

Agenda Item	6.5
Report No	PLN/023/26

HIGHLAND COUNCIL

Committee: North Planning Applications Committee
Date: 23.04.2026
Report Title: 25/04916/FUL: Richard Simpson
Report By: Highland Heights Holding Heights of Inchvannie,
Area Planning Manager - North

Purpose/Executive Summary

Description: Installation of 4 glamping lodges
Ward: 05 - Wester Ross, Strathpeffer, And Lochalsh
Development category: Local

Reason referred to Committee: Objections from more than 5 parties

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 permission for the installation of an additional four glamping pods within the established site. To the north, four pods along with associated parking, drainage infrastructure, a reception building, cycle shelter, and waste-handling station are already in place, approved under planning application 20/02426/FUL. The proposed pods are sited immediately below the existing pods, at a lower ground level. Each unit measures 10 × 3.8 metres, with a curved roof (arch-shaped profile) reaching a height of 2.9 metres. Every pod will include a decking area and an associated parking space. The external materials will match those of the existing pods, comprising brown timber cladding, brown Britmet roof tiles, and brown wood-effect uPVC windows and doors. Private drainage arrangements are proposed, including an additional foul soakaway and treatment tank. An additional cycle store is also proposed adjacent to the current cycle shelter. The new pods will be installed using ground screws, thereby avoiding any significant alteration to existing ground levels. The exposed under-build will be screened using larch cladding to ensure an appropriate visual appearance. Access to the new pods will be taken from the existing car park, with a porous surfaced track leading to each pod and providing individual parking spaces. The wider site is accessed from the C1071 Dingwall–Dochcarty–Achterneed Road, a predominantly single-track rural road. From the public road, users travel approximately 320 metres along a private access track to reach the site. A passing place is also proposed along this private road, providing a safe and effective opportunity for vehicles to pass.
- 1.2 Site access is taken from an existing private road, which currently serves the established glamping pods on the site. At the time of the earlier development, additional parking spaces were provided, and these remain in place. Other existing site infrastructure includes a waste-handling facility, a reception hut, and a cycle shelter. Each pod is provided with a decking area, and the wider site includes associated parking, footpaths, and drainage infrastructure. The application site is characterised by a south-east-facing slope, with ground levels varying across the area due to the natural undulating topography.
- 1.3 Pre Application Consultation: None
- 1.4 Supporting Information:
- Response to objections raised
 - Planning Queries response including construction activity plan
 - Waste contract evidence
 - Water contract evidence
- 1.5 Variations:
- Floor/elevation plan showing material specification
 - Section plan showing the ground level
 - Site layout showing the foul soakaway inside the red boundary line, passing place, and additional cycle store
 - Location plan showing the foul soakaway inside the red boundary line
 - Drawing showing the passing place

- Indicative perspective of the pods

2. SITE DESCRIPTION

- 2.1 To the north of the area where the new glamping pods are proposed, four existing pods are already in place, together with associated parking, drainage infrastructure, a reception building, a cycle shelter, and a waste-handling station. The application site is predominantly grass-covered, and the ground level is naturally undulating, with a general slope falling towards the south-east.

Residential properties are located to both the east and west of the application site. To the west, the nearest residential property is situated at a distance of more than 80 metres from the closest proposed pod, measured from the edge of the residential curtilage. Two existing outbuildings are located adjacent to this dwelling, which provide a degree of physical separation and act as a buffer between the pods and the residential property. In addition, the land to the front of this dwelling is predominantly in agricultural use. A large agricultural building and outbuilding lies between the proposed pods and the house to the east in excess of 140 metres.

The land south of the pods belongs to the applicant.

3. PLANNING HISTORY

- 3.1 24.09.2020 20/02426/FUL Erection of 4 glamping pods with decking, reception hut and associated works, for short term holiday let accommodation GRANTED

4. PUBLIC PARTICIPATION

- 4.1 Advertised: Schedule 3 Development and Neighbour Notification

Date Advertised: 30.01.26

Representation deadline: 13.02.26

Timeous representations: 7 from 5 households

Late representations: 1 from 1 household

- 4.2 Material considerations raised are summarised as follows:

- Increase in traffic on the access road, which is in a state of disrepair and has no passing places. Increase in traffic at the railway crossing.

Planning Officer (PO) response: The proposed development is small in scale and would result in only a modest increase in overall vehicle movements. Its overall impact on the C1071 is therefore assessed as low. The existing road already accommodates a mix of residential, agricultural and visitor traffic, and the limited number of additional trips can be absorbed without altering its function, capacity or safety. The Transport Planning Team was consulted and raised no objection. They noted that additional passing opportunities on the private access road would be beneficial for day-to-day operation. In response, the applicant has proposed a new passing place on the private road, as shown on the submitted Drawing No. 42213-P-SD-004. Network Rail was consulted and they have raised no objection as it was

considered that the proposal will have no impact on the railway infrastructure including the level crossing.

- Parking issues as vehicles are being parked in the Council layby.
PO response: Under the Roads and Transport Guidelines for New Developments (RTGND), parking is required at one space per bedroom, plus additional provision for staff. The development comprises four existing one-bedroom pods and four proposed two-bedroom pods, giving a total of twelve bedrooms and a minimum requirement of twelve guest spaces. Given the modest scale of operations, one to two staff spaces are considered sufficient. The application confirms that eighteen on-site spaces will be provided. These include a communal parking area for at least twelve vehicles, individual spaces beside the new pods, and two spaces adjacent to the reception hub. This level of provision exceeds the minimum standard and ensures capacity for guests, two-car parties, maintenance personnel and occasional service vehicles. The surplus also supports road safety by avoiding any risk of overspill parking onto the private access road or the single-track C1071.
- Red squirrel population in Achterneed village may be at risk due to the development.
PO response: NatureScot's Standing Advice for Red Squirrels requires consideration only where proposals involve felling trees with potential dreys (typically trees over 15 years old) or works that could disturb existing dreys. As the proposal includes no tree felling or works likely to affect dreys, it is considered that there will be no impact on the local red squirrel population.
- The area near the pod is of archaeological significance.
PO response: The Historic Environment Team was consulted and advised that, although no recorded heritage assets lie within the site, there remains potential for unrecorded buried features to be affected. While this does not warrant full excavation, any archaeological material should be identified and recorded prior to disturbance. Accordingly, a condition requiring archaeological supervision of site-clearance works is attached.
- Concerns about the pods being used as temporary housing rather than for their intended purpose.
PO response: A condition is attached to ensure the units are used solely for holiday/short-term letting and not as a main or permanent residence. This reflects the nature of the application and prevents long-term occupation given the limited private amenity provision and the units' non-compliance with standards for permanent residential accommodation.
- Concerns regarding the cumulative change in character caused by a concentrated cluster of short-stay accommodation within a small rural community. The pods do not sit well in the area and affect the existing character.
PO response: The proposed pods follow the same design, form and materials as the existing units. This continuity ensures that the new pods integrate well within the established layout and do not introduce any features that would

detract from the site's character or visual coherence. The wider area is characterised predominantly by residential properties, agricultural activity, and a small number of short-term holiday-letting units. The pods are situated well back from the public road in excess of 300 m. In view of the roadside screening only the upper elements of the pods will be visible at distance. Given the modest scale of the proposal, existing established pattern, separation distance and the consistent design approach, the development is not considered to give rise to any adverse impact on the existing character or appearance of the area.

