rail:** no objection.

After examining the proposal Network Rail considers that it will have no impact on railway infrastructure and therefore have no comments/objections to this application.

5.3 **Transport Scotland:** no objection.

The Director does not propose to advise against the granting of permission. This response is on the basis that the identified haul road options do not include or directly impact the A9 trunk road.

5.4 **Contaminated Land Officer:** no objection.

Our records indicate that the site has a historic use as a Railway land including yards and tracks which may have resulted in land contamination. From the information provided as part of the application, the proposed development would not appear to materially change the risk of potential contamination, and a

contaminated land condition which requires further investigation is not recommended for this application.

However, it is recommended that the Applicant is informed of potential contamination issues in an informative on any decision notice as land contamination issues may affect property value, and all sites with a former industrial/commercial use may be investigated by the Highland Council in future under duties conferred by Part IIA of the Environmental Protection Act 1990.

5.5 **Transport Planning Team:** no response.

5.6 **Halkirk and District Community Council:** response awaited.

6. **DEVELOPMENT PLAN POLICY**

The following policies are relevant to the assessment of the application:

6.1 **National Planning Framework 4 (2023)**

Policy 1 - Tackling the Climate and Nature Crises

Policy 2 - Climate Mitigation and Adaptation

Policy 3 - Biodiversity

Policy 5 - Soils

Policy 9 - Brownfield, Vacant and Derelict Land and Empty Buildings

Policy 13 - Sustainable Transport

Policy 14 - Design Quality and Place

Policy 18 - Infrastructure First

Policy 22 - Flood Risk and Water Management

Policy 23 - Health and Safety

Policy 26 - Business and Industry

6.2 **Highland Wide Local Development Plan 2012**

28 - Sustainable Design

29 - Design Quality & Place-making

30 - Physical Constraints

31 - Developer Contributions

41 - Business and Industrial Land

42 - Previously Used Land

55 - Peat and Soils

56 - Travel

61 - Landscape

64 - Flood Risk

66 - Surface Water Drainage

69 - Electricity Transmission Infrastructure

72 - Pollution

6.3 **Caithness and Sutherland Local Development Plan 2018 (CaSPlan)**

Georgemas Junction is identified as an Economic Development Area (EDA), where CaSPlan requires new development to be focussed.

EDAs are places, outwith main settlements, which either already are or have the potential to become important economic centres. A set of guiding principles is included in CaSPlan for each EDA to guide future development in that area, which will assist in determining the extent and location of suitable opportunities. These are conveyed below:

Issues

- Strategic rail freight and transport hub.
- Modern purpose built railhead freight terminal.
- Biomass fuel processing and energy plant supported in principle by the Council (planning consent granted (14/04545/FUL) for combined heat and power (CHP) plant with a capacity to generate 15MWe of electricity and 6.5MW of heat).

Placemaking Priorities

- The area offers significant potential to increase rail freight to and from Caithness which would take pressure off the A9 trunk road.
- Potential opportunities for high heat demand developments to be co-located with the biomass energy plant.
- Early engagement with Transport Scotland advised given the location adjacent to the A9 Trunk Road.

6.4 Highland Council Supplementary Planning Policy Guidance

Developer Contributions (March 2018)

Flood Risk and Drainage Impact Assessment (Jan 2013)

Physical Constraints (March 2013)

Sustainable Design Guide (Jan 2013)

7. OTHER MATERIAL CONSIDERATIONS

7.1 Scottish Government Planning Policy and Guidance

Not applicable.

8. PLANNING APPRAISAL

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

Determining Issues

8.2 This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance and all other material considerations relevant to the application.

Planning Considerations

- 8.3 The key considerations in this case are:
- a) compliance with the development plan and other planning policy
 - b) Siting and Design
 - c) Privacy and Amenity
 - d) Access and Visibility
 - e) Flood Risk and Drainage
 - f) Biodiversity
 - g) any other material considerations.

Development plan/other planning policy

- 8.4 NPF4 Policies 1-3 apply to all development proposals nationwide. When considering all development proposals, significant weight will be given to the global climate and nature crises. Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible. Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.
- 8.5 NPF4 Policy 5(c) states that “development proposals on peatland, carbon-rich soils and priority peatland habitat will only be supported for ... ii. The generation of energy from renewable sources that optimises the contribution of the area to greenhouse gas emissions reductions targets”. Scotland’s national scale land capability for agriculture map distinguishes the site to be predominantly class 3.2 - Land capable of average production though high yields of barley, oats and grass can be obtained. Scotland’s carbon and peatland map indicates that the site is of Class 0 mineral soil, typically containing no peat. Therefore, as the application site is not recognised to be prime agricultural land, it is considered that the proposed development is acceptable in accordance with Policy 5 of the NPF4.
- 8.6 NPF4 Policy 9(a) states that development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. Given the temporary duration of the proposed development, it is considered that selection of a greenfield site could have represented an imprudent use of resources. The proposed site’s selection however appears to direct development to an appropriate location, maximising the use of existing assets.
- 8.7 NPF4 Policy 13 (‘Sustainable Transport’) places an emphasis on active travel and public transport and as such is not of direct relevance to the application under consideration. Policy 13(a)(iii) however requires proposals to build in resilience to the effects of climate change – this is discussed further under below headings ‘Flood Risk and Drainage’ and ‘Biodiversity’.
- 8.8 NPF4 Policy 18 encourages an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.

