

Agenda Item	7.4
Report No	PLN/030/26

HIGHLAND COUNCIL

Committee: North Planning Applications Committee
Date: 10 June 2026
Report Title: 25/02223/FUL : J Murphy And Sons Limited
Land 160m Northwest Of Tigh Ardachu, Mosshill, Brora
Report By: Area Planning Manager – North

Purpose/Executive Summary

Description: Formation of temporary compound cabins and storage (retrospective)
Ward: 04 – East Sutherland and Edderton
Development category: Local
Reason referred to Committee: 5 objections or more

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 retrospective planning permission for the formation of the temporary compound cabins and storage at the area of land 160m northwest of Tigh Ardachu, Mosshill, Brora. The temporary site compound, which has been in use since Spring 2025, entails the establishment of compound cabins and storage to support ground investigation works associated with the SSEN Accelerated Strategic Transmission Investment (ASTI) Framework - LT428 Banniskirk to Carnaig 400kV. The ground investigation works to which the compound will serve is considered permitted development on the basis that any disturbed ground would be restored to previous state within a 6-month period. Meanwhile, the use of this site for a workers and storage compound requires planning consent given it regards the change of use of the vacant land for the storage of materials plant, and equipment, as well as providing welfare facilities for site personnel. Following the provision of further information, the retrospective application now states that the compound will cease use at the end of August 2026.

The proposed compound is to include:

- 2 x canteens
- 2 x drying room
- 4 x site offices
- 1 x meeting room
- 2 x (M/F) toilet units
- General waste and fuel, including a small fuel bowser.
- Heras boundary fencing (specifications are submitted with the application)
- 1 x Smoking Shelter
- 3 skips
- COSHH
- 2 x stores

The site storage area is 530sq.m.

- 1.2 An existing access is formed of the adjacent U2940 Clynelish Quarry Road. There are two access tracks located of the access junction with the public road, the first access (to which this application relates) serves the works yard and the second access serves the estate and former quarry.

- 1.3 Supporting Information:

- Land Ownership Notice
- Supporting Planning Statement
- Product Brochure
- Rebuttal to Public Objections
- Further Drainage Information
- Response to Council Comments

- 1.4 Variations: On 18th May 2026 further drawings were provided in response to previous concerns raised by Transport Planning.

2. SITE DESCRIPTION

- 2.1 The site is considered brownfield land being a former disused construction site, located near the disused Clynelish Quarry. The site has a total area of 2,525sq.m, and is found to be situated west of Brora cemetery and A9 trunk road. The site is screened to the north and west by natural vegetation, with the eastern boundary adjoining the disused Clynelish quarry and the southern boundary connecting to the access to the former quarry. The site consists of a varying topography, generally sloping downwards to the southwest.

3. PLANNING HISTORY

- 3.1 None since electronic records began.

4. PUBLIC PARTICIPATION

- 4.1 Advertised: Unknown Neighbour – 14 Days

Date Advertised: 25.07.2025 (Northern Times and John O’Groat Journal)

Representation deadline: 08.08.2025

Timeous representations: 8

Late representations: 0

- 4.2 Material considerations raised are summarised as follows:

- a) Development complete prior to applying for planning permission

Planning Response: Although retrospective in nature the proposal requires to be assessed against all relevant material considerations.

- b) The site is accessed via single track roads with limited passing places. Significant increase in the number of large vehicles utilising the surrounding road network, every day of the week. The increased traffic levels are endangering the local community in particular dog walkers, children playing, cyclists, and other road users.

Planning Response: Whilst driver behaviour is outwith the remit of planning control, the impact of the proposal on the local road network has been assessed by the councils Transport Planning Team and is noted to be acceptable given the development’s temporary nature.

- c) Amenity concerns relating to noise from the compound and associated traffic movements.

Planning Response: Concerns regarding amenity are appropriately assessed within the amenity section of the planning appraisal below. The council’s Environmental Health Officer has reviewed the proposals in regard to noise impact and concluded that the proposals are acceptable, subject to condition.

- d) Eyesore - particularly the signs along the road.

Planning Response: The landscape and visual impact of the proposals is considered within the siting and design section of the appraisal below. Regarding

road signs, given these relate to road safety and construction works, these are outwith the remit of planning control.