- The proposal fails to accord with following policies: NPF4 Policy 1 (Sustainable Places), Policy 5 (Soils), and Policy 14 (Liveable Places). HwLDP - Policy 28 (Sustainable Design), Policy 36 (Development in the Countryside), Policy 44 (Tourist Accommodation) and Policy 47 (Safeguarding Inbye/Apportioned Croftland).
PO response: Detail clarification about the policies is provided in section 8.4 to 8.14
- Additional ground works and the raised decking on piles would introduce greater visual impact.
PO response: No additional groundworks are proposed. The units will be positioned on the existing ground plane and installed using ground screws, avoiding any alteration to existing levels. Any exposed under-build will be screened with larch cladding to ensure an appropriate and visually coherent finish.
- Amenity concerns relating to neighbouring properties.
PO response: Amenity concerns are detailed in section 8.23 and 8.24
- No landscaping proposal to integrate the development into its rural setting.
PO response: The same has been conditioned.
- No justification for the removal of any further land from crofting tenure at this location.
PO response: The applicant has confirmed that the proposed pod location has been de-crofted. The site boundary remains unchanged from the previously approved application (20/02426/FUL). The proposal is considered as a modest expansion of previously established business.
- No refuse and recycling provision associated with the existing development.
PO response: The applicant has provided evidence of their commercial waste collection contract for 2025–2026, confirming uplifts for general waste and recycling services. The site plan no. 42213-S-SD-200 Rev 3 also identifies the retained waste-handling area within the site. The information confirms adequate arrangements for the expanded development.
- The postcode mentioned in the original submission was incorrect.
PO response: The issue is acknowledged and the postcode has been corrected. No additional neighbour notifications or re-publication were

required, as the site boundary submitted was accurate and the original notifications were carried out correctly on that basis.

- The current drainage system may not be able to accommodate a further four pods due to the location of the first soakaway; it was only designed to take waste from the original four pods.

PO response: An additional foul soakaway and treatment tank (12 persons) is proposed with this development.

- 4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet <https://www.highland.gov.uk/planning/view-comment-planning-applications>.

5. CONSULTATIONS

- 5.1 **Strathpeffer Community Council:** No response received

- 5.2 **Historic Environment Team – Archaeology:** Although no historic environment features are recorded within the application site, there remains potential for previously unrecorded buried archaeology to be affected by the development. While the risk does not justify full excavation in advance, it is important that any archaeological features are identified and recorded prior to their disturbance. As a precaution, site clearance should be undertaken under archaeological supervision.

To safeguard the archaeological interest of the site, a condition will be attached requiring that no development or site clearance works commence until an archaeological watching brief has been submitted to and approved in writing by the Planning Authority. The approved watching brief must then be implemented in full.

- 5.3 **Environmental Health:** Initially, as the proposed water supply was described as private, Environmental Health raised an objection pending submission of a completed Private Water Supply Checklist and the information required by the Planning Advice Note. However, the agent has since confirmed that the water supply will be via the public network. Environmental Health were hence re-consulted, and have confirmed that the new arrangements are acceptable.

With regard to noise, it is recognised that the site is an established operation, which provides a baseline against which any potential noise effects can be assessed. The proposed use is not inherently noise-generating and would amount to a limited increase in activity rather than a material change in use. The applicant has outlined some measures to manage noise. Nevertheless, to ensure the continued protection of neighbouring residential amenity, Environmental Health has recommended the addition of a suspensive condition requiring the submission and approval of a Site Management Plan prior to the commencement of development.

- 5.4 **Transport Planning Team:** Transport Planning has raised no objection to the proposal and has provided advisory notes regarding the provision of a passing place on the private access road, cycle parking, waste provision, and construction activity. The details were provided by the agent, and Transport Planning were re-consulted, to which they responded that the applicant has satisfactorily addressed all previously raised transport matters.

5.5 **Network Rail:** It is considered that the proposal will have no impact on railway infrastructure, and therefore no comments or objections are raised to the application.

5.6 **Scottish Water:** No response received.

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 14 - Design Quality and Place

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

35 - Housing in the Countryside (Hinterland Areas)

44 - Tourist Accommodation

47 - Safeguarding Inbye/Appportioned Croftland

65 - Waste Water Treatment

66 - Surface Water Drainage

72 - Pollution

6.3 **Inner Moray Firth Local Development Plan 2 (2024) (IMFLDP2)**

No specific policies apply.

6.4 **Highland Council Supplementary Planning Policy Guidance**

Standards for Archaeological Work (March 2012)

Sustainable Design Guide (Jan 2013)

Trees, Woodlands and Development (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 **Scottish Government Planning Policy and Guidance**

None

8. PLANNING APPRAISAL

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

Determining Issues

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

Planning Considerations

- 8.3 The key considerations in this case are:
- a) Compliance with the development plan and other planning policy
 - b) Impact on infrastructure and services and proposed mitigation
 - c) Siting, Design and Appearance
 - d) Amenity Impacts
 - e) any other material considerations

Development plan/other planning policy

- 8.4 Sections 25(1)(a) and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that this application be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.5 All planning applications must now be determined in accordance with the provisions of NPF4 and the existing Local Development Plan unless material considerations provide justification otherwise. If there is an inconsistency between NPF4 policies and an LDP which was adopted before 13 February 2023, the NPF prevails under Section 24(3) of the Town and Country Planning (Scotland) Act 1997 (as amended). In this case the Development Plan is comprised of NPF4 and the Inner Moray Firth Local Development Plan (although this has no site-specific policies of relevance to this application) and the Highland-Wide Local Development Plan, the relevant policies of which focus on siting, design, access and neighbour amenity (policies 28, 29 and 35). For the reasons laid out below, the proposal is considered to comply with these policies.
- 8.6 NPF4 Policies 1-3 apply to all development proposals throughout Scotland. When considering 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.

The proposal has been assessed in terms of its economic, social, environmental and climate-related impacts. It supports rural tourism and contributes to the local economy through increased visitor spend, while also assisting the wider crofting community by providing low-impact accommodation that enhances access to the natural environment. The pods are small-scale and low-impact in nature, positioned within an already established landscape setting. Their south-facing orientation maximises natural light and contributes to energy-efficient design. Overall, the

development achieves an appropriate balance between economic benefit, environmental sensitivity and landscape integration, and does not give rise to any significant adverse impacts.

- 8.7 NPF4 Policy 5 states that development proposals will only be supported where they demonstrate the protection of soil resources by applying the mitigation hierarchy, first avoiding and then minimising disturbance to soils on undeveloped land. This includes safeguarding soils from compaction and erosion, and minimising soil sealing.