- 8.9 NPF4 Policy 22(a)(i) states that development proposals at risk of flooding or in a flood risk area will only be supported if they are for essential infrastructure where the location is required for operational reasons.
- 8.10 NPF4 Policy 29 supports rural development which contributes to the viability, sustainability and diversity of rural communities, such as essential infrastructure.
- 8.11 As CaSPlan includes the application site within an Economic Development Area, the proposed development therefore makes good use of a promoted site. The proposed development is considered to comply with its Economic Development Area designation and is supported on this basis, with its temporary use thereby maintaining Georgemas Junction's strategic advantage of being a rail freight and transport hub.
- 8.12 Policy 28 of HwLDP requires sensitive siting and high-quality design in keeping with local character and historic and natural environments, the use of appropriate materials and – importantly, of relevance to the application under consideration – use of brownfield sites. This Policy also requires proposed developments to be assessed on the extent to which they are compatible with service provision, as well as their impact on individual and community residential amenity. Policy 29 repeats this emphasis on good design in terms of compatibility with the local landscape setting.
- 8.13 HwLDP Policy 42 'Previously Used Land' expresses support for reuse of brownfield sites, while exercising caution with regard to any potential contamination risks therein.
- 8.14 HwLDP Policy 64 obliges development proposals to avoid areas susceptible to flooding and promote sustainable flood management. Policy 66 requires all proposed development to be drained by Sustainable Drainage Systems (SuDS) designed in accordance with the latest guidance manuals.
- 8.15 Policy 69 of HwLDP ('Electricity Transmission Infrastructure') states that:
- Proposals for overground, underground or sub-sea electricity transmission infrastructure (including lines and cables, pylons/ poles and vaults, transformers, switches and other plant) will be considered having regard to their level of strategic significance in transmitting electricity from areas of generation to areas of consumption. Subject to balancing with this consideration, and taking into account any proposed mitigation measures, the Council will support proposals which are assessed as not having an unacceptable significant impact on the environment, including natural, built and cultural heritage features. In locations that are sensitive, mitigation may help to address concerns and should be considered as part of the preparation of proposals. This may include, where appropriate, underground or sub-sea alternatives to overground route proposals. Where new infrastructure provision will result in existing infrastructure becoming redundant, the Council will seek the removal of the redundant infrastructure as a requirement of the development.

Siting and Design

- 8.16 The proposed siting is considered to be acceptable, comprising previously-developed commercial land. As set out above, NPF4 is strongly supportive of proposals to reuse previously developed ('brownfield') land. Given its location immediately adjacent to Georgemas Junction, any visual impact exerted by the proposed development on its surroundings is considered to be both low and temporary – the proposed development is likely to continue for a period of approx. 12 months. No development is expected to rise above approx. 3.5 metres in height and would be partially screened from the roadside by an existing office building which stands at approx. 5.5 metres tall. The applicant is however invited to consider forming a more attractive roadside edge, in the form of a native hedge or Caithness flagstone fence, by means of providing biodiversity enhancement. Aesthetically, the design of the proposed welfare portacabins would be functional and of the standard expected. These matters are considered to be acceptable.

Privacy and Amenity

- 8.17 While it is acknowledged that the application site is in proximity to a private dwelling, 'Ardival', which is sited approx. 25 metres west of the application site on the other side of the A9(T) and is itself partially screened by several boundary trees. The application site is already in use for similar activities, on the edge of a busy freight terminal (Georgemas Junction). Neighbours' amenity levels are already deemed to be affected by their proximity to Georgemas Junction; the proposed development would be unlikely to significantly exacerbate this. The proposed development would also be sited on a temporary basis.
- 8.18 The proposed development would comprise portacabins, offices, parking and laydown areas. There is no confirmed mention of floodlighting, but its use is possible and has raised public concerns about light pollution – this is addressed by condition. Landscaping mitigation is not detailed but could be necessary to reduce visual impact in this rural setting. Key issues include temporary disruption, visual and lighting impacts, which could be addressed through screening, controlled lighting, and soft planting for biodiversity.
- 8.19 The application Agent has confirmed that, in response to the Environmental Health Officer's comments set out above, working hours are envisaged to be within the stated timeframes. A Construction Noise Assessment is therefore not required.

Access and Visibility

- 8.20 The proposed access arrangements are considered to be acceptable, utilising an existing access point of exceedingly generous dimensions – in excess of 16 metres wide at its roadside edge, perhaps reflecting its former commercial use. It is furthermore noted that Transport Scotland has raised no issue with access being taken via the A9 trunk road. Parking provision is considered to be sufficient, with 31 spaces proposed.
- 8.21 Visibility in either direction is considered to be sufficient, with a little over 215

metres visible in either direction, exceeding adopted minimum standards.

- 8.22 The submitted application has presented two intended haulage routes between the proposed compound and Banniskirk substation, but neither is applied for within this application and so they are not consented at this time – their suitability to serve Banniskirk substation from a transportation perspective will be assessed within Banniskirk substation’s Construction Traffic Management Plan. This also remains the case for any other major construction projects that the compound may serve.

Flood Risk and Drainage

- 8.23 SEPA’s Flood Map (inc. future flood mapping) has identified only minor areas of the site’s eastern side to be at low risk (0.1% annual chance) of surface water flooding.
- 8.24 No surface water drainage measures are proposed. While proposed buildings would be modular and temporary in nature, new additions such as 31no. parking spaces should be permeably surfaced, for example, given their location’s current moorland character. Details of this are secured by an attached condition.
- 8.25 No information has been provided regarding foul drainage, which would be required as canteen and toilet facilities are proposed. Details of this are secured by an attached condition.

