

Agenda Item	6.1
Report No	PLN/003/26

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: Wednesday 21st January 2026

Report Title: 25/00970/FUL: Mr Alex Munro
Munro House, Oldshoremore, Rhiconich, Lairg,

Report By: Area Planning Manager – North

Purpose/Executive Summary

Description: Siting of 36 Campervan Parking spaces
Ward: 01 – North, West and Central Sutherland

Development category: Local

Reason referred to Committee: More than 5 objections and an objection from the community council.

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 application seeks detailed permission for the siting of 36 campervan parking spaces to the rear of land at the address recognised as Munro House, Oldshoremore, Lairg. The proposal will include the extension of the existing private access track, as well as the formation of a large vehicle turning area, and the installation of surface water drainage arrangements. Two x 10,000 litre underground grey and black wastewater disposal tanks will be installed for the use of occupants, as well as the provision of three x water standpipes and a communal bin area.

1.2 The proposed is aimed at adding to existing campervan stopover services available in northwest Sutherland. The proposal will provide an additional campervan parking location in between existing sites in Durness and Scourie, helping to assist in accommodating visitors doing the North Coast 500 or the Cape Wrath Trail.

1.3 Supporting Information:

- Construction Traffic Management Plan – Campervan Parking
- Traffic Impact Statement V2
- Comments from the Applicant

1.4 Variations: A number of variations to the submitted plans have been provided since the application was made valid to accord with consultee remits. The latest amendment was submitted on the 13th November 2025 regarding amendments of the spot level details.

2. SITE DESCRIPTION

2.1 The site is located to the north-east of the C1133 single track road from Kinlochbervie, approximately 450m north of the junction with the road to Oldshoremore Beach. There is an existing tarred access junction formed off the public road, which extends to the upgraded agricultural access track. The access serves Munro House, approximately 190m to the west of the proposed campervan parking area, as well as the previously consented hostel (17/03366/FUL), approximately 90m to the northwest, the consented café/house, approximately 40m to the west, and 2 glamping pods approximately 150m to the west (19/03381/FUL). Both the consented hostel and café developments have formally commenced on site, with sufficient groundworks undertaken, and can be considered 'locked in' despite works halting in recent times with the developments ongoing. The area to which will accommodate the proposed campervan spaces is predominantly under grass and is gently undulating in nature. Further to the east lies the Loch Aisir Mor, with the Abhainn Aisir Mhor burn located to the north which flows south-westwards to the sea. The Oldshore More, Corn mill Scheduled Ancient Monument is located approximately 340m to the west of the proposed campervan parking area.

3. PLANNING HISTORY

3.1	25.05.2015	15/01380/FUL: New Access & Service Bay	Permission Granted
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3.2	19.08.2015	15/02483/FUL: Erection of house (now Munro House) and formation of new access and service bay. Installation of treatment plant with discharge to watercourse (resubmission following withdrawal of Ref: 15/00703/FUL)	Permission Granted
3.3	24.08.2015	15/03075/PNO: Prior Notification for Farm-related building works	Prior Approval Granted
3.4	09.10.2017	17/03366/FUL: 32 bed hostel, access road, 36 bay car park, treatment plant, holding tank for camper van waste water and charging unit for electric cars. This lies to the north of the current site and accessed off the same track.	Permission Granted
3.5	02.12.2019	19/03381/FUL: Erection of cafe/house and two glamping pods, construct access road, install treatment plant with discharge to river. The café/house is to the west of the site whilst the pods are to the east of Munro house	Permission Granted
3.6	21.01.2023	22/04787/FUL: Change of use from agricultural to form area of hardstanding, siting of 2no caravans (in retrospect) for holiday letting.	Permission Granted
3.7	10.12.2025	25/03340/FUL: Erection of extensions to Munro house.	Permission Granted

4. PUBLIC PARTICIPATION

4.1 Advertised: Schedule 3 development (14 Days) and Unknown Neighbour (14 Days)
 Date Advertised: 18.04.2025
 Representation deadline: 02.05.2025

Timeous Representations

Support:	9
Objection:	8

Late Representations

Support:	3
Objection:	1

4.2 Material considerations raised from the General and Objection comments received are summarised as follows:

- Inappropriate use of rural land goes against local character and disproportionate scale to local context.

Planning Response: The Siting and Design section of the planning appraisal details why the application is accepted, in accordance with the principal policy considerations, established local character and pattern of development.

- Adverse landscape and visual impact on a natural rural setting.
Planning Response: Located approximately 210m from the adjacent public road, given the varying topography, established landform and ample separation distance, there is not considered to be an adverse landscape and visual impact.
- Traffic and access concerns as a result of increased number of larger vehicular movements on low quality, unsuitable roads with limited passing places, and visibility concerns at the access junction. All of which increases the risk for accidents and adverse effects on pedestrian safety.

Planning Response: In consultation with Transport Planning the application has been deemed acceptable in regard to access concerns, with appropriate conditions attached. Driver behaviour is outwith the remit of planning control.

- Parking layout concerns, with requirement for campervans to reverse along access tracks.

Planning Response: The proposed parking layout is considered acceptable, in line with Transport Planning and council guidelines. Appropriate space has been provided for the turning of vehicles within the site.

- Adverse effect on the natural environment, detrimental effects on local flora and fauna, leading to habitat fragmentation and biodiversity impact.

Planning Response: Impacts on the natural environment have been assessed within the appraisal, with conditions attached where necessary.

- Lack of environmental mitigation measures, such as landscaping.

Planning Response: Appropriate conditions are attached to address.

- Lack of surface water drainage arrangements, potential for debris to pollute burn and loch as a result.

Planning Response: Surface water drainage provision is detailed upon the submitted plans and secured by condition, with full details to be submitted to and approved by the Planning Authority before development can commence.

- Black water and grey water waste management concerns in combination with the Hostel development. Inadequate capacity in the proposed foul water storage tanks, with potential for overflow, unpleasant smells and chemical waste entering watercourses.

Planning Response: The application details underground 10,000 litre tanks for grey and black water waste from the campervans. The applicant will be required to ensure the waste tanks are regularly emptied and cleaned. A condition is attached to secure full details of the wastewater management scheme.

- Lack of a bin storage building, raising the potential for littering.