The units will be installed on the existing ground level using ground screws, avoiding any requirement for cut-and-fill works. As no alteration to land levels is proposed, the development minimises disturbance to the soil. The use of ground screws results in only localised, minimal intrusion, and the associated impact on soil structure and function is considered negligible.

- 8.8 NPF4 Policy 14 states that proposals will be designed to improve the quality of an area and be consistent with the 6 qualities of successful places. Development proposals that are poorly designed or detrimental to the amenity of the surrounding area will not be supported. Policy 28 of HwLDP reinforces the requirements for development to be considered in terms of siting, design and the impact on landscape qualities as well as their compatibility with public service provision and the impact on individual and community residential amenity. HwLDP Policy 29 requires any application to make a positive, net contribution to the architectural and visual quality of the place within which it is proposed. The proposed siting, design, and amenity are not considered to be contrary to this policy as explained in detail in section 8.15 to 8.18 and 8.23 to 8.24.

- 8.9 NPF4 Policy 22 requires that development proposals do not increase surface-water flood risk, manage rain and surface water through SuDS with no connection to the combined sewer, and minimise impermeable surfaces. Proposals must also be capable of connection to the public water mains. These requirements align with HwLDP Policies 65 and 66.

Foul drainage from each pod will be directed to a shared wastewater treatment system, which will discharge to a subsurface soakaway located to the south-east of the site. This solution is considered appropriate and aligns with Policy 65 (Waste Water Treatment), which supports private foul drainage arrangements such as discharge to land where connection to the public sewer is not achievable.

For surface water, all runoff will be required to comply with Sustainable Drainage Systems (SuDS) principles. Detailed SuDS design can be secured by planning condition to ensure that surface water is managed effectively, avoids increasing flood risk, and delivers sustainable drainage outcomes.

- 8.10 NP4 Policy 23 sets out a number of requirements to mitigate environmental harm, mitigate safety hazards and promote health and wellbeing. Of specific relevance to this development is that the policy states that development proposals that are likely to raise unacceptable noise issues will not be supported. This is echoed by HwLDP policy 72.

Environmental Health was consulted on potential noise impacts and advises that the use is not inherently noisy, with the applicant proposing basic controls (e.g. no stag parties). However, to ensure appropriate safeguards, a suspensive condition is

recommended requiring submission of a Site Management Plan covering staffing, supervision, and measures to minimise noise, BBQ smoke, outdoor music, and litter which is attached.

- 8.11 Policy 29 of NPF4 states that development proposals which support the viability, sustainability, and diversity of rural communities and the local rural economy will be supported, including the diversification of existing businesses.
- 8.12 NPF4 policy 30 is supportive of proposals for tourism accommodation but requires proposals to take into account the following:
- i. The contribution made to the local economy;
 - ii. Compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors;
 - iii. Impacts on communities, for example by hindering the provision of homes and services for local people;
 - iv. Opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural areas;
 - v. Accessibility for disabled people;
 - vi. Measures taken to minimise carbon emissions;
 - vii. Opportunities to provide access to the natural environment.

This is in line with HWLDP policy 44 (Tourist Accommodation) which supports proposals in the open countryside where it can be demonstrated that a demand exists and that it can be achieved without adversely affecting the landscape character or heritage features and is appropriate in terms of siting and design.

The proposal will contribute positively to the local economy, with its nature and scale appropriate to the established character of the site. Adequate infrastructure is proposed, and the development provides enhanced access to the natural environment. The siting and design are suitable for the location, and with the character already defined by the existing pods, the current proposal represents only a modest expansion of the established use.

- 8.13 Policy 35 of the HwLDP establishes a presumption against new housing in the countryside. Although each pod is equipped with kitchen and bathroom facilities, the units are not considered suitable for permanent residential occupation. They are not permanent structures and do not benefit from defined residential curtilage or private amenity space. As such, the pods cannot be treated as permanent housing units. In terms of policy consideration, the pods are not considered suitable for permanent residential use. Additionally, in relation to Policy 35, the proposal satisfies one of the defined exceptions set out within the Housing in the Countryside and Siting and Design Supplementary Guidance, as well as the Rural Housing Supplementary Guidance. One such exception supports the provision of self-catering holiday accommodation where it forms part of a clearly defined business opportunity that contributes to the development of tourism and is supported by an appropriate business plan. As an extension to an existing rural business, and with the applicant having demonstrated ongoing demand for the accommodation, the proposal

supports further investment within the local area. On this basis, the development is considered acceptable.

- 8.14 HwLDP Policy 47 requires development proposals to minimise the loss of in-byre or apportioned croft land. Proposals should, where possible, avoid siting development on the most agriculturally productive parts of a croft and avoid impeding the continued use of the remaining croft land. Wider community interest may be demonstrated where no viable alternative land outwith in-byre or apportioned croft land is available and where the proposal delivers significant economic or social benefits to the community.

While the site forms part of land historically associated with crofting, the agent has confirmed that it has been formally decrofted and is no longer subject to crofting tenure. In addition, the presence of existing glamping pods demonstrates that the land has already been partially developed and is not in active crofting use. Although the proposal was initially presented in the context of croft diversification, the agent has clarified that the current owner resides locally and that the development represents a modest expansion of an established rural tourism business.

The proposal has been designed as a small-scale, contained extension to the existing operation. It does not result in any significant loss of productive land, nor does it fragment or prejudice the use of any remaining landholding. The overall integrity of the landholding is therefore maintained. On this basis, the proposal is considered to comply with the policy requirements.

Siting, Design, and Appearance

- 8.15 The four proposed pods are positioned at a lower level than the existing pods. The application site provides sufficient space to accommodate the additional units, along with the associated parking, hardstanding and drainage infrastructure. The layout reflects and continues the established settlement pattern created by the existing pods; therefore, the proposal does not conflict with the original siting approach. While the existing pods sit slightly elevated, the new pods are set at a lower ground level, which in turn helps them integrate appropriately into the landscape. They also benefit from the backdrop of rising ground to the north, providing a natural containment to the development.
- 8.16 As the character of this part of the site is already influenced by the four established pods, the introduction of four additional pods represents a modest expansion. The scale of development remains small-scale and in keeping with the nature of the existing business. The new pods are arranged broadly in an east–west direction across the field, each orientated with the gable facing south-west to maximise solar gain and views. The contours in this part of the site also run east–west; as a result, the pods are set perpendicular to the contours, but without requiring any significant earthworks. No cutting or filling is necessary, as the pods will be installed on the existing ground plane using ground screws. This ensures that existing levels remain unchanged. Any limited areas of exposed under-build will be screened with larch cladding to ensure a visually coherent and high-quality finish.
- 8.17 Each pod is provided with its own parking and access, utilising the existing access arrangements where possible. This does not result in any adverse impact on the operation of the current business or the wider road network. The new pods employ

materials consistent with those used on the original units, ensuring visual continuity and reinforcing the established character. The form, scale and appearance of the new pods mirror the original development, and as such, they do not result in any detrimental change to the character of the area.