Biodiversity

- 8.26 NPF4 Policy 3 requires all developments to accommodate biodiversity enhancement measures. No biodiversity enhancement measures have been proposed, however. To this end, a landscaping plan is required by an attached condition to ensure inclusion of biodiversity enhancement measures. The Ecology Officer, has advised verbally that it appears the application site is comprised mostly of hardstanding and other built-up areas and in current use, so it likely would have a low baseline biodiversity value. The applicant may also wish to consider, by way of legacy, relinquishing the application site in an improved condition at the end of the proposed development’s life through installation of a new native hedge or traditional Caithness flagstone fence along the A9 trunk road at the application site’s western edge. It is considered that a section, approximately 40 metres in length, immediately west of the proposed southern parking area (opposite ‘Ardival’) would be especially appropriate for enhancement in this way, which would also reduce the proposed development’s visual impact.

Other material considerations

- 8.27 None.

Non-material considerations

- 8.28 None.

Matters to be secured by Legal Agreement

- 8.29 In order to mitigate the impact of the development on infrastructure and services the following matters require to be considered:

The developer may wish to consider entering into a formal Wear and Tear Agreement with The Highland Council, in accordance with Section 96 of the Roads (Scotland) Act 1984.

9. CONCLUSION

- 9.1 In conclusion, the proposed works compound would be temporary in nature and is located on previously-developed brownfield land within an Economic Development Area as allocated in the Council's Development Plan., This strategic site has been promoted for development, targeting rail freight and transport hub related uses. The applicant's intention is to ultimately transport the volumes of material required by rail, to minimise environmental, traffic, and community impact. If/when this need arises, however, it will be submitted as a separate application in its own right and so is not considered at this stage. Through utilising an existing brownfield site such as this, this helps to limit potential impacts on the surrounding environment and community. The development is intended to facilitate upgrades to the electricity transmission network, aligning with national energy objectives and contributing to grid reliability. It is not however integral to the build out of any particular grid transmission project with the suitability of the proposal having been assessed on the basis of the site's intended temporary land use as a construction works compound, which is found to be a suitable for an interim period in this location. It is therefore recommended that the planning application be approved, subject to appropriate conditions, based on its role in supporting broader infrastructure delivery.
- 9.2 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. The development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

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

2. Planning permission is hereby granted for a temporary period only and shall cease to have effect 18 months from the commencement of development (the cessation date). Prior to the cessation date, the application site shall be cleared of all development approved under the terms of this permission (excluding any biodiversity enhancement measures but including any subsequent ancillary works, infrastructure, fixtures, fittings and any temporary developments permitted under Class 14 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended)) and reinstated to its former condition, to the satisfaction of the Planning Authority.

Reason: In recognition of the temporary nature of the proposed development, to enable the Planning Authority to reassess the impact and necessity of the development after a given period of time and secure removal and restoration.

3. No development shall commence until full details of all foul drainage infrastructure have been submitted to, and approved in writing by, the Planning Authority. Thereafter, development shall progress in accordance with the approved details.

Reason: In order to ensure that private foul drainage infrastructure is suitably catered for, in the interests of public health and environmental protection.

4. No development shall commence until full details of all surface water drainage provision within the application site (which shall accord with the principles of Sustainable Urban Drainage Systems (SUDS) and be designed to the standards outlined in Sewers for Scotland Fourth Edition, or any superseding guidance prevailing at the time) have been submitted to, and approved in writing by, the Planning Authority. Consideration might be given to provision of permeable parking area surfaces. Thereafter, only the approved details shall be implemented and all surface water drainage provision shall be completed prior to the first occupation of any of the

development.

Reason: To ensure that surface water drainage is provided timeously and complies with the principles of SUDS; in order to protect the water environment.

5. No development shall commence until details of a scheme of hard and soft landscaping works have been submitted to, and approved in writing by, the Planning Authority.

Biodiversity enhancement measures may include, but are not limited to, installation of bird/bat boxes and/or inclusion of a native hedgerow or natural Caithness flagstone fence.

Landscaping works shall be carried out in accordance with the approved scheme. All planting, seeding or turfing as may be comprised in the approved details shall be carried out in the first planting and seeding seasons following the commencement of development, unless otherwise stated in the approved scheme.

Any trees or plants which are seen to be dead or dying, or for whatever reason are removed or damaged shall be replaced in the next planting season with others of the same size and species.

Reason: In the interest of biodiversity net gain; in order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

6. No development shall commence until full details of any external lighting to be used within the site and/or along its boundaries and/or access have been submitted to, and approved in writing by, the Planning Authority. Such details shall include full details of the location, type, angle of direction and wattage of each light which shall be so positioned and angled to prevent any direct illumination, glare or light spillage outwith the site boundary. Thereafter only the approved details shall be implemented.

Reason: In the interests of visual amenity, to prevent permanent lighting and minimise light pollution and to ensure the development does not have an adverse impact on nearby residents and nocturnal animals.

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) and as requested by the applicant, the development to which this planning permission relates must commence within ONE YEAR

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. The granting of planning permission does not remove the liability position of developers or owners in relation to flood risk.