- e) Concerns regarding the 6-month rolling planning permission request considering the works have a proposed end of October 2025 whilst the OHL project details a 4- or 5-year construction.

Planning Response: The planning application is required to be assessed based on its own merits, with a condition attached to grant planning permission for a temporary nature, allowing the Planning Authority to reassess the impact and necessity of the development after a given period of time. It is recommended that planning permission is granted for a temporary period until the 31st August 2026. Any further development beyond this timeframe will require a further application for planning consent.

- f) The development should be included in the overall Environmental Impact Assessment and the cumulative effect of the Spittal to Beaulay 400Kv OHL.

Planning Response: The proposed development for which planning permission is sought does not constitute EIA development. The compound serves ground investigation works which help inform the design and routing of an EIA project, however, that EIA project does not have any extant or implemented consent.

- g) Environmental impact including increase in litter.

Planning Response: The environmental impact of the proposal is considered below, specifically within the Climate and Nature Crises section of the appraisal. The matter of litter will be for the site manager to ensure it is dealt with appropriately.

- h) The site and wider area is of natural beauty, there are plenty of other more suitable plots for this kind of development to be considered.

Planning Response: No details of alternative sites have been provided within the application however given the brownfield nature of site, adjacent to a former quarry and current recycling centre, it is deemed that the site is not of an area of natural beauty.

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

5. CONSULTATIONS

5.1 Brora Community Council

Stated as follows:

Whilst we are aware that this compound is of a temporary nature, all those attending a recent public meeting convened by our council expressed unanimous disapproval of the way in which this retrospective application has been handled by the applicant, and the general overall presumption in advance of any planning application or decision relating to the 400kV transmission routing through our area.

With a stated rolling duration of 6 months and reinstatement expected in October of 2025, concerns about how the development is effectively half-way through the stated duration period already. The base is already established and in use, although the more costly proposed infrastructure has not yet been fulfilled. We therefore question the duration stated and the integrity of the application in this respect. It is not

acceptable that normal planning requirements should be flouted, and our community input so by-passed as in this case.

Had we been consulted on this as a proposal we would have raised a number of concerns namely, there are two properties adjacent to the south of Morven Yard which may be affected by ambient noise and will certainly be so by the increase in heavy traffic, the road is a narrow single track and is a busy link road to the local amenity recycling base which is in constant use and, along with Environmental Health, we would have raised concerns about the private water supply, particularly in this exceptionally dry year, and have supported their stated concerns of the potential for adverse impacts on the amenity of local residents.

It is noted that there is a canteen on site and as far as we are currently aware the workers are not local and are not being accommodated within our area. This rather large works compound brings no benefit to our community and, at very least, we would therefore request a condition that reinstatement brings with it some improvement to the site and the immediate surrounding area.

The inordinate haste associated with all aspects of the transmission project can lead only to the alienation of the local communities impacted and a growing feeling that they are simply being rolled over. This application is a very bad start in what will be a long planning process.

- 5.2 **Contaminated Land:** Records indicate that the site has previously been in use as a Quarry, which may have resulted in land contamination depending on activities, such as infill resulting in possible ground gas generation. As the proposed development would not appear to materially change the risk of potential contamination, a contaminated land condition which requires further investigation is not recommended for this application. However, it is recommended that the applicant is informed of potential contamination issues in an informative on any decision notice.
- 5.3 **Transport Planning:** No objection to the application, subject to it being strictly temporary, with all use ceasing by 31 August 2026 and the site fully cleared and reinstated thereafter. This position reflects that the access, visibility and local road network are substandard and would not support any permanent or extended use; acceptance is therefore solely due to the short-term, low-intensity nature of the proposal. While recorded vehicle speeds justify the submitted visibility splays for the temporary period, the access remains below standard and requires managed operation. The anticipated traffic levels are modest and acceptable in the short term, subject to adherence to a defined access route via the A9/C1095/U2941, avoiding unsuitable junctions. The presence of existing constraints on the single-track road, including congestion associated with the nearby recycling centre, further reinforces the need to limit duration and intensity. Any extension beyond the stated end date would require a new planning application and likely significant off-site improvements, which may be difficult to deliver given land ownership constraints.
- 5.4 **Environmental Health:** No objection subject to condition.