- 8.18 In terms of wider landscape impact, the surrounding area comprises a mix of residential properties, crofting land and a small number of short-term let units. The existing pods already contribute to the local character, and the choice of timber cladding reflects the traditional material palette of the area. The proposed pods are designed in the same manner and therefore sit comfortably within this context.

When viewed from C1071 Road, ground levels undulate, with the road itself lying below the site where the existing pods sit. The new pods, being positioned on slightly lower ground than the originals and will not be unduly prominent. The overall visual impact from C1071 Road is therefore modest. Along the private road leading towards the site, the pods are only partially visible, becoming more apparent only when approaching the development directly given the surrounding topography and screening along the roadside verge. Their dark brown cladding ensures they blend into the landscape rather than appearing visually prominent. The presence of the existing pods further assists in assimilating the new units into the wider setting.

Impact on infrastructure and services and proposed mitigation

- 8.19 Significant concerns were raised regarding the impact of traffic on the existing access road and level crossing. Therefore, both Transport Planning and Network Rail were consulted on this matter. The proposed development is small in scale and is expected to generate only a modest increase in vehicle movements. Its overall impact on the C1071 is therefore considered low. The existing road already accommodates residential, agricultural and visitor traffic, and the limited additional trips can be absorbed without affecting its function, capacity or safety. There is an existing informal passing opportunity on the private road, approximately 205 m from the site access. Transport Planning raised no objection and noted that additional passing opportunities on the private access road would improve day-to-day operation. In response, the applicant has proposed a new passing place, as shown on drawing No. 42213-P-SD-004. This will be controlled by a condition. Network Rail also raised no objection, confirming that the proposal will not affect railway infrastructure.
- 8.20 Concerns regarding parking provision were similarly considered. Under the Roads and Transport Guidelines for New Developments, one parking space per bedroom is required, plus provision for staff. With four existing one-bedroom pods and four proposed two-bedroom pods, the site requires a minimum of twelve guest spaces, with one to two additional spaces for staff. The application proposes eighteen on-site spaces, including a communal parking area, individual pod spaces and spaces at the reception hub. This exceeds minimum standards and provides capacity for guests, two-car parties, maintenance personnel and occasional service vehicles, while also preventing any risk of overspill parking onto the private access road or the C1071. The overall arrangement indicates that turning and manoeuvring within the site is feasible.

- 8.21 Regarding drainage, due to the increased site capacity the pods will be served by an upgraded foul drainage system. This includes the installation of a new septic tank and foul soakaway sized for twelve persons. In respect of surface water drainage, all runoff will be required to comply with Sustainable Drainage Systems (SuDS) principles. While detailed surface water drainage proposals have not been submitted as part of the application, these can be satisfactorily secured by planning condition.
- 8.22 The applicant has provided evidence of a commercial waste collection contract for 2025–2026 and the site plan (42213-S-SD-200 Rev 3) confirms the retained waste-handling area. These details demonstrate that adequate waste arrangements are in place for the expanded development.

Amenity Impacts

- 8.23 The development site is generally contained within the applicant's landholding. It is bounded by the applicant's private grounds to the south and remains within the existing site envelope to the north and west. Residential properties are situated on both the eastern and western sides of the application site. To the west, the closest dwelling is located over 80 metres from the nearest proposed pod, measured from the boundary of the residential curtilage. This property is accompanied by two adjacent outbuildings, which provide physical separation and contribute to a buffering effect between the development and the residence. Furthermore, the land to the front of the dwelling is largely in agricultural use, which further limits the potential for amenity impacts. To the east, the nearest residential property is set at a distance exceeding 130 metres from the proposed development. This separation is reinforced by the presence of a large agricultural building and an additional outbuilding positioned between the dwelling and the site.

Overall, the substantial separation distances, combined with intervening agricultural land and partial screening provided by existing structures, serve to minimise the potential for adverse impacts on neighbouring residential amenity. It is therefore considered that the proposed development would not result in any significant or unacceptable amenity impacts.

As the proposal relates to short-term letting accommodation, it is acceptable that the unit does not provide private amenity space or meet the internal space standards expected for permanent residential use. No privacy concerns arise due to the generous separation distances and the established settlement pattern of properties to the west. In relation to the houses to the east, the pods are orientated north–south, facing away from these dwellings, further reducing any potential for overlooking.

- 8.24 With regard to noise, it is noted that the site is an established operation, providing an existing baseline against which any potential noise impacts can be considered. The proposed use is not of a nature that is inherently noise-generating, and the application would represent a modest intensification rather than a fundamentally different use. Notwithstanding this, and in order to ensure that the development operates in a manner that continues to protect the amenity of neighbouring residents, Environmental Health has recommended to add a suspensive condition requiring the submission and approval of a Site Management Plan prior to commencement of the development.

Other material considerations

- 8.25 It is now a requirement of Planning Policy that all developments must include a proportionate level of biodiversity enhancement. For applications such as this, the published guidance recognises the value to biodiversity which is gained from the planting of native species hedgerows, trees and shrubs. Such proposed landscaping scheme will assist in integrating the units into the surrounding landscape. The introduction of appropriate planting and landscape treatments will help to soften the visual impact of the development, reinforce landscape character, and ensure the proposal sits comfortably within its rural setting. Accordingly, a condition requiring the submission and written approval of a landscaping scheme in advance of development is necessary.

Non-material considerations

- 8.26 The following non-material considerations were raised in representations
- Inappropriate driving by inexperienced drivers.
 - There are no permanent on-site staff, and servicing of the site appears to be less regular than previously.
 - Dogs not being kept on leads will affect livestock.
 - Unless used correctly, septic tanks can become a pollution problem. Many holidaymakers may be unaware of the limitations of septic tanks.

Matters to be secured by Section 75

- 8.27 None

9. CONCLUSION

- 9.1 The proposal represents an expansion of an already established short-term let business. All relevant material considerations have been assessed, alongside the issues raised in representations. In relation to the impact on the existing access road, the applicant has proposed the formation of an additional passing place, which has been welcomed by Transport Planning as an appropriate mitigation measure. Concerns regarding waste management and drainage have also been addressed. The proposal incorporates the necessary infrastructure including upgraded foul drainage provision and an established commercial waste collection arrangement ensuring the development can be adequately serviced.

The form, scale, and appearance of the proposed pods reflect the existing development on site and do not result in any harmful change to the character or visual amenity of the area. The layout maintains appropriate levels of privacy and residential amenity, while parking provision has been fully accommodated within the site, avoiding any risk of overspill onto the access road. The proposal also supports sustainable travel through opportunities for cycling. Having considered siting, design, character impact, access, servicing and amenity, the development is assessed as acceptable. Overall, it constitutes a sustainable and proportionate expansion of an existing rural tourism enterprise and is supported by the relevant policy framework.