Scottish Water

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

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

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 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>

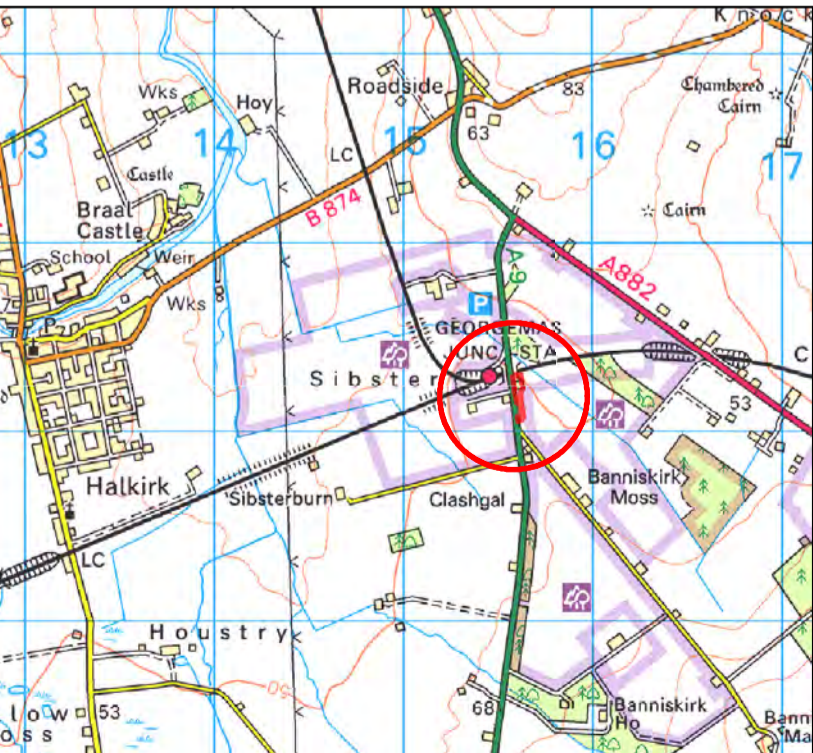
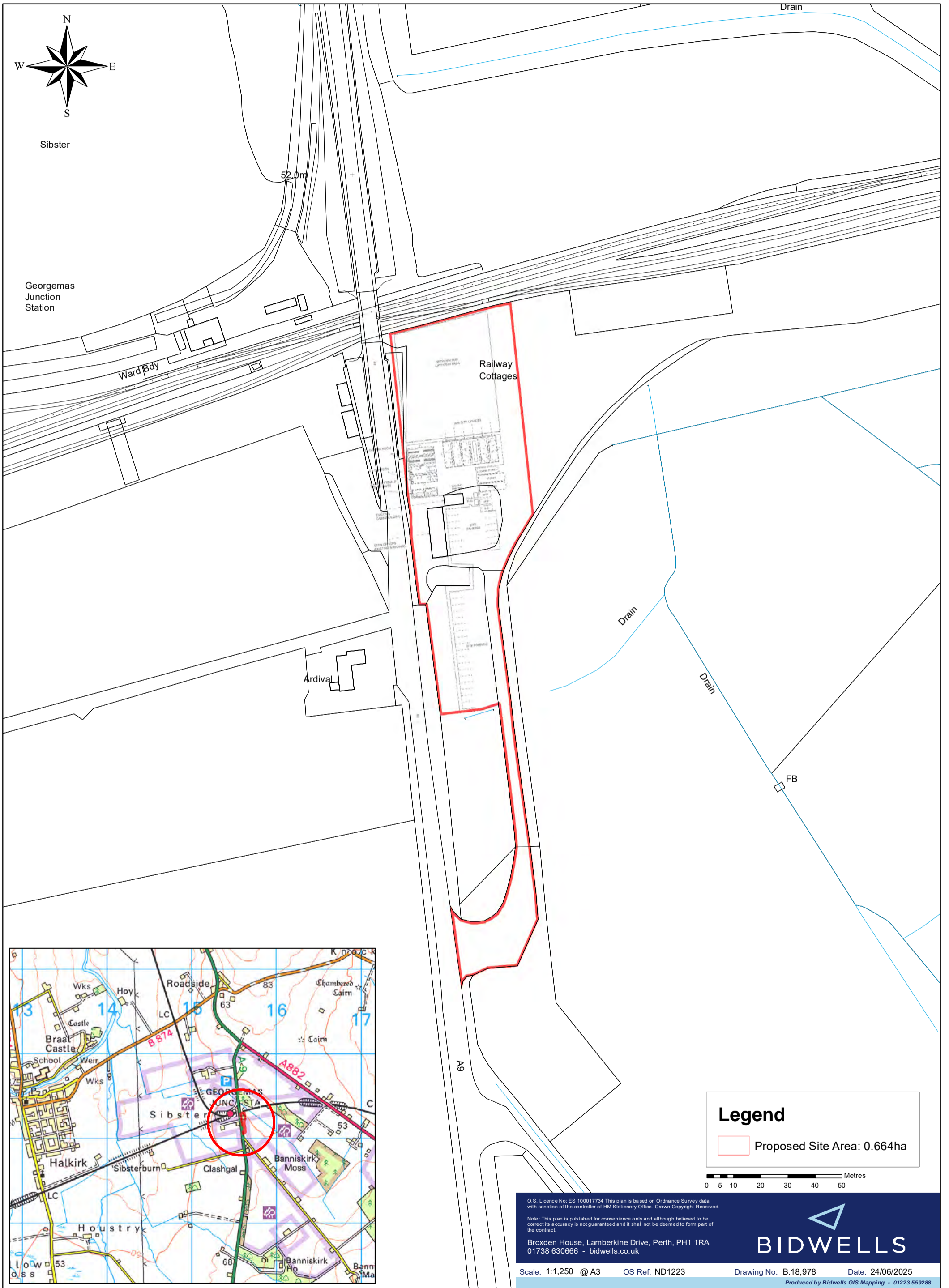
Land Contamination