A number of domestic properties have been identified near the site. Further, there have been a number of complaints made directly to Environmental Health in relation to the burning of waste materials and intrusive floodlight positioning. Given the planning application is retrospective and the compound cabins have now been built, Environmental Health does not foresee any further construction noise issues from

the site, however, there remains the potential for disturbance through vehicle movement in and out of the yard and associated with operational activities.

Requested the attachment of conditions restricting the time of vehicle movements associated with the development, external lighting system and to restrict the burning of materials.

Environmental Health also advised in the earlier stages of the application process that the plans show a unit identified as a canteen, and if food is prepared and served to anyone other than by the worker's themselves, then the applicant will need to register as a food business. The applicant shall also be aware that the Local authority does have powers to deal with any noise complaints under nuisance law.

In regard to water supply and foul drainage arrangements, Environmental Health raised no concerns with the waste disposal methods proposed, if there is no means of potential cross contamination with the water supply. Also advised that any water provided to a kitchen/canteen needs to be potable, assuming the IBC tanks will be filled with mains water then it will be deemed potable, and if the tanks are to be filled from a borehole supply, then full testing and treatment would be required before it is placed into the tanks. Appropriate measures must also be in place to ensure regular cleaning of water tanks to prevent contamination. As such, if an adequate safe, supply of potable water is provided, which is managed to prevent contamination, Environmental Health have no further comments.

- 5.5 **SSEN Transmission:** No objection, raised no concerns with regards to the proposals impact on the operation of existing transmission assets. Furthermore, advised that the application has been submitted by the applicant to support works on emerging new SSEN assets.

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 6 - Forestry, Woodland and Trees

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

Policy 12 - Zero Waste

Policy 13 - Sustainable Transport

Policy 14 - Design Quality and Place

Policy 18 - Infrastructure First

Policy 22 - Flood Risk and Water Management

Policy 23 - Health and Safety

Policy 29 - Rural Development

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
42 - Previously Used Land
51 - Trees and Development
56 - Travel
58 - Protected Species
61 - Landscape
65 - Waste Water Treatment
66 - Surface Water Drainage
69 - Electricity Transmission Infrastructure
72 - Pollution

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

No specific policies apply.

6.4 Highland Council Supplementary Planning Policy Guidance

Developer Contributions (March 2018)
Highland's Statutorily Protected Species (March 2013)
Roads and Transport Guidelines (May 2013)
Sustainable Design Guide (Jan 2013)
Trees, Woodlands and Development (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 Water Supply
- f) Climate and Nature Crises
- g) any other material considerations

Development plan/other planning policy

- 7.4 As an application for the formation of a temporary compound cabins and storage, albeit retrospective, on previously used land, the proposals require to be primarily assessed against Policy 9a) of NPF4 - Brownfield, vacant and derelict land and empty buildings. This policy states that development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account. Given the proposed compound will be utilised in association to support ground investigation works in connection with the SSEN ASTI Framework - LT428 Banniskirk to Carnaig 400kV, the proposals also require to be assessed against Policy 18 – Infrastructure First of NPF 4. This policy encourages an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking. 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 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 NPF4 include policies: 5 – Soils, 14 – Design, Quality and Place, 22 – Flood Risk and Water Management, and 29 – Rural Development.
- 7.5 Given that the proposal is located within the open countryside, Policy 36 – Development in the Wider Countryside - of the HwLDP , also requires to be considered. This policy states that proposals will be assessed for the extent to which they are, acceptable in terms of siting and design, sympathetic to existing patterns of development, compatible with landscape character, avoid loss of Croftland, and can be adequately serviced. Given the previous use of the site, Policy 42 – Previously Used Land – of the HwLDP requires to be considered. This states that the council will support development proposals that bring previously used land back into beneficial use provided that a site investigation and risk assessment are undertaken that demonstrate that the site is in, or is capable of being brought into, a condition suitable for the proposed development; and, the proposed development accords with all other relevant policies of this plan. Other pertinent policy considerations from the HwLDP include policies: 56 – Travel, 65 – Waste Water Treatment, 66 – Surface Water Drainage and 69 – Electricity Transmission Infrastructure.