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 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 details of a scheme of soft landscaping works have been submitted to and approved in writing by the Planning Authority. Details of the scheme shall include all soft landscaping and planting works, including plans and schedules showing the location, species and size of each individual tree and/or shrub and planting densities.

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: To ensure that an appropriate level of biodiversity enhancement is achieved.

3. The units hereby approved shall be used for holiday/short term letting purposes only and shall not be used as the sole or main place of residence of any occupant; a holiday being defined as a stay of one or more nights by a person or persons away from that person or persons sole or main place of residence unless otherwise agreed with this Council as Planning Authority and shall not be occupied by the same person or persons for more than 3 months in any calendar year (any such period shall not run consecutively to such a period in any successive or preceding year).

Reason: To ensure that the development does not become used for permanent residential occupation in recognition of the lack of private amenity and internal building standards compliant space, and in accordance with the use applied for.

4. No development or work (including site clearance) shall commence until proposals for an archaeological watching brief to be carried out during site clearance and excavation works, has been submitted to, and approved in writing by, the Planning Authority. Thereafter, the watching brief shall be implemented as approved

Reason: In order to protect the archaeological and historic interest of the site.

5. No development shall commence on site until a site management plan which includes details of on-site staffing and site supervision and any proposed site instructions or procedures to be put in place to minimise disturbance to neighbouring residents from noise, BBQs smoke, no outside music, litter etc. has been submitted to Highland Council's environmental health officer. Thereafter, the site shall operate in accordance with that management plan.

Reason: To ensure that the development does not give rise to noise or amenity issues for neighbouring properties and the wider surrounding area, thereby safeguarding residential amenity in accordance with relevant policy requirements.

6. No development shall commence until full details of all surface water drainage provision within the application site (which should accord with the principles of Sustainable Urban Drainage Systems (SUDS) and be designed to the standards outlined in Sewers for Scotland Second 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 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.

7. Prior to the first use of any one of the holiday letting pods hereby approved, the cycle parking arrangement as shown in the Site Plan No. 42213-S-SD-200 Rev 3 shall be installed and available for use. Thereafter, the cycle parking area shall be maintained and remain available for this use in perpetuity.

Reason: In order to reduce dependency on the private car, and encourage greater use of sustainable travel.

8. Prior to the first use of any one of the holiday letting pods hereby approved, the car parking shown on the approved Site Plan No. 42213-S-SD-200 Rev 3 shall be fully formed and made available for use. The parking areas shall thereafter be retained for this purpose in perpetuity.

Reason: To ensure adequate on-site parking provision is delivered and maintained.

9. Prior to the commencement of any construction works on site, the passing place shown on Drawing No. 42213 P SD 004 shall be fully formed and made available for use. Thereafter, the passing place shall be retained and maintained for the lifetime of the development.

Reason: To ensure the safe and efficient movement of vehicles during the construction phase and thereafter and in the interests of road safety.

10. The development shall be carried out in full accordance with the Construction Activity Plan as submitted and approved by the Transport Planning Team. All construction deliveries, vehicle movements and associated activities shall be undertaken in accordance with the approved plan for the duration of the construction works, unless otherwise agreed in writing by the Planning Authority.

Reason: In the interests of road safety and to ensure that construction-related traffic is carefully managed so as to minimise disruption and inconvenience to other users of the private access road and the C1071.

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.

Flood Risk

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (paragraph 259), planning permission does not remove the liability position of developers or owners in relation to flood risk.

Scottish Water

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

Septic Tanks 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: Shanshvi Naik

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

Relevant Plans:

- Plan 1 - 42213-P-SD-003 Indicative Perspective
- Plan 2 - 42213-P-SD-004 Passing Place
- Plan 3 - 000001 Rev A Floor and Elevation Plan
- Plan 4 - 42213-P-SD-001 Rev 3 Section Plan
- Plan 5 - 42213-S-SD-000 REV 3 Site Layout Plan
- Plan 6 - 42213-S-SD-100 REV 3 Location Plan
- Plan 7 - 42213-S-SD-200 REV 3 Site Layout Plan

Appendix 2

	COMPLETE FOR LEGAL AGREEMENTS AND UPFRONT PAYMENTS				REQUIRED FOR LEGAL AGREEMENTS ONLY				
Type	Contribution	Rate (per house)	Rate (per flat)	Total Amount*1	Index Linked ¹	Base Date*2	Payment Trigger*3	Accounting Dates*4	Clawback Period*5
Schools²									
Primary – Build Costs	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS	Q2 2018	TOC/CC	Apr/Oct	15 or 20
Primary – Land Costs	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS	Q2 2018	TOC/CC	Apr/Oct	15 or 20
Secondary – Build Costs	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS	Q2 2018	TOC/CC	Apr/Oct	15 or 20
Secondary – Land Costs	Insert what contribution is for	£0.00	£0.00	£0.00	No		TOC/CC	Apr/Oct	15 or 20
Community Facilities	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS	Q2 2018	TOC/CC	Apr/Oct	15 or 20
Affordable Housing									
On-site provision ³	X units. Insert details of unit size and timescale for delivery if agreed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Off-site provision ⁴	X units. Insert details of location, unit size and timescale for delivery if agreed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Commuted Sum ⁵	£0.00 per affordable unit not delivered on/off site. Insert expected timescale for payment - can be in installments	N/A	N/A	£0.00	N/A	N/A	Insert specific payment date	N/A	5 Years
Agreement for Delivery Needed	Y/N. If delivery for affordable housing has not yet been agreed, enter Y and specify the date/timescale that the scheme for delivery is to be submitted for approval	N/A	N/A	N/A	N/A	N/A	Insert date for submission to Planning Authority	N/A	N/A

¹ If the contribution is to be used towards infrastructure projects involving building e.g. new school, new cycle route etc BCIS ALL IN TENDER will be the index, if it doesn't involve building then another appropriate index may need to be chosen with the agreement of Team Leader

² Indicate whether or not 1 bed houses/flats are exempt

³ Indicate whether a penalty payment due for late delivery (and, if so, what it is based upon).