There is the potential for contamination at this site due to its former use as a Railway land including yards and tracks. As the proposed development would not appear to materially change the risk of potential contamination at the site an investigation is not required at this stage. However, be advised that all sites with a former industrial/commercial use have been prioritised by the Highland Council under duties conferred by Part IIA of the Environmental Protection Act 1990 and may require investigation in the future. In addition, land contamination issues may affect property value. Should you wish to discuss potential contamination issues or commission your own investigation, please contact the Contaminated Land Team, Place Service Cluster - Environmental Health for advice.

Signature: Dafydd Jones
Designation: Area Planning Manager – North
Author: Craig Simms
Background Papers: Documents referred to in report and in case file.
Relevant Plans:

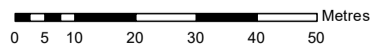
Plan No.	Document Type	Document No.	Version No.	Date Received
1.	LOCATION PLAN	B.18,978		03.07.2025
2.	PROPOSED SITE LAYOUT PLAN	B.18,978		03.07.2025
3.	SECTION PLAN	XXXX-LT428-JMS- OHL-ZZ-D-EO-XXXX	REV P01	03.07.2025
4.	SITE LAYOUT PLAN	XXXX-LT428-JMS- OHL-ZZ-D-EO-0031	REV P02.2	03.07.2025

Proposed Site Compound, Georgemas Railhead Sibster - Location Plan



Legend

Proposed Site Area: 0.664ha



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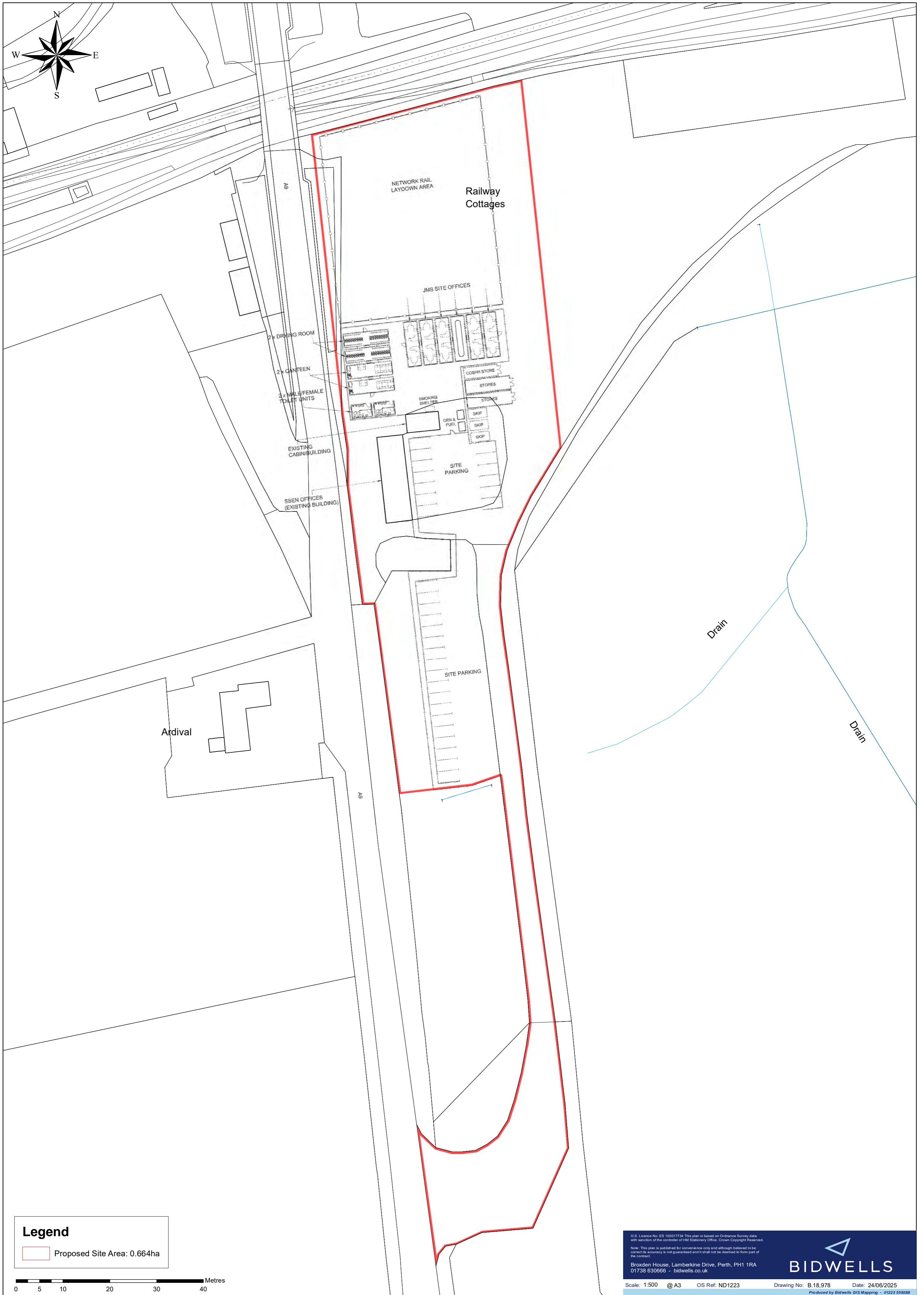
Broxden House, Lamberkine Drive, Perth, PH1 1RA
01738 630666 - bidwells.co.uk