Planning Response: An area for bins is annotated on the submitted plans. The applicant will be required to ensure appropriate management of the site is undertaken to prevent littering both in and surrounding the site.

- Adverse impact on amenity including increase in noise and light pollution. Potential for adverse impact on surrounding residents, particularly during evening and night hours. Requirement for operating hours to be conditioned.

Planning Response: The impact on amenity has been assessed within the relevant section of the appraisal, with conditions secured where necessary. Environmental Health were also consulted on the application, raising no objection. A condition to secure operating hours by condition is not necessary and this will be managed by legislation outwith the remit of planning.

- The scale and nature of the development is not in keeping with the strategic objectives outlined in local planning guidelines.

Planning Response: The appraisal details why the proposal has been deemed acceptable in line with the relevant policy considerations.

- Lack of need, figures demonstrate that existing and recently installed sites are more than sufficient to meet current levels of visitor demand.

Planning Response: Every planning application requires to be assessed based on its own individual planning merits. Matters regarding existing capacity at alternative sites, and a lack of need, are not material.

- Sets a precedent if approved for further development along the constrained access road.

Planning Response: Every planning application is required to be assessed based on its own planning merits. Any future application submitted and accessed of the same stretch of public road will also require to be assessed against all relevant material considerations at the time of submission.

- The impact and disruption on local residents of the café/house, glamping pods, installation of a waste treatment plant with discharge to river, and the 32-bedroom hostel with parking spaces is unknown. The cumulative impact will be adverse, and a number of the developments have commenced but stalled and are not finished.

Planning Response: The cumulative impact of the proposal and surrounding consented schemes has been considered within the planning appraisal. There is extant planning consents situated in proximity of the proposal, which will require ongoing work until the various parts of the developments are complete. It is not considered reasonable, proportionate or appropriate to refuse the current application on the basis that the applicant is undertaking a number of different projects simultaneously and has not yet finished them.

- Lack of site management details, and procedure for dealing with anti-social behaviour of guests. No details of the rules in which will be in operation across the site and how these will be enforced.

Planning Response: The provision of a site management plan will be secured by condition. The behaviour of guests is a matter to be controlled by

the applicant, with site measures and rules to be undertaken through licensing.

- Flood risk concerns.

Planning Response: In consultation with the councils Flood Team and SEPA, neither of which object to the proposals, the application is not considered to be at a level of flood risk which would warrant refusal.

- Concerns in regard to the data used and the accuracy of the Traffic Impact Statement v2.

Planning Response: The Traffic Impact Assessment provided, has been reviewed by Transport Planning and deemed acceptable.

- The public road maintenance should be undertaken by the applicant given the cumulative traffic impact from all of the associated site developments (campervan parking, hostel, café, glamping pods).

Planning Response: It is considered unreasonable to secure the maintenance of the public road network at the applicant's expense. Appropriate mitigation across all associated applications has been secured as they relate to this planning application.

- Contrary to The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 Schedule 3.

Planning Response: All associated factors have been considered throughout the planning appraisal.

4.3 Material considerations raised from the Support comments received are summarised as follows:

- Due to the rise in tourism in the local area, including campervan visits, increased need for managed sites for overnight stays, helping to serve the NC500, and prevent illegal parking. Presently, there is a lack of services and facilities available.
- The proposal will create employment opportunities.
- Investment in the local area which helps to boost the local economy, with providing visitors a place to stay, with the knock-on effect of increasing spending in the area. All of which, helps to boost the local community particularly in such a fragile area.
- Benefits the natural landscape, helping to reduce the level of wild and unsustainable inappropriate parking.
- Provides a location for visitors to get rid of rubbish and waste which will help to protect environment, preventing littering and roadside dumping, reducing the pressure on local services.

4.4 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 **Kinlochbervie Community Council:** Objects to the proposed development.

Advised that the proposal, when considered in conjunction with other approved planning applications submitted by this applicant, has elements missing from the site plan. 19/03381/FUL - Erection of cafe/house and two glamping pods, construct access road, install treatment plant with discharge to river. The glamping pods have not been included on this site plan which fails to show the full scale of development on this site. Also stated that there is insufficient detail provided on the site plan and the planning application to show that this site meets the Scottish Government Model Standards.

Stated that the scale of the development is not appropriate for the small crofting township of Oldshoremore and does not safeguard or enhance the distinctive character of the rural area. Also stated that Oldshoremore is a Special Landscape Area and this site is a short walk from Oldshoremore machair which is a Site of Special Scientific Interest. The machair gives access to Oldshoremore beach from the proposed site and raise concerns in regard to increased footfall on this area and the detrimental impact on this protected natural environment. Queried as to whether the applicant will only accept self-contained vehicles on this site and how will this be enforced, given no shower or toilet block is included within the application. In addition, requested details on how the site will be managed on a daily basis, including litter and antisocial behaviour prevention measures proposed.

Raised concerns in regard to a lack of fencing provision, particularly at the boundary point beside Loch Aisir Mor, which raises safety concerns for users, especially young children. Also, questioned how the site will provide and maintain electrical lighting throughout to enable visitors to move around safely by road and footpaths.

Stated that the surrounding infrastructure is not suitable for the high capacity of vehicles on this proposed development. The site access joins a narrow, single-track road with a high volume of traffic. Raised concern in regard to travelling south from the site entrance, with short visibility to the corner at Smithy House, increasing accident risk. If the proposed plans are approved, there will be capacity at this site for up to 80 vehicles, potentially leaving at the same check out time each day.

Raised concerns that only a 4m separation has been given between the pitches sharing each road. This could lead to vans parking less than 6m from each other and cause a fire risk. Also stated that the proposals fail to comply with regulations given a number of the pitches will be less than 2m from any site road, and less than 3m from a site boundary, with no fire point marked on site. Stated that no unit should be more than 30m from a fire point.

Raised serve concerns in regard to the adverse impact of the proposal on the local community and natural environment, with very little economic benefit to be gained.

5.2 Historic Environment Team – Archaeology: No sensitive archaeological issues and no mitigation considered necessary.

5.3 Transport Planning: No objection.

Advised that the proposed access to site is via an existing access off the C1133 public road, which is a single-track road with passing places, subject to a 30mph speed limit and with no footways or street lighting provided.