⁴ As above

⁵ Indicate whether a penalty payment is due for late payment of commuted sum (and, if so, what it is based upon)

Type	COMPLETE FOR LEGAL AGREEMENTS AND UPFRONT PAYMENTS				REQUIRED FOR LEGAL AGREEMENTS ONLY				
	Contribution	Rate (per house)	Rate (per flat)	Total Amount*1	Index Linked ¹	Base Date*2	Payment Trigger*3	Accounting Dates*4	Clawback Period*5
Transport									
Active Travel	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Safer Routes to Schools	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Public Realm	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Wayfinding	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Public Transport	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
School Transport	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Road Improvements	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Parking	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
EV Charging	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Traffic Signals	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Lighting	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Road Traffic Orders	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Cumulative Transport Contributions	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Green Infrastructure									
Open Space	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Green Network	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Built/Natural Heritage	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Water and Waste									
Catchment Improvement Works	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Strategic Flood Scheme	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Maintenance of SuDs	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Off Street Waste Storage	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Recycling Point Provision	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Glass Banks	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
		£0.00	£0.00	£0.00					
Public Art	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Other (Please Specify)	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20

*1 Adjust total to take account of flat exemptions

*2 Base Date – Set out in Supplementary Guidance on Developer Contributions

*3 TOC/CC – The earlier of the issue of either a temporary occupation certificate or a completion certificate – or specify alternative time if appropriate

*4 Accounting dates - 1 April and 1 October each year of development (if the contribution is to be paid on a basis other than related to units completed in the preceding 6 months (e.g. lump sum on a specific date) then indicate this instead of the Apr/Oct payment dates)

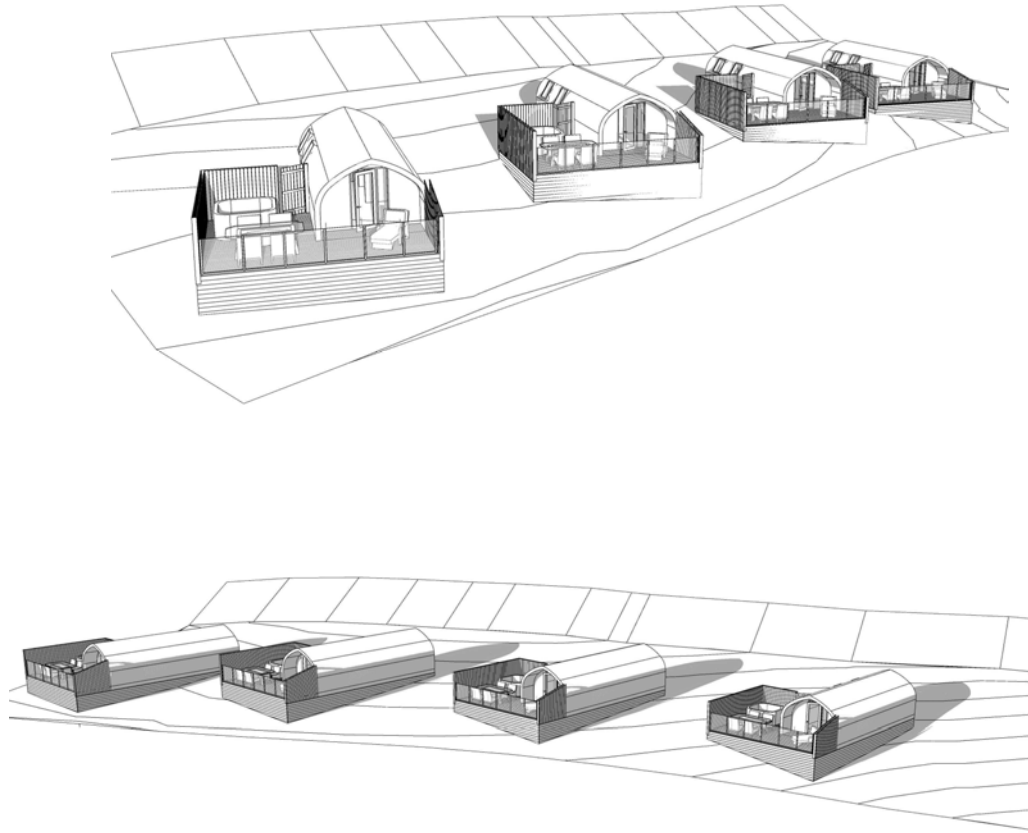
*5 Clawback – 15 years for Major development; 20 years for Local development

Other Legal Agreement requirements

Type	Details
Bond	1. Describe the purpose of the Bond
	2. Specify the amount to be secured
	3. Restriction on Bond provider
	4. Set the review date and mechanism for review
	5. Describe the call on circumstances
	6. Any other relevant details
Habitat Management Plan	1. Describe what the Plan is to cover
	2. Describe the area the Plan is to cover (and provide a plan)
	3. Set the timetable for submission of the Plan
	4. Set the timescale for implementation of the Plan
	5. Describe requirements to consult third parties
	6. Specify the financial contribution (if any)
	7. Specify the clawback period (if any)
	8. Any other relevant details
Road Survey	1. Specify the timescale for the initial survey
	2. Describe which roads are to be surveyed (provide a plan)
	3. Specify an interim survey date (if required)
	4. Specify the final survey requirements and timescale
	5. Any other relevant details
Land and Asset Transfer	1. Describe the area of land / asset to be transferred (provide a plan)
	2. Describe the use of the land / asset
	3. Specify the cost of transfer
	4. Any other relevant details

DO NOT SCALE FOR CONSTRUCTION

All dimensions are approximate and to be checked prior to commencing any works



Revisions

Client
Highland Luxury Retreats

Project
Additional Holiday Lodges
Highland Holiday
Retreats of Inverness
Strathpeffer
IV46 5LX

File
Indicative
Perspectives

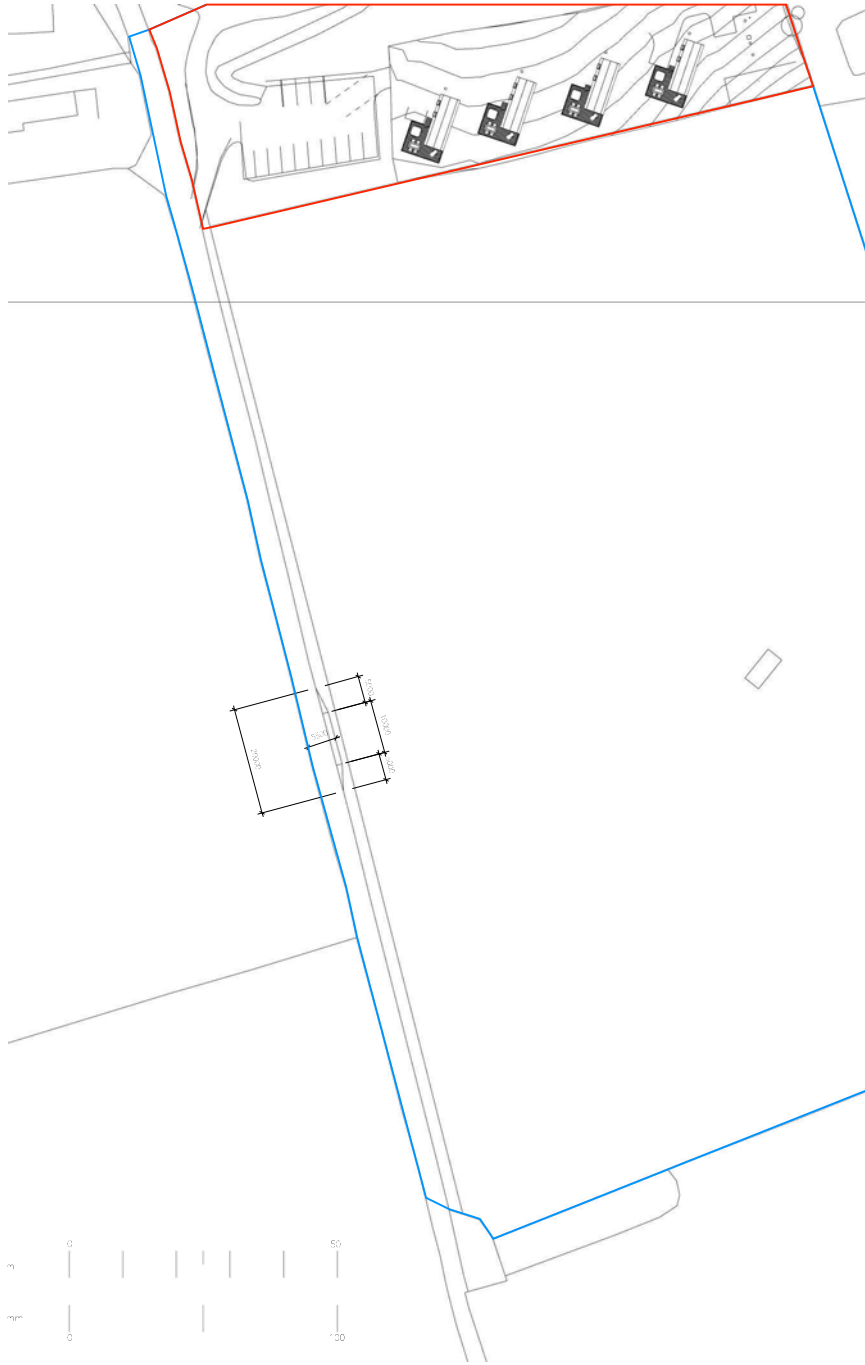
REFERENCE NUMBER
DATE
21st February 2024