Scale: 1:1,250 @ A3 OS Ref: ND1223 Drawing No: B.18,978 Date: 24/06/2025

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Proposed Site Compound, Georgemas Railhead - Block Plan



Legend

Proposed Site Area: 0.664ha

0 5 10 20 30 40 Metres

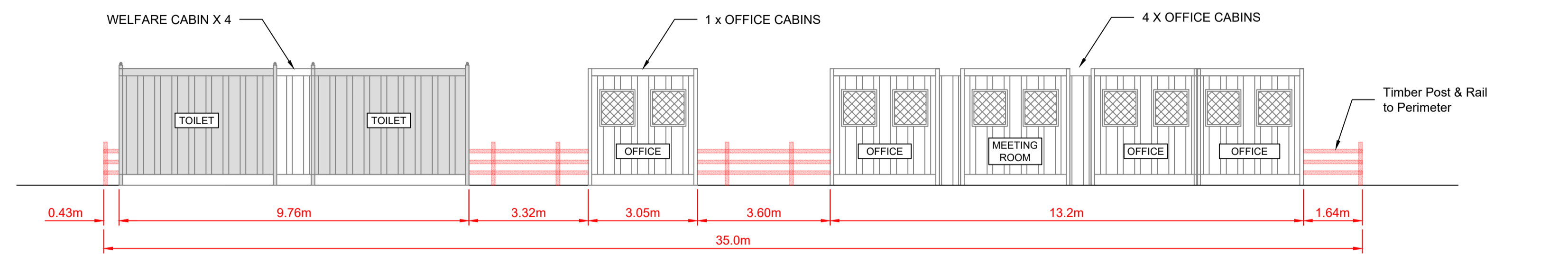
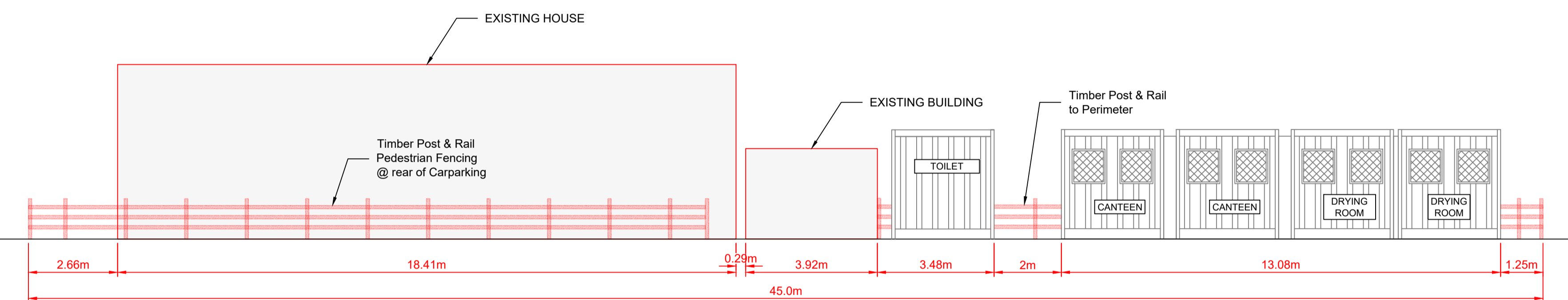
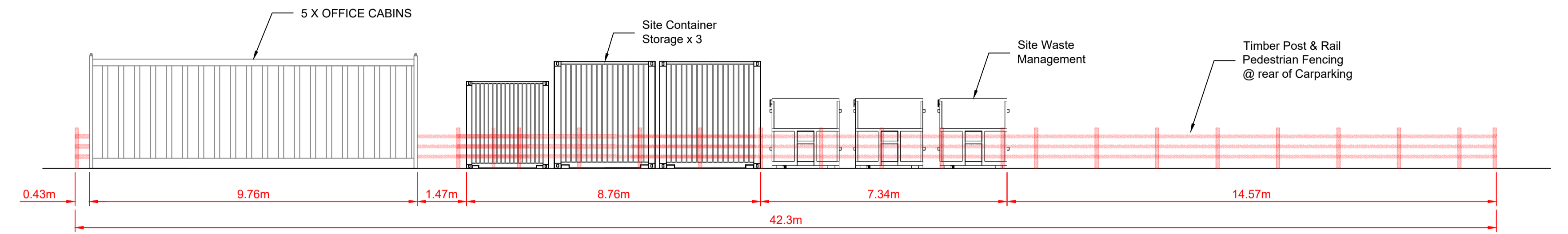
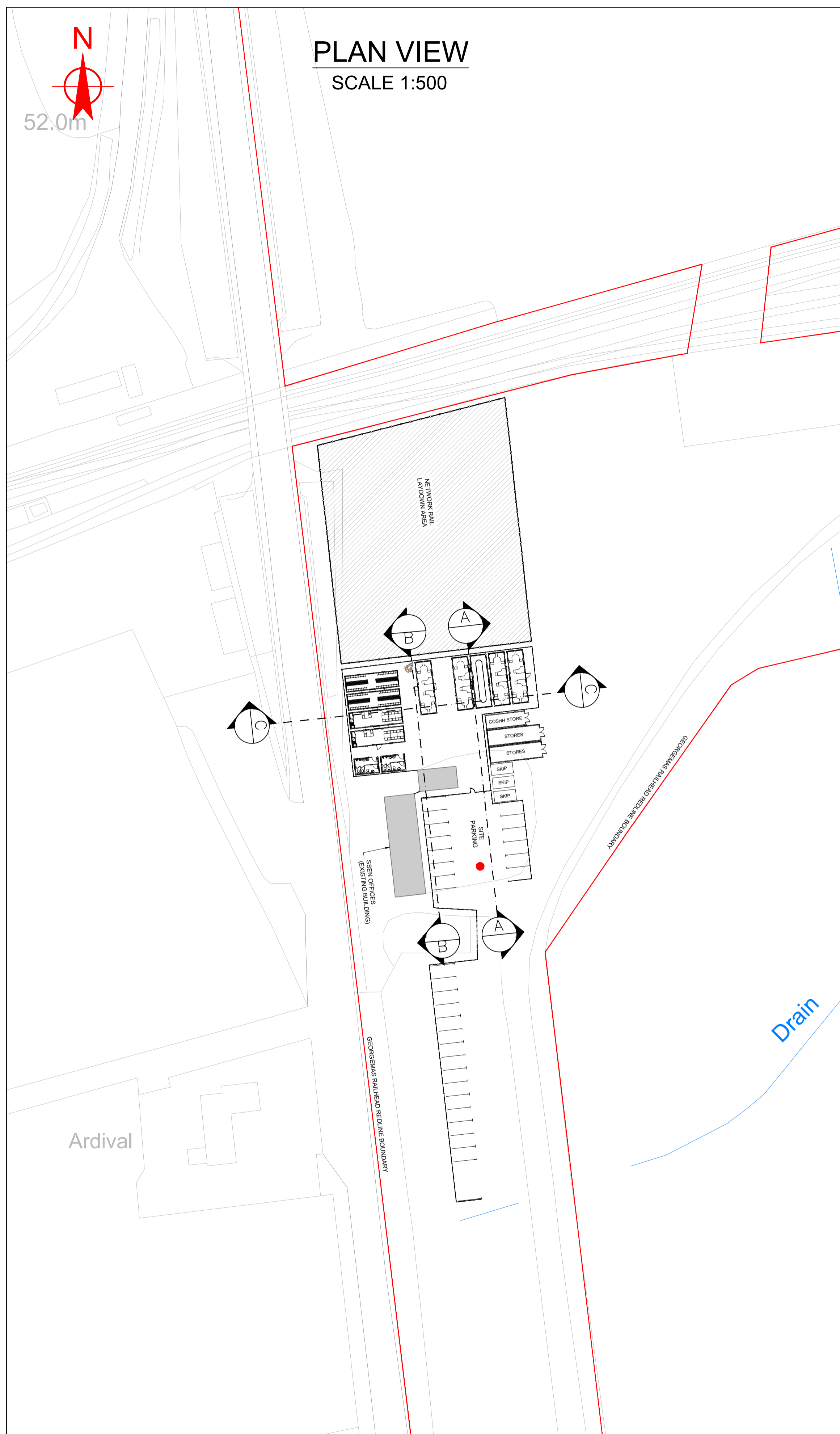
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Produced by Bidwells GIS Mapping - 01223 559288