Siting and Design

- 7.6 The proposed temporary cabin and storage compound is required in association with the undertaking of Ground Investigation works for the forthcoming SSEN Accelerated Strategic Transmission Investment Framework - LT428 Banniskirk to Carnaig 400kV. As such, the proposals can be considered to support site investigation works in order to help inform grid transmission and distribution infrastructure proposals. The chosen site for the proposed compound is brownfield land with a history of use for construction related works and temporary storage. In accordance with both Policy 9 (Brownfield) of NPF4 and Policy 42 (Previously Used Land) of the HwLDP, the proposals will result in the sustainable reuse of brownfield land, whether permanent

or temporary, and as such can be considered to be supported by the principal policy considerations. Given the former use of the site for construction related purposes, adjacent to a former quarry and currently in use recycling centre, it is deemed that the chosen siting for the compound outwith the Brora Settlement Development Area can be considered acceptable and compliant with the local character and development pattern within the immediate surroundings.

- 7.7 The application requires to be assessed in accordance with Policy 5 – Soils of NPF4. Scotland’s National scale land capability for agriculture map distinguishes the site to be predominantly Class 4.1 - Land capable of producing a narrow range of crops, primarily grassland with short arable breaks of forage crops and cereal. Therefore, as the application site is not distinguished as prime agricultural land, the proposal is compliant with Policy 5b of the NPF4.
- 7.8 On review of the Scotland’s Soils Carbon and Peatland Map 2016, the application site is considered to be of Class 0 - Mineral soil - Peatland habitats are not typically found on such land. Given that the development will not be located upon peatland, carbon rich soils or priority peatland habitat, the application is considered to comply with Policy 5c) of NPF4.
- 7.9 The proposed cabin and storage compound has an appearance of a typical construction site. Set at 3.25m the containers throughout the compound cannot be considered to have an intrusive visual impact outwith the site given their low height. The existing hedgerow bund to the east acts as an appropriate screen for the site particularly when viewed from Clynelish Muir. In addition, given the nearby locations of the disused quarry and the recycling centre, when viewed in its entirety the compound can be considered as an extension of the existing industrial activities immediately adjacent to the site. As such, it can be considered that the application is acceptable in terms of visual impact, utilising a brownfield site and in siting and design.

Amenity

- 7.10 There are several recognised neighbouring properties located within a 20m radius of the application site. Given the contained nature of the compound, set to the rear of an existing recycling centre, which is predominately screened by existing hedgerows along the boundary with the public road, it is considered that the proposal will not result in any overlooking, invasion of privacy or blocking of daylight issues with neighbours.
- 7.11 In consultation with the councils Environmental Health Officer, who raised no objections subject to condition, a number of complaints have been made directly to Environmental Health in relation to the burning of waste materials and intrusive floodlight positioning within the compound. The issues relating to the burning of waste materials and the positioning of intrusive floodlighting appear to have occurred only over a limited period, and such matters are more appropriately addressed through Environmental Health regulatory powers. Given the retrospective nature of the proposal, with all cabins now erected on site, Environmental Health do not foresee any further construction noise from the site, however, there remains the potential for disturbance through vehicle movement in and out of the yard, and associated with operational activities. The applicant shall be aware that the Local

Authority does have powers to deal with any noise complaints under nuisance law. A condition is attached below to ensure all noise associated with the site, as well as operations, including vehicle movements, are kept within acceptable limits. A further condition is attached to ensure any external lighting system within the compound is in accordance with best practice guidance.