The Transport Planning Team issued responses dated 9 April, 13 August, and 4 September 2025. These responses identified several concerns and requested

further information on matters including trip generation, cumulative traffic impact, construction traffic management, active travel provision, and mitigation measures. Earlier concerns regarding access geometry, visibility splays, internal layout, and drainage were resolved following direct engagement with the local Roads Inspector and submission of updated drawings.

Advised within the final response that the submitted Traffic Impact Statement provides a qualitative assessment of expected traffic movements associated with the campervan park, hostel, and café. Estimated daily movements are as follows:

- Campervan Park (36 spaces): Approximately 72 movements per day (arrival and departure), with arrivals typically between 15:00–23:00 and departures between 07:00–12:00. This equates to around 5–6 movements per hour during peak periods.
- Hostel (8 bedrooms / 32 beds): Estimated 16–20 movements per day, with staggered arrival and departure times.
- Café: Designed primarily to serve on-site guests, with no significant additional traffic expected.

The combined total is approximately 88–92 vehicle movements per day, distributed evenly across the day.

As such, Transport Planning advised that the development is unlikely to have a significant adverse impact on the local road network. The scale of traffic is modest, and the staggered nature of arrivals and departures reduces the potential for congestion or conflict on the C1133 public road.

Transport Planning also advised that the submitted CTMP provides appropriate mitigation to protect the integrity of the public road and ensure minimal disruption to surrounding residents, businesses, and other road users.

Also advised that the updated site layout and access statement confirm that the development will provide safe access for pedestrians and cyclists, including shared use of the internal road and connectivity from the public road to the lochside. As such, satisfied that the active travel provision within the red line boundary is appropriate and inclusive, and no further clarification is required.

Initially, Transport Planning recommended the formation of a new passing place on the C1133 public road, subject to the outcome of the traffic impact assessment. Given that the submitted Traffic Impact Statement demonstrated that the expected traffic volumes are modest and spread throughout the day, Transport Planning are satisfied that the development will not result in significant congestion or safety concerns on the local road network. Accordingly, the initial request for the formation of an additional passing place has been withdrawn.

5.4 **Corporate Address Gazetteer (CAG):** No objection.

5.5 **Environmental Health:** No objection.

Advised of the informative to be attached to any consent granted in regard to the need for the applicant to apply for a site licence under the Caravan Sites and Control of Development Act 1960 and comply with the Model Standards.

In response to concerns raised by representations regarding the road layout and whether the planned site would support the required number and spacing of the

camper vans. Environmental Health advised that this would routinely be determined when the applicant applied for a licence however it is felt necessary to review this at the current planning stage.

Environmental Health advised that the licence conditions that will be applied follow the "model conditions" adopted by Highland Council. Of concern is the number of pitches proposed and whether this would permit the required road width and separation distances within the site boundary.

These requirements are – For Touring vehicles – 75 units per hectare

Any roads on the site shall be: a) not less than 3.7 metres wide with provision for passing places if the width of the road is less than 5.5 metres and is subject to two-way traffic; b) adequately surfaced and suitable to carry vehicles for which they are intended c) provided with an adequate turning space at the end of a cul-de-sac. Any matter relating to fire safety would be for Scottish Fire and Rescue Service to provide. The applicant would need to demonstrate that the requested numbers would be able to be situated on the site whilst complying with the above.

The applicant has submitted a detailed plan of the site following receipt of a copy of the "model standards" that The Highland Council has adopted for caravan site licensing. Environmental Health have advised that the plan demonstrates that the site would comply with the road width, layout requirements and separation distances for each vehicle pitch. This would satisfy any potential licensing conditions. If planning permission is granted the applicant would need to submit a site licence application which would then assess other health and safety, management and other relevant licensing matters outwith of the planning process.

The applicant should also be made aware that whilst 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.

Advised that 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) If an assessment is submitted it should be carried out in accordance with BS 5228- 1:2009 "Code of practice for noise and vibration control on construction and open sites – Part 1: Noise".

Details of any mitigation measures should be provided including proposed hours of operation.

Regardless of whether a construction noise assessment is required, it is expected that the developer/contractor will employ the best practicable means to reduce the

impact of noise from construction activities. Attention should be given to construction traffic and the use of tonal reversing alarms.

Dependent on separation distance with surrounding properties, a scheme for dust mitigation may be required.

5.6 **Flood Risk Management Team:** Withdraw initial objection.

The site is adjacent to Loch Aisir Mor and a small watercourse to the north of the proposed pitches. SEPA's indicative future flood maps show that the area adjacent to the site is potentially at risk of flooding during a 1 in 200 year plus climate change flood event.

Under NPF4 development in areas that are at risk of flooding should not be supported, as such, the flood team initially raised an objection to the application on the grounds of flood risk. Requested provision of a topographical survey, including cross sectional drawings. The Flood Team also requested the provision of supporting photographs showing the site relative to the water features. The Flood Team also requested details of the proposed surface water drainage arrangements on the submitted site plan.

Following the receipt of topographic information, the Flood Team advised that the parking spaces are at least 1m higher in elevation than the small watercourse. The land on the opposite bank appears to be lower than the site. As such, the Flood Team advised that the flood risk to the site is low and withdraw the initial objection to the application. Further advised for surface water drainage details to be secured on the site drawings, and advised due to compaction of the site from the intended use, adequate SUDS is required to ensure no increase in runoff.

5.7 **SEPA:** No objection on grounds of flood risk. Advised that in line with National Planning Framework 4 (Policy 22) a precautionary approach to flood risk should be taken by avoiding development within areas at risk of flooding (land or built form with an annual probability of being flooded of greater than 0.5% which must include an appropriate allowance for future climate change).

Advised that SEPA are satisfied that the proposed development of 36 campervan pitches is situated on ground outside of the likely flood risk area indicated by the SEPA flood maps. As such, SEPA have no objection to the proposed development on flood risk grounds.

5.8 **Scottish Water:** No objection confirmed that the proposed development is within the public fresh water supply catchment. However, with no public foul drainage infrastructure in the vicinity of the application site, private treatment options are required.

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 **National Planning Framework 4 (2023) (NPF4)**

Policy 1 - Tackling the Climate and Nature Crises

Policy 2 - Climate Mitigation and Adaptation

Policy 3 - Biodiversity

Policy 5 - Soils
Policy 7 - Historic Assets and Places
Policy 12 - Zero Waste
Policy 13 - Sustainable Transport
Policy 14 - Design Quality and Place
Policy 19 - Heating and Cooling
Policy 22 - Flood Risk and Water Management
Policy 23 - Health and Safety
Policy 29 - Rural Development
Policy 30 - Tourism

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

28 - Sustainable Design
29 - Design Quality and Place-making
31 - Developer Contributions
36 - Development in the Wider Countryside
44 - Tourist Accommodation
55 - Peat and Soils
56 - Travel
57 - Natural, Built and Cultural Heritage
58 - Protected Species
59 - Other important Species
60 - Other Importance Habitats
61 - Landscape
64 - Flood Risk
65 - Waste Water Treatment
66 - Surface Water Drainage

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

No specific policies apply.

6.4 **Highland Council Supplementary Planning Policy Guidance**

Access to Single Houses and Small Housing Developments (May 2011)
Developer Contributions (March 2018)
Flood Risk and Drainage Impact Assessment (Jan 2013)
Highland Historic Environment Strategy (Jan 2013)
Highland's Statutorily Protected Species (March 2013)
Managing Waste in New Developments (March 2013)
Standards for Archaeological Work (March 2012)
Sustainable Design Guide (Jan 2013)

7. **PLANNING APPRAISAL**

7.1 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

7.2 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

7.3 The key considerations in this case are:

- a) Compliance with the Development Plan and Other Planning Policy
- b) Siting and Design
- c) Amenity
- d) Access and Parking
- e) Drainage and Flooding
- f) Natural Heritage
- g) Impact on infrastructure and services and proposed mitigation (developer contributions)
- h) any other material considerations

Development plan/other planning policy

7.4 Given the proposed development regards the siting of 36 campervan stances in a remote rural location, which will likely be used as a tourist accommodation facility, the proposals require to be primarily assessed against Policy 30 – Tourism of the National Planning Framework 4. This policy states that proposals for tourism related development will take into account a number of factors such as, contributions made to the local economy, compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors, impacts on communities, and, opportunities for sustainable travel and appropriate management of parking and traffic generation. Additionally in response to the ongoing climate and nature crises, and to enhance biodiversity, policies; 1 – Tackling the Climate and Nature Crises, 2 – Climate Mitigation and Adaptation, and 3 – Biodiversity, of the NPF4 require to be considered. These policies state that when considering all development proposals, significant weight will be given to the global climate and nature crises, with development encouraged to minimise emissions, adapt to current and future risks of climate change, and include appropriate measures to conserve, restore and enhance biodiversity. Other pertinent policy considerations from the NPF4 include policies: 5 – Soils, 7 - Historic Assets and Places, 13 - Sustainable Transport, 22 - Flood Risk and Water Management, and 29 – Rural Development.

7.5 Highland-wide Local Development Plan, given the siting of the proposal within the open countryside, the application requires to be primarily assessed against Policy 36 – Development in the Wider Countryside. This policy states that proposals will be assessed for the extent to which they are acceptable in terms of siting and design, are sympathetic to existing patterns of development, are compatible with landscape character, avoid loss of Croftland, and can be adequately serviced. Given the proposal regards the provision of campervan parking, which will provide tourism accommodation, the planning assessments require to also consider Policy 44 – Tourist Accommodation. This policy states that proposals for tourist accommodation

within the open countryside will be supported where: it can be demonstrated that a demand exists for this type of accommodation, that it can be achieved without adversely affecting landscape character or heritage features of the area and is consistent with the siting and design principles of policy 36. The SEPA Future Flood Maps recognise the site to be at risk of flooding, and as such, Policy 64 is required to be considered, which states that proposals at risk of flooding will need to demonstrate compliance through the submission of suitable information such as a Flood Risk Assessment. Other pertinent policy considerations from the HwLDP includes policies: 55 – Peat and Soils, 56 – Travel, 57 – Natural, Built and Cultural Heritage, 58 – Protected Species, 65 - Waste Water Treatment, and 66 - Surface Water Drainage.

Siting and Design

7.6 Taking the criteria of NPF4 Policy 30(b) in turn, the proposed development would be sure to contribute to the local economy, facilitating visitors and tourists' continued enjoyment of the surrounding area, with the North Coast 500 tourist route in connective distance to the site, as well as the Cape Wrath Trail. Given the planning history across the immediate surroundings of the site; hostel, cafe and glamping pods, it can be considered that the proposal will be compatible with the existing permitted uses immediately surrounding the site. Given the adjacent permitted uses, to which have constituted a material start of works, it is unlikely that the application site would be brought forward for permanent residential purposes in the immediate term. The application site and the wider Oldshoremore area, has limited availability of public transport, however, on balance it would be unreasonable to refuse the application due to a lack of active travel opportunity, particularly when all guests using the site will be attending in a campervan. The proposed development has been made as accessible as possible, although in this instance full accessibility relies on the type of campervan brought by guests. In terms of measures taken to minimise carbon emissions this will be considered within the relevant section below. Given the rural location of the proposed development there can be deemed ample opportunity to provide guests will access to the natural environment, and as such, the proposal can be deemed to comply with the principal policy consideration, Policy 30 of the NPF4.

7.7 The existing pattern of development throughout Oldshoremore mainly consists of a dispersed spread of single houses within plots of land set adjacent to the public road, areas of Croftland and open moorland. Presently, the rural village consists of a small number of holiday letting properties, however, there is a lack of permitted campervan stopover sites to which the proposed development would provide. Setback from the public road by approximately 210m, the proposed campervan site is not considered to adversely impact on the existing pattern of development or local character established throughout Oldshoremore, which is accepted.

7.8 The proposal is for the provision of overnight campervan parking, which will be setback from the public road, and to the rear of the adjacent developments. The intervening landform between the public road and the campervan parking area consists of a varying topography, with the rising landscape screening the majority of views on approach, particularly when travelling north through Oldshoremore. This is further demonstrated by the limited number of views of the Loch Aisir Mor to the east of the site travelling through Oldshoremore heading north, given the sloped down

nature of the site and immediate surroundings. Views when travelling along the public road, heading south however, allow for more clearer distant visuals of the site on approach. Despite the proposals being more visible when travelling south, the separation distance and intervening scattering of residential properties help to break up the overall view, with passers-by likely to be focussed on the public road as well as the surrounding natural scenery to the southeast and west. The site lies some 220m to the west of the Cape Wrath Wild Land Area, and 640m to the east of the Oldshoremore, Cape Wrath and Durness Special Landscape Area. Given the ample separation distance of the proposals to both designations, and in regard to the nature of the development proposals, which will provide a location for campervans to reside overnight, there is not considered to be any adverse effect on the aforementioned designations which would warrant the refusal of the application. Overall, the landscape and visual impact of the proposals individually and in combination with the adjacent consented developments is not considered to be significant.

- 7.9 The application requires to be assessed in accordance with Policy 5b – Soils of the NPF4. Scotland's National scale land capability for agriculture map distinguishes the site to be predominantly Class 6.3 - Land capable of use as rough grazings with low quality plants. Therefore, as the site is not prime agricultural land, the proposed development is considered acceptable in terms of Policy 5b of NPF4.
- 7.10 Scotland Soils Carbon and Peatland 2016 map distinguishes the majority of the application site to be situated upon Class 3 - Dominant vegetation cover is not priority peatland habitat but is associated with wet and acidic type. Occasional peatland habitats can be found. Most soils are carbon-rich soils, with some areas of deep peat. In addition, the area to which accommodates the existing access arrangements of the public road is recognised as Class 2 - Nationally important carbon-rich soils, deep peat and priority peatland habitat. Areas of potentially high conservation value and restoration potential. As such, whilst the application site has the potential to contain carbon rich soils and areas of deep peat, given the surrounding consents to which works have already commenced, only the area which will accommodate the proposed campervan spaces is of relevance to this consideration. Therefore, to comply with Policy 5 of the NPF4, a condition is attached to secure the provision of a site-specific assessment to identify, the baseline depth, habitat condition, quality and stability of carbon rich soils, and areas of peat on site prior to the commencement of development. Should there be any areas of deep peat found on site, appropriate mitigation will be required to be implemented. The proposed surfacing of the campervan parking area and associated access tracks will include geo membranes and a compacted aggregate, set at a depth of 0.5m, which will also help limit any adverse impact on existing areas of carbon rich or peaty soils.

Amenity

- 7.11 The closest neighbouring property to the proposed development is recognised as Bothan Aisir, approximately 180m to the northwest of the proposed campervan parking, and circa. 60m to the north of the access junction with the public road. Several other residential properties are also situated within 180m of the access. Nevertheless, given the ample separation distance between the proposed development and neighbouring properties, outwith the ownership of the applicant, there is not anticipated to be any adverse impact on the privacy or amenity of neighbours as a result of the development. The landscape surrounding the site is of

a varying topography, helping to largely hide the development from the public road and neighbouring properties, all of which will further mitigate against amenity impacts. A condition should be attached to secure provision of a site management plan, ensuring ample measures are in place to manage the operations of the campervan stopover site with appropriate rules and regulations also detailed to manage the behaviour of guests. A further condition is also recommended to secure full details of any external lighting scheme to be used within the site and along its boundaries, ensuring there is no light spill beyond the intended target area.

Access and Parking

7.12 The proposed development will be served by an existing access off the C1133 public road, which is a single-track road with passing places, subject to a 30mph speed limit and with no footways or street lighting provided. In consultation with the councils Transport Planning Team, several concerns were initially raised, and further information was requested on matters including trip generation, cumulative traffic impact, construction traffic management, active travel provision, and mitigation measures.

7.13 In regard to the existing site access junction with the public road, despite initial concerns from Transport Planning that the site junction was of a sub-standard size. Following, consultation with the local roads team, the Roads Inspector confirmed the access has been constructed to a standard exceeding the SDB2 specification originally requested. The formed access is both wider and longer than the standard SDB2 service bay and was marked out on site by Roads Inspectors in agreement with the applicant, with the junction formed to a high standard, including appropriate drainage measures. As such, the Planning Authority and Transport Planning are satisfied that the existing access junction with the public road is of a suitable standard to also serve the development proposed. Transport Planning have also confirmed that visibility splays of 4.5m x 90m can be achieved as detailed on the submitted drawings, which are commensurate with the assessed roads speeds along the public road.

7.14 The internal site layout includes a 5m wide track between campervan bays, allowing campervans to reverse safely from bays into the track without requiring extended reversing manoeuvres. The layout also details a turning area for service vehicles, which appears sufficiently sized to allow larger vehicles to reverse and exit in forward gear which is welcomed. In regard to the campervan parking bays, sized approximately at 3m wide and 7m long, is considered suitable for long wheelbase van conversions. Larger motorhomes may still use the bays with minor overhang, provided this does not obstruct circulation routes, which will be for the applicant or site manager to ensure. Appropriate parking provision for staff parking, with one on-site space for every three staff members has also been detailed within the application. Although the exact number of staff is not specified, the proposed provision appears proportionate to the scale of the development. It is noted that the staff parking location is outwith the redline site boundary however given it is still on land under the applicant's ownership is considered acceptable.

7.15 The application also includes the provision of a Traffic Impact Statement of expected traffic movements associated with the proposal, in addition to the adjacent hostel and café. Estimated daily movements are as follows:

- Campervan Park (36 spaces): Approximately 72 movements per day, with arrivals typically between 15:00–23:00 and departures between 07:00–12:00. This equates to around 5–6 movements per hour during peak periods.
- Hostel (8 bedrooms / 32 beds): Estimated 16–20 movements per day, with staggered arrival and departure times.
- Café: Designed primarily to serve on-site guests, with no significant additional traffic expected.

The combined total is approximately 88–92 vehicle movements per day, distributed evenly across the day. As such, Transport Planning have advised that the development is unlikely to have a significant adverse impact on the local road network. The scale of traffic is modest, and the staggered nature of arrivals and departures reduces the potential for congestion or conflict on the C1133 public road. Accordingly, following the provision of the estimated daily vehicle movements within the site, with no significant congestion or safety concerns anticipated on the local road network, Transport Planning have also withdrawn the initial request for an additional passing place on the C1133 public road which is accepted.

7.16 The application also includes the provision of a Construction Traffic Management Plan (CTMP). The plan outlines operational hours (07:00–18:00 Monday to Friday, 09:00–13:00 Saturday) and an estimated construction period of up to six months with appropriate signage placed at multiple locations to warn of construction activity. Appropriate measures are detailed within the CTMP to the satisfaction of Transport Planning, regarding several matters such as Site Access and Safety, Traffic Management and Deliveries, Wheel Wash and Road Cleanliness, Delivery Schedule and Vehicle Types, and, Healthy, Safety and Emergency Procedures. It is noted that site deliveries will be limited to one per day, with no abnormal loads anticipated. The CTMP provides appropriate mitigation to protect the integrity of the public road and ensure minimal disruption to surrounding residents, businesses, and other road users, which is accepted and will be secured by condition to be fully implemented on site.

7.17 Concerns were also raised within the representations received that access will be blocked off by the development through the site to Loch Aisir Mor. The application confirms that the development will provide safe access for pedestrians and cyclists, including shared use of the internal road and connectivity from the public road to the lochside, improving on the current situation. The application is considered to demonstrate appropriate and inclusive active travel provision within the site boundary and can be considered acceptable.

7.18 In response to concerns raised by representations regarding the road layout and whether the planned site would support the required number and spacing of the campervans. Environmental Health have advised that this would routinely be determined when the applicant applied for a site licence. Environmental Health advised that the licence conditions that will be applied follow the “model conditions” adopted by Highland Council. Of concern is the number of pitches proposed and

whether this would permit the required road width and separation distances within the site boundary.

These requirements are – For Touring vehicles – 75 units per hectare. Any roads on the site shall be: a) not less than 3.7 metres wide with provision for passing places if the width of the road is less than 5.5 metres and is subject to two-way traffic; b) adequately surfaced and suitable to carry vehicles for which they are intended c) provided with an adequate turning space at the end of a cul-de-sac. The applicant would need to demonstrate that the requested numbers would be able to be situated on the site whilst complying with the above.

7.19 The applicant has submitted a detailed plan of the site following receipt of a copy of the “model standards” for caravan site licensing. Environmental Health have advised that the plan demonstrates that the site would comply with the road width, layout requirements and separation distances for each vehicle pitch. The proposal would therefore satisfy any potential licensing conditions. If planning permission is granted the applicant would need to submit a site licence application which would then assess other health and safety, management and other relevant licensing matters outwith of the planning process. Any matters relating to fire safety would be for Scottish Fire and Rescue Service to advise upon.

Flooding and Drainage

7.20 The site is adjacent to Loch Aisir Mor and a small watercourse to the north of the proposed pitches. SEPA’s indicative future flood maps show that the area adjacent to the site is potentially at risk of flooding during a 1 in 200 year plus climate change flood event. As such, NPF4 states that development in areas that are at risk of flooding should not be supported. In consultation with the councils Flood Team, under review of the submitted topographical information, it has been advised that the proposed campervan parking spaces are at least 1m higher in elevation than the small watercourse, and the land on the opposite bank appears to be lower than the site. As such, the Flood Team advised that the flood risk to the site is low and withdrew the initial objection raised against the application.

7.21 SEPA raised no objections on the grounds of flood risk. SEPA advised that in line with NPF4 Policy 22 a precautionary approach to flood risk should be taken by avoiding development within areas at risk of flooding (land or built form with an annual probability of being flooded of greater than 0.5% which must include an appropriate allowance for future climate change). SEPA advised of satisfaction that the proposed development is situated on ground outside of the likely flood risk area indicated by the SEPA flood maps.

7.22 In regard to surface water drainage arrangements, the application shows that stone filled trenches/ditches will be incorporated throughout the site to manage surface water, directing water runoff to the nearby watercourse. The application also notes that the makeup of the internal roads and pitches is to act as a store for surface water drainage enabling percolation into the ground. Nevertheless, following review from the council’s Flood Team, a condition is attached below to secure full details of the proposed surface water drainage provision prior to commencement of development. Given the proposed site usage, the surfaces throughout are anticipated to become compacted and this will need to be considered in any surface water drainage

proposals, ensuring adequate SuDS is provided, and there is no increase in runoff as a result of the proposal.

7.23 Whilst the proposed development does not seek to provide toilets on site, 3 water standpipes are proposed for the use of site occupants. As such, Scottish Water were consulted on the application, and raised no objection, advising that the proposed development is within the public fresh water supply catchment. The applicant has confirmed the adjacent hostel development will provide shower and toilet facilities which will be available for use by campervan guests, with the café development also having toilets available. In addition, the site also seeks to install 2 x 10,000 litre underground grey and black wastewater disposal tanks for the use of occupants. This will provide a location for campervans to dispose of grey and black waste in an environmentally friendly manner. Nevertheless, a condition is attached to secure full details of the site wastewater management proposals, including details for the regular emptying of the tanks, to ensure there is no potential for overflow or effluent smells both within and around the site.

Natural Heritage

7.24 The application site is located around 235 metres east of Oldshoremore and Sandwood Special Area of Conservation, and the Sheigra, and Oldshoremore Site of Special Scientific Interest. The site is also approximately 220m to the west of the Cape Wrath Wild Land Area. It is considered that given the nature of the proposal and sufficient separation distance from the aforementioned designated sites, no adverse impact is anticipated.

7.25 In terms of biodiversity, to ensure the proposed development implements measures to conserve, restore and enhance biodiversity, in accordance with NPF4, a condition is attached below stating that no development shall commence until details of proposed landscaping works have been submitted to, and approved in writing by the Planning Authority. The proposed landscaping works for the site should include appropriate measure to conserve, restore and enhance biodiversity which could be in the form of additional trees, hedges or shrubs which can provide food, shelter and safe corridors for movement across a site encouraging priority species.

Non-material considerations (from both support and objection comments)

7.26 The following matters are deemed non-material:

- Increased traffic which could impede the ability of emergency services to access the area swiftly in case of an emergency.
- Lack of community consultation.
- Many in the community feel reluctant to formally object due to fears of conflict or repercussions, especially in a small rural area where relationships are close-knit.
- Ignores the real behaviour of visitors, who often avoid paid sites.
- Lack of detail around how this development would enhance the economic position of a community.
- No active booking management considered or details how bookings will be taken.

- Absence of consultation with fire department to demonstrate the suitability of the nearest fire hydrant. Absence of details of the assembly point and fire extinguisher on site.
- Absence of fences to close the site to protect surrounding cattle. The site is also not closed to the adjacent building site own by the applicant.
- Loch located nearby, within the owner land's boundary. Absence of safety ring buoys or fence to protect against drowning.
- Absence of toilets or water point, potential for visitors to have to use nearby public toilets as a result.
- It is unclear as how the Highland Council will ensure the project is executed according to planning requirement as no warrant will be needed and no building control agent will follow up.
- Gap in the planning application process as caravan licences are not consulted.
- Distance between pitches in the proposal is 4 metres, contrary to Scottish Fire and Rescue Service guidelines.
- There are better locations within the village for campervan parking.
- Increase in pressure on local services and facilities such as public toilets and water supply.
- there is no government incentive to farm with a dismal outlook for traditional crofting. This is a solid way to guarantee very much needed jobs in this region
- people are moving away for lack of opportunities – depopulation
- Appreciate the efforts made to address potential concerns. The commitment to transparency and collaboration demonstrates a responsible approach to development that prioritizes the needs and voices of those who live in the community.
- The applicant is a local person with a young family aiming to promote tourism in the right way, by creating locally owned and managed sustainable facilities.
- Location of the applicant, build a life locally.

Matters to be secured by Legal Agreement / Upfront Payment

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

- a) None

8. CONCLUSION

8.1 The principle of providing tourist facilities is considered to be compliant with the primary policy considerations of the National Planning Framework 4 and Highland-wide Local Development Plan. It is acknowledged that the application has attracted several representations (in support and objecting), some of which refer to other developments consented to the same applicant in the area and the cumulative visual and environmental impact carried out in respect of such development. The concerns of objectors and the comments of support received have been assessed as part of the planning appraisal along with all other applicable material considerations. Due to ample separation distances and intervening landform, the proposal is not considered to have an adverse landscape and visual impact and will not negatively effect any nearby designation. Conditions have been recommended to secure appropriate

landscaping, site management details, in addition to surface water drainage and external lighting measures. There are no outstanding technical objections from consultees, with the overall aim of the application to add to a limited number of existing campervan stopover services available in northwest Sutherland.

8.2 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 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 development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

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

2. No development shall commence until a Ground Investigation Report of the area of campervan parking has been submitted to, and approved in writing by the Planning Authority. The report shall be prepared by a suitably qualified professional and shall include:
 - i. the baseline depth, habitat condition, quality and stability of carbon rich soils and areas of deep peat; and
 - ii. Appropriate mitigation measures where any adverse impacts area anticipated.

Thereafter, all approved mitigation measures shall be fully undertaken and implemented on site.

Reason: To enable the developer to respond to site-specific ground conditions, while enabling the planning authority to retain effective control over any site-specific mitigation required, in accordance with NPF4 Policy 5 – Soils.

3. No development shall commence until details of a scheme of hard and soft landscaping works (demonstrating biodiversity enhancement) have been submitted to, and approved in writing by, the Planning Authority. Details of the scheme shall include:
 - i. All earthworks and existing and finished ground levels in relation to an identified fixed datum point;
 - ii. A plan showing existing landscaping features and vegetation to be retained;
 - iii. The location and design, including materials, of any existing or proposed walls, fences and gates;
 - iv. All soft landscaping and planting works to conserve, restore and enhance biodiversity levels, including plans and schedules showing the location, species and size of each individual tree and/or shrub and planting densities; and
 - v. A programme for preparation, completion and subsequent on-going maintenance and protection of all landscaping works.

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 within a period of five years from the completion of the development die, 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 order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site, and in the interests of biodiversity gain.

4. 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 order to ensure that any lighting installed within the application site does not spill beyond the intended target area, does not impact adversely upon the amenity of adjacent properties and does not result in 'sky glow'.

5. 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. 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 timely and complies with the principles of SUDS; in order to protect the water environment.

6. No development shall commence until a Site Wastewater Management Plan (SWMP) for all campervan grey and black wastewater disposal arising from the site has been submitted to and approved in writing by the Planning Authority. The SWMP shall include, as a minimum:

- i. Capacity calculations demonstrating adequate storage (including a minimum 20% freeboard), based on realistic peak generation rates and occupancy/operational assumptions, with a sensitivity allowance for abnormal events.
- ii. Measures to monitor the levels of the disposal tanks including processes to maintain permanent freeboard;
- iii. A disposal tank inspection regime;
- iv. A scheduled emptying programme detailing process and frequency of tank emptying; and
- v. Odour and spill control measures.

The development shall thereafter be carried out and operated in accordance with the approved SWMP at all times and maintained for this use in perpetuity. No tank shall be used until it has been installed and commissioned in accordance with the approved details.

To ensure adequate environmentally friendly wastewater management, preventing overflow and odour nuisance, in the interests of surrounding amenity.

7. No development shall commence until a Site Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include, as a minimum:

- i. Details of staffing arrangements and on-site supervision hours;
- ii. Details of the site policy in which will be implemented for guests, including measures to prevent and manage anti-social behaviour.
- iii. Details of guest Check In and Check Out Windows;

The development thereafter shall be operated in full accordance with the approved Site Management Plan SMP at all times and maintained for this use in perpetuity. No pitch shall be occupied until the required management measures are in place.

Reason: In order to safeguard the amenity of neighbouring properties and occupants.

8. For the avoidance of doubt the submitted Construction Traffic Management Plan titled, 'Construction Traffic Management Plan – Campervan Parking', dated the 19th September 2025 and uploaded on the 31st October 2025, shall be implemented in full throughout the construction phase of development.

Reason: In order to ensure the safety and free flow of traffic on the public road, and maintain the integrity of the public road carriageway.