PROPOSED CABIN ARRANGEMENT
SCALE: 1:100

Plotted: 03/07/2025 9:21 AM
 Attached Xrefs: AST10-IMS-ZZ-XX-M2-X-0001_OS_MAPPING.dwg

J. MURPHY & SONS LTD
Hive House, Highgate Road, London NWS 1TN

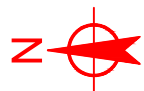
SSEN TRANSMISSION

0 10 20 1:500 50m
0 5 1:100 10m

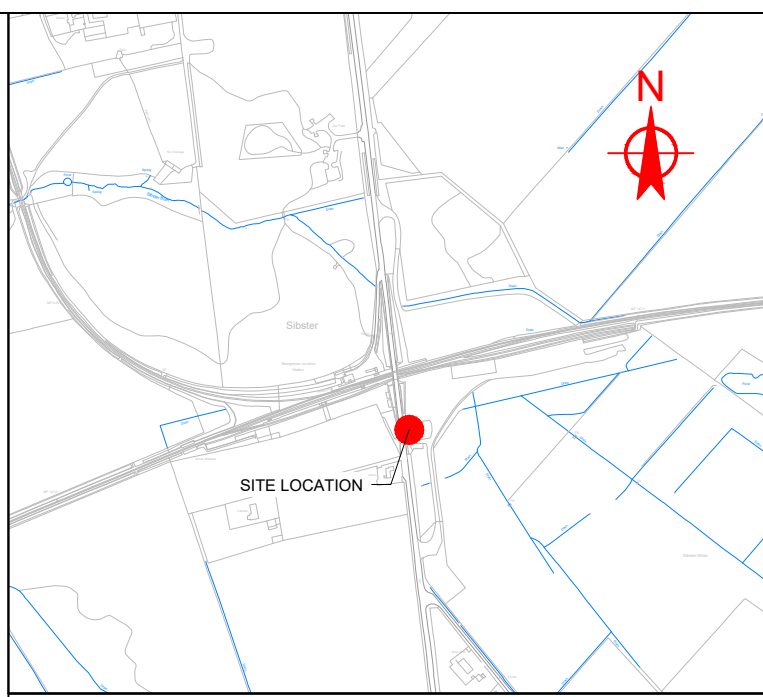
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-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
P01	S.MACKAY	F.GOMEZ	M.WILLIAMS	03/07/25	FOR INFORMATION	
REV	DRAWN	CHK	APP.	DATE	REVISION COMMENTS	