Access and Parking

- 7.12 The site is accessed via an existing access off the U2940 Clynelish Quarry Road. The public road is a single-track subject to the national speed limit, with no footways or street lighting provided. There are two access tracks located off the access junction with the public road, the first access, which is currently unauthorised (to which this application relates) serves the works yard, and the second access serves the estate and former quarry.
- 7.13 Transport Planning had initially noted their acceptance of the sub-standard access, visibility and drainage arrangements due to the temporary nature of the proposal, with the applicant indicating an intended cessation date of October 2025. Following that further discussion, the applicant has submitted additional information which confirms an explicit revised operating end date of August 2026. As such, following the provision of further details, Transport Planning confirm that they have no objection to the proposals, purely on the basis that the development is temporary, with all operations to permanently cease no later than 31st August 2026, with the site fully cleared by the end of September and reinstated thereafter. The access arrangements, visibility splays and surrounding road network are not considered acceptable for any permanent or extended use, with significant enhancements. Any tolerance applied at this stage is wholly dependent on the temporary and time-limited nature of the development, which is agreed by officers.
- 7.14 It is considered that any proposals to extend the duration of use of the workers' compound, beyond 31st August 2026, would require a new planning application, assessed against the Roads and Transport Guidelines for New Developments (RTGND), including compliant access geometry, visibility splays, drainage, and on-site parking and turning arrangements. Improvement of visibility splays through hedge trimming and vegetation removal on the U2941 would be required. Transport Planning have also raised that the delivery of additional passing places is likely to be constrained by land ownership issues, with stone boundary walls and fences located close to the road edge. These constraints would need to be resolved by the applicant before any extended use could be supported.
- 7.15 The application states that although the U2940 Clynelish Quarry Road (which the site is accessed off) is subject to the national speed limit of 60mph. The provided Traffic Speed Assessment identifies an operational traffic speed in the region of 30–40mph, based on observed traffic characteristics and the constrained geometry of the route. Transport Planning have reviewed alternative speed data which confirms an 85th percentile speed of approximately 31.3 mph, which is consistent with the applicant's assumptions. Based on the recorded speed environment, the 90m visibility splays available in both directions at the access is considered appropriate for the observed operating speeds and compliant with council guidelines. Transport Planning advise that the recorded speeds provide a robust and evidence-based justification for using

a lower speed threshold in visibility assessment, at the chosen location, despite the national speed limit of the public road.

- 7.16 The applicant estimates an average of approximately 15 trips per day, consisting mainly of vans, 4×4 vehicles and occasional tippers, with skip lorry movements occurring roughly once per week. Over the proposed operational period, up to August 2026, the total projected number of movements is approximately 2,025. Transport Planning have confirmed that the vehicle movements is acceptable only within the context of a short-term, low-intensity operation.
- 7.17 On review of the provided swept path analysis, Transport Planning have confirmed that larger vehicles require banksman supervision for access and egress. As such, this is further evidence that the access junction is below the standard required for any long-term or permanent development. Given the confirmed temporary nature of the compound and the modest level of traffic movements anticipated, the visibility and access arrangements can be accepted for the limited operational period only.
- 7.18 Furthermore, in consultation with the local roads office, all associated construction, operational and servicing traffic must approach the site via the A9 to C1095 junction and continue via the U2941 Clynelish Quarry Road to access the site; with vehicles exiting the site using the same route in reverse. Use of the alternative junction between the C1022 Braambury Road and the A9 is not supported by the Roads Authority. The C1095 Junction onto the A9 is considered a more suitable and established access point in road safety terms, which shall be secured by condition.
- 7.19 The site affords appropriate internal parking and vehicle turning space for the anticipated workforce and operational vehicles, with no overspill onto the public road network anticipated. As such, given the temporary nature of the proposals, the proposed arrangements are deemed acceptable.
- 7.20 Transport Planning notes the proximity to the site of the local recycling centre on the U2941, located further to the north, which is known to generate operational issues. Bin lorries and private vehicles regularly use this route, and it has been reported that queues of waiting vehicles can form on the U2941 during busy periods while vehicles wait to enter the recycling facility. The applicant should be aware of the importance of keeping vehicle numbers associated with the compound low, strictly adhering to the defined routing strategy, and ensuring that the compound use remains temporary and time limited. Any intensification or prolongation of use would materially increase conflict and delay on an already constrained single-track route, which is not acceptable.

Drainage and Water Supply

- 7.21 The application notes that the compound will be served by a private water supply, which is noted to be via an external supply of filled Intermediate Bulk Container tanks. In consultation with the councils Environmental Health Officer, whilst no formal concerns regarding the sites water supply provision, appropriate measures shall be in place to ensure potable water is provided to the site given its need for the kitchen and canteen services, with appropriate cleaning measures to be put in place to avoid contamination of the supply. It is noted that all Drinking water will be provided separately via bottled supply.