DRAWING NUMBER
DRAWN BY
Kerry Spink

SPINK
architecture
construction management
commercial

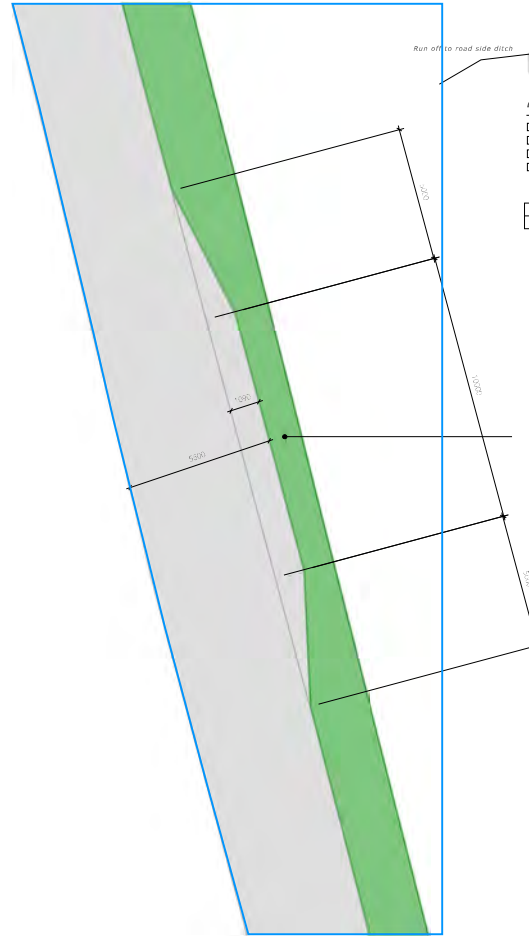
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All dimensions are approximate and to be checked prior to commencing any works



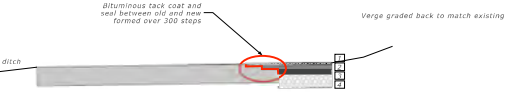
PP 1 Passing Place location
Scale: 1:500 @ A1

Revisions



PP 1 Passing Place details
Scale: 1:100 @ A1

Passing place formed to current standards to match existing run-off camber and grade to opposite side of road.
Joint between new and old bituminous surfaces prepared with bituminous tack coat applied to existing road edge a 1m thorough cleaning to remove organic materials. New joints pointed out with bituminous seal over joints to prevent frost ingress.



- LEGEND**
- 40 thick surface course, HRA 55/10 F SURF 100/150 PSV 55
 - 60 thick binder course, AC20 DENSE BIN 100/150 RECIPE MIX (TO BS EN 13108-1)
 - 100 thick base course, AC32 DENSE BASE 100/150 RECIPE MIX (TO BS EN 13108-1)
 - Type 1 Sub-base not less than 250 thick to SHW Clause 803

CD Passing Place Build Up
Scale: 1:50 @ A1



Double sided sign
mounts or galvanised
post all to Fig. 4-45
Diagram 8.22 (S) (1-2-9)
Passing Place on a Narrow
Road, Traffic Signs Manual
- Warning Signs 2018

1:50	0	5	100
1:100	0	5	100

Client: Highland Luxury Retreats

Project: Additional Holiday Lodges
Highland Holiday
Retreats at Inverness
Sutherland
IV4 5LX

Bill: Passing Place

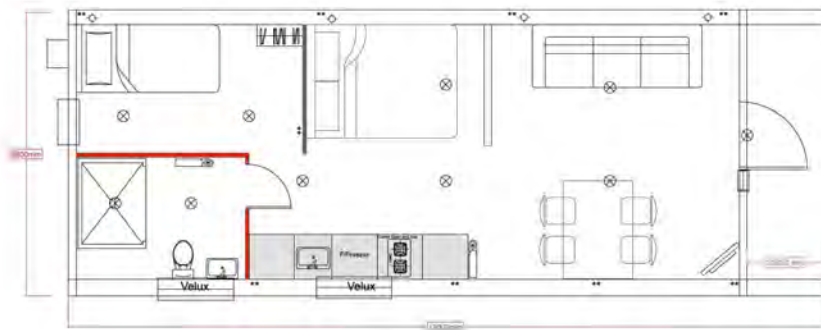
REVISION NUMBER:
DATE: 14th March 2026

DRAWING NUMBER:
122134153-004
DRAWN BY:
Kerry Spink

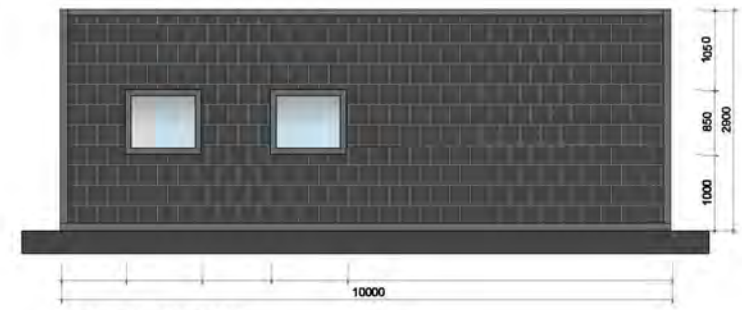
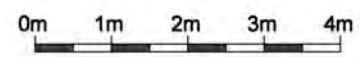
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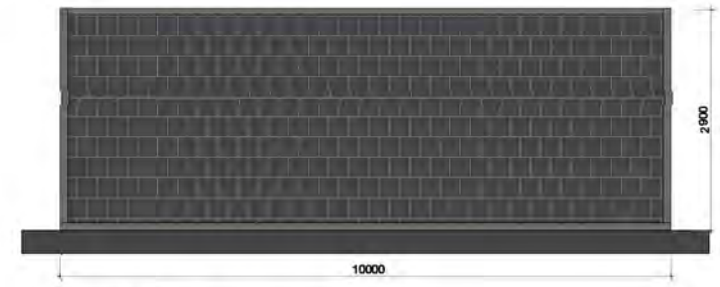
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- ** - Sockets
- ◇ - Wall light
- ⊗ - Ceiling Light
- 🔥 - Heater