REASON FOR DECISION

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

INFORMATIVES

Initiation and Completion Notices

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.
2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

Caravan Site Licence

If permission is granted the applicant will need to apply for a site licence under the Caravan Sites and Control of Development Act 1960 and comply with the Model Standards. For further details please contact envhealth@highland.gov.uk

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 and 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 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:

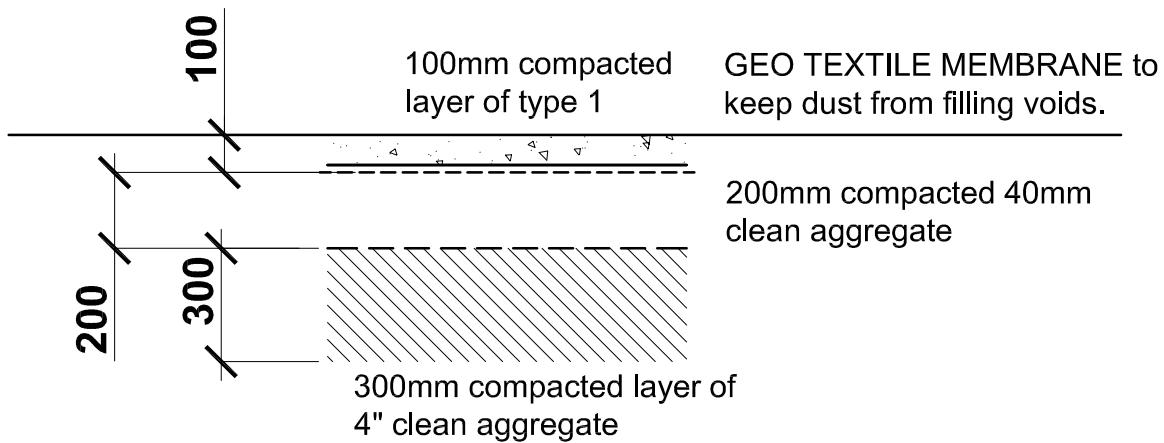
Designation: Area Planning Manager – North

Author: Liam Burnside

Background Papers: Documents referred to in report and in case file.

Relevant Plans: Plan 1 - Location/Site Layout Plan: 000002 REV C

Plan 2 - Road Construction Details: 10



ROAD & PARKING BAY SECTION

SCALE 1:20

highland architecture

www.highland-architecture.co.uk

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project

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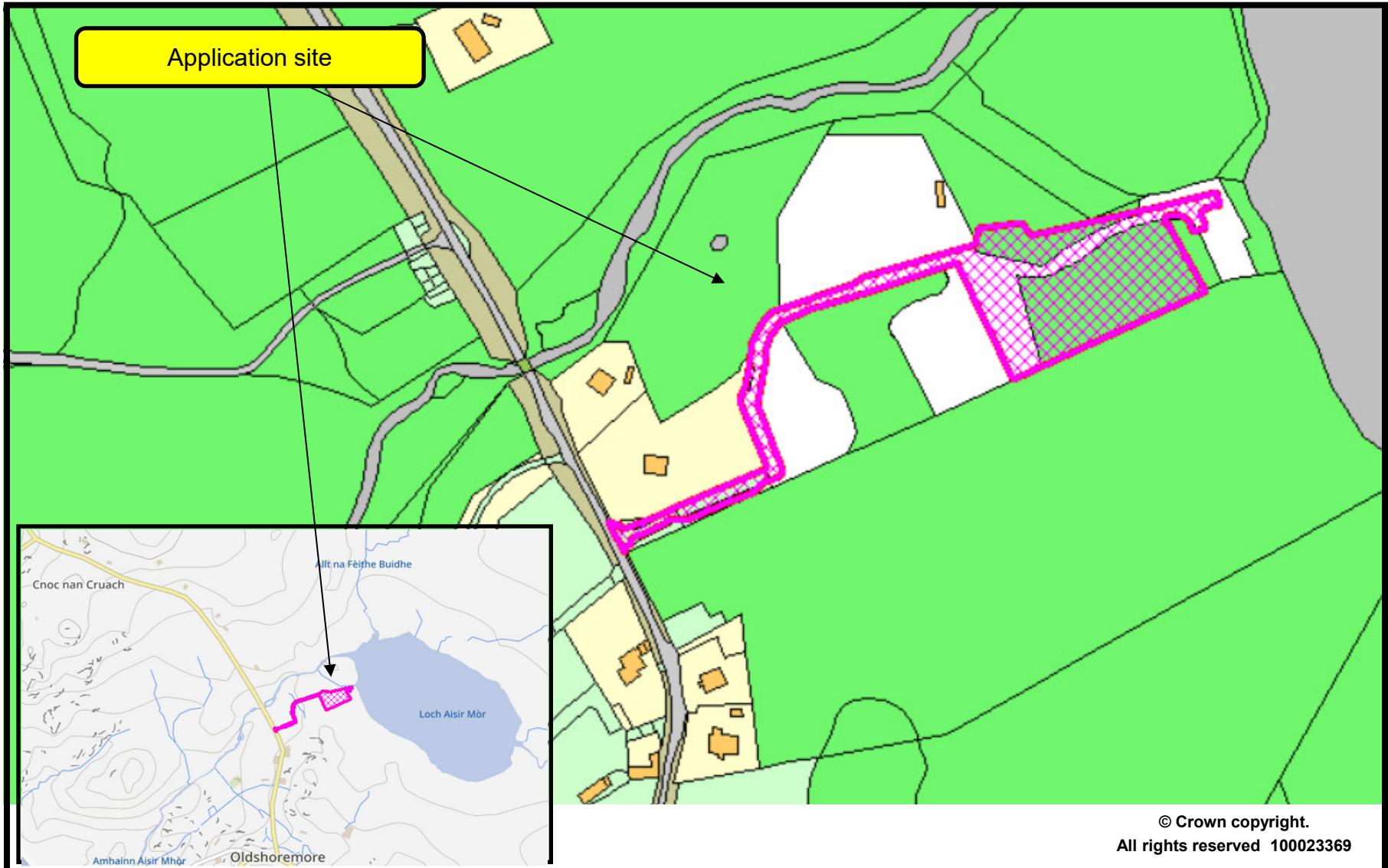
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Siting of 36 Campervan Parking spaces

Road + Parking
drawing construction make up
scale 1-20 @ A4 date Oct 25
status PL Application

drawn L Boyd
drg no 10
rev

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Planning and
Development Service

**25/00970/FUL
Siting of 36 Campervan Parking spaces
at**

Munro House, Oldshoremore, Rhiconich, Lairg