- 7.22 In terms of foul drainage arrangements, the site conditions will consist of a removable effluent tank with a capacity of approximately 3,500 litres for this purpose. The contents of the effluent tanks will be removed from the site typically on a weekly or bi-weekly basis. Environmental Health have raised no issues with regards to the waste disposal arrangements provided no means of potential cross contamination occurs with the sites water supply.

Climate and Nature Crises

- 7.23 Whilst the site appears to be comprised mostly of hardstanding and other built-up areas and is in current use, the likely baseline biodiversity value is considered low. The applicant may also wish to consider, by way of legacy, relinquishing the application site in an improved condition at the end of the proposed development's life.

Other material considerations

- 7.24 Whilst the application initially sought a temporary 6-month rolling planning permission, this is not a suitable approach. In order to allow the Planning Authority to reassess the impact and necessity of the development after a given period of time and secure removal and restoration, in addition to the sufficient delays throughout the application process, a temporary planning consent is to be granted until the 31st August 2026 under this current application, with the site to be cleared by the 30th September 2026.

MATTERS TO BE SECURED BY LEGAL AGREEMENT / UPFRONT PAYMENT

- 8.1 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

9. CONCLUSION

- 9.1 The proposed works compound would be temporary in nature and is located on previously developed land out with the settlement development area of Brora, in the vicinity of a disused quarry and recycling centre. Utilising an existing brownfield site, in the vicinity of surrounding industrial uses helps to limit potential impacts on the surrounding environment and community. The development is intended to inform planned upgrades to the electricity transmission network, aligning with national energy objectives and contributing to grid reliability. The use of the site as a temporary compound is not however integral to the build out of the grid transmission project, as the Banniskirk to Carnaig 400kV overhead line project, as that project has no extant or implemented consent and therefore there is no certainty that it will materialise. The suitability of the proposed development has therefore been assessed on the basis of the site's intended temporary land use as a construction works compound, which is found to be a suitable for an interim period in this location. It is therefore recommended that the planning application be approved, subject to appropriate conditions, based on its role in supporting broader infrastructure delivery.

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

10. IMPLICATIONS

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

11. RECOMMENDATION

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

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

1. Planning permission is hereby granted for a temporary period only and shall cease to have effect on the 31st August 2026. The application site shall be cleared of all development approved under the terms of this permission by the 30th September 2026 (including any subsequent ancillary works, infrastructure, fixtures, fittings and any temporary developments permitted under Class 14 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended)) and reinstated to its former condition, to the satisfaction of the Planning Authority.

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

2. All external lighting within the site shall be designed, installed and maintained in accordance with the principles and best practice set out in the Institute of Lighting Professionals (ILP) document "*Guidance Notes for the Reduction of Obtrusive Light*" (GN01), or any subsequent revision in force at the time of

installation. Thereafter, the lighting shall be operated in accordance with the approved details for the duration of the development

Reason: In the interests of protecting residential amenity, minimising light pollution and safeguarding the rural character of the area.

3. All construction, operational and servicing traffic associated with the development shall access and egress the site via the A9 to C1095 junction (at the garages/petrol station) and thereafter via the U2941 Clynelish Quarry Road. All vehicles shall enter and exit the site using this route in both directions. For the avoidance of doubt, no vehicular traffic associated with the development shall use the junction between the C1022 Braambury Road and the A9 for access or egress to the site.

Reason: In the interests of road safety and to ensure the use of the most suitable access route, in accordance with the requirements of the Roads Authority.

4. Operations, including vehicle movements, associated with this development, for which noise is audible at the curtilage of any noise sensitive property, shall only be permitted between:
 - i. 0800 hours and 1900 hours Monday to Friday; and
 - ii. 0800 hours and 1300 hours on Saturdays.

Reason: To protect the amenity of nearby noise-sensitive receptors from unacceptable levels of noise.

5. All plant, machinery and equipment associated with ventilation, air-conditioning, heating and refrigeration services or similar and including fans, ducting and external openings shall be so installed, maintained and operated such that any associated operating noise does not exceed NR 20 when measured or calculated within any noise-sensitive premises with windows open for ventilation purposes. For the purposes of this condition, "noise-sensitive premises" includes, but is not necessarily limited to, any building, structure or other development the lawful use of which a) falls within Classes 7 (Hotels & Hostels), 8 (Residential Institutions) or 9 (Houses) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended), or b) is as a flat or static residential caravan.

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

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.

Contaminated Land

There is the potential for contamination at this site due to previous use as a Quarry. As the proposed development would not appear to materially change the risk of potential contamination at the site, an investigation is not required at this stage. However, should any suspected contamination be encountered during development, all works should halt until further actions are agreed with the Council. Please note all former industrial/commercial uses have been prioritised by the Highland Council under duties conferred by Part IIA of the Environmental Protection Act 1990 and may require investigation in the future and can affect property value. Should you wish to discuss potential contamination issues, please contact the Contaminated Land Team, Place Service Cluster – Environmental Health for advice.

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.

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

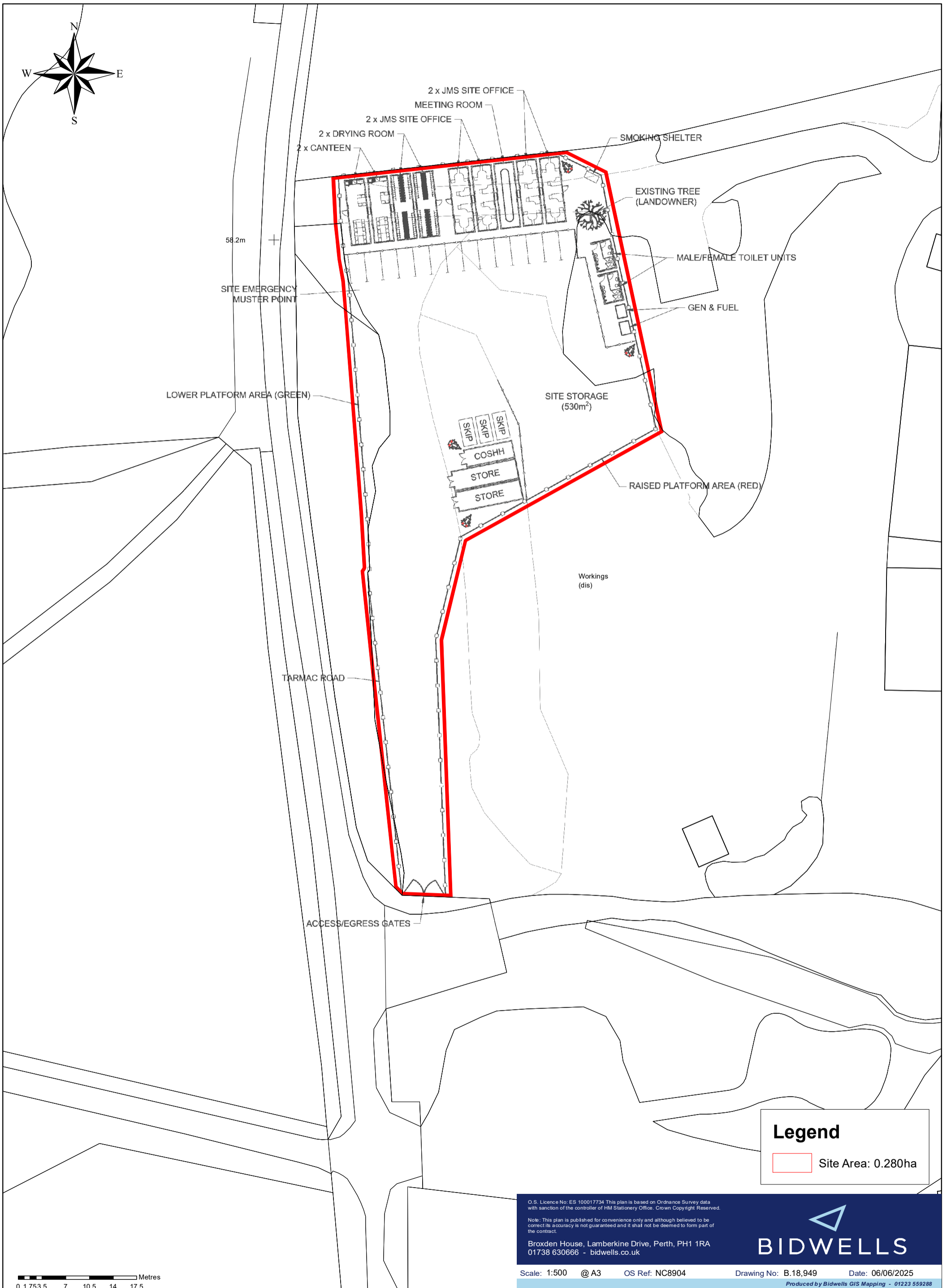
Author: Liam Burnside

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

Relevant Plans:

- Plan 1 - B.18,949A – Location Plan
- Plan 2 - B.18,949 – Site Layout Plan
- Plan 3 - XXXX-LT428-JMS-OHL-ZZ-D-EO-XXXX REV P01 – Elevation Plan
- Plan 4 - 26003-MTS-00-XX-DR-TP-06001 REV 00 – Visibility Splay Plan
- Plan 5 - 26003-MTS-00-XX-DR-TP-06002 REV 00 – Access Layout Plan
- Plan 6 - 26003-MTS-00-XX-DR-TP-06011 REV 00 – Swept Path Analysis Plan – Skip Lorry
- Plan 7 – 26003-MTS-00-XX-DR-TP-06012 REV 00 - Swept Path Analysis Plan – 4 Axle Transit
- Plan 8 - 26003-MTS-00-XX-DR-TP-06013 REV 00 – Swept Path Analysis Plan – Transit
- Plan 9 - XXXX-LT428-JMS-OHL-ZZ-D-EO-XXXX REV P01 – Topography Plan

Proposed Site Compound, Clynelish, Brora - Block Plan

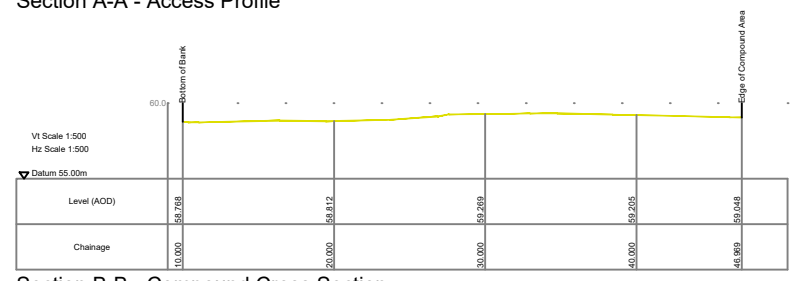
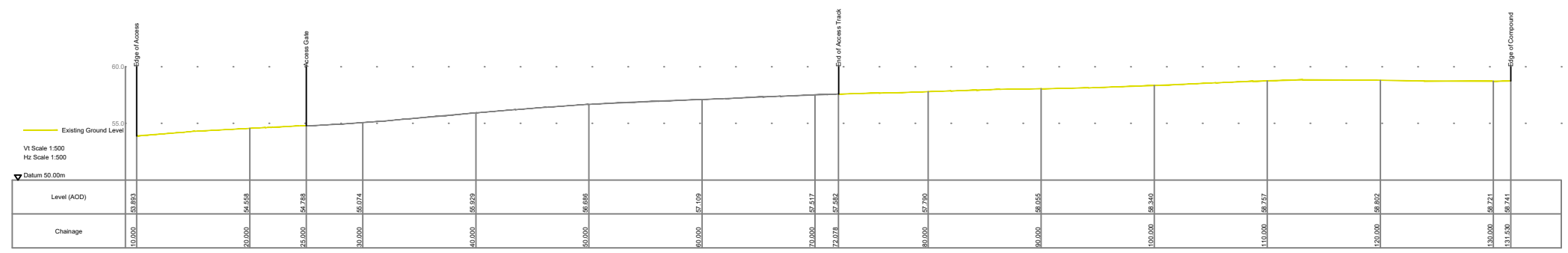