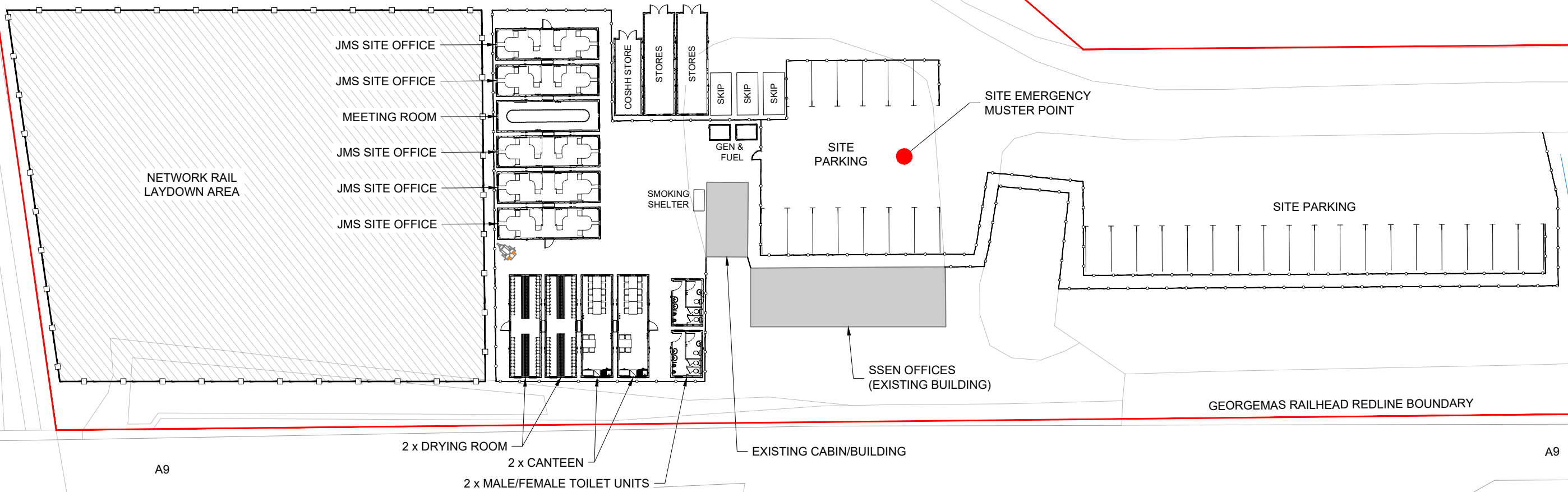
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Revision:	P01	Dwg Title:
Scale:	S2	GEORGEMAS RAILHEAD
Scale @ A1:	1:100	SITE ESTABLISHMENT - ELEVATIONS
Sheets:	1 OF 1	XXXX-LT428-JMS-OHL-ZZ-D-EO-XXXX
Internal Prog Ref:	1002-001579	Purpose of Issue:
		FOR INFORMATION
		Client Ref Number:
		-



GEORGEMAS RAILHEAD REDLINE BOUNDARY

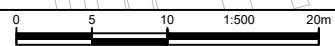


SITE OVERVIEW
SCALE: 1:10,000



A9

A9



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Project:	SSEN ASTI FRAMEWORK - LT428 BANNISKIRK TO CARNAIG 400KV	
Revision:	P02.2	Dwg Title: GEORGEMAS RAILHEAD SITE ESTABLISHMENT
Suitability:	S2	Dwg No: XXXX-LT428-JMS-OHL-ZZ-D-EO-0031
Scale @ A3:	1:500	Purpose of Issue: FOR INFORMATION
Sheets:	1 OF 1	Client Ref Number: -
Internal Proj Ref:	1002-001579	



REV	DRAWN	CHK	APP.	DATE	REVISION COMMENTS
-	-	-	-	-	-
P02.2	W.SMITH	D.LANE	M.WILLIAMS	19/03/25	SITE LAYOUT AMENDED AS PER SITE DISCUSSIONS
P02.1	W.SMITH	D.LANE	M.WILLIAMS	06/03/25	SITE LAYOUT AMENDED AS PER SITE DISCUSSIONS
P01	W.SMITH	D.LANE	M.WILLIAMS	18/02/25	FOR REVIEW & COMMENT

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Hiview House, Highgate Road, London NWS 1TN - Tel: 020 7267 4366

SSEN TRANSMISSION

Plotted: 20/03/2025 9:21 AM
Attached Xrefs: AST10-JMS-ZZ-XX-M2-X-0001_OS_MAPPING.dwg