SIDE ELEVATION



SIDE ELEVATION

Project: Mega Pod (8m x 3.3m)	
Title: Layout Plan and Elevation	
Client	
Drawn: VH	 <p>Unit 5D Keer Park Warton Road Carnforth LA5 9FG</p> <p>Tel: 01524 572311 Mob: 07887 852535 Email: info@lunevalleypods.co.uk www.lunevalleypods.co.uk</p>
Check: VH	
Date: 22.05.25	
Scale: 1:35	
Paper: A1	
Issue: Planning	
Drawing Number / Rev	

Elevations and Finishes

Elevations
All elevations to be as Lune Valley Pods drawing 42213 Lune Valley Pods

Finishes
Roof: Bitumast roof tiles colour brown, to match existing pods.
Timber Cladding: composite timber cladding, colour brown, to match existing pods.
Windows and Doors: uPVC colour brown wood effect finish, to match existing pods.



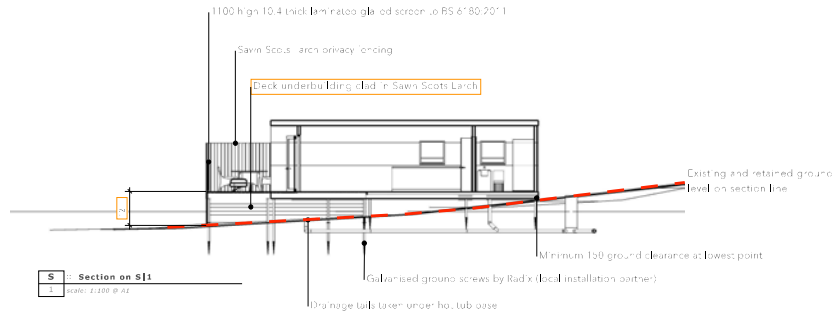
REAR ELEVATION



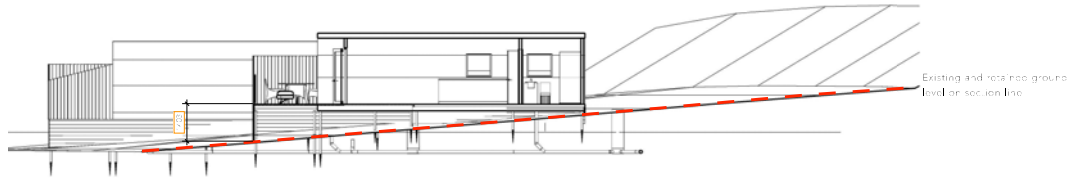
FRONT ELEVATION

DO NOT SCALE FOR CONSTRUCTION

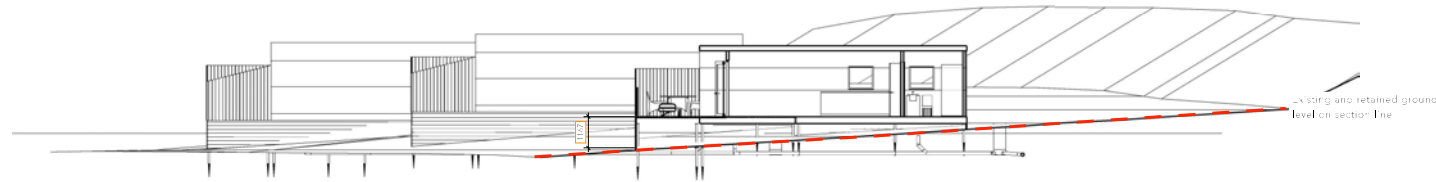
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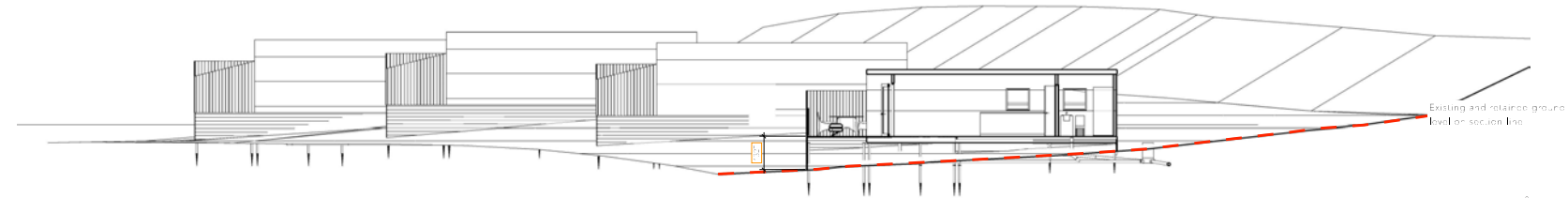
S 11 Section on S11
Scale: 1:100 @ A1



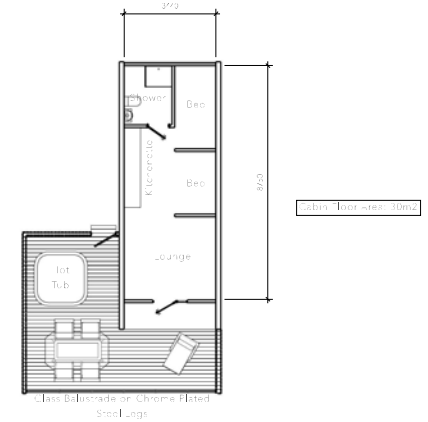
S 12 Section on S12
Scale: 1:100 @ A1



S 13 Section on S13
Scale: 1:100 @ A1



S 14 Section on S14
Scale: 1:100 @ A1



FP 1 Indicative Floor Plan
Scale: 1:100 @ A1



- Revisions
1. Floor heights above site level added
 2. 19.02.26 Finishes notes added, floor heights highlighted
 3. 25.02.26 "Existing and retained ground level on section line" added

Client: Highland Luxury Retreats

Project: Additional Holiday Lodges
Highland Holiday
Highland Holiday
Sustainable
17/4/2024

Drawn: Sections and Floor Plans

Revision Number: 3
Date: 18th December 2025
Drawn/Checked: KERRY SPINK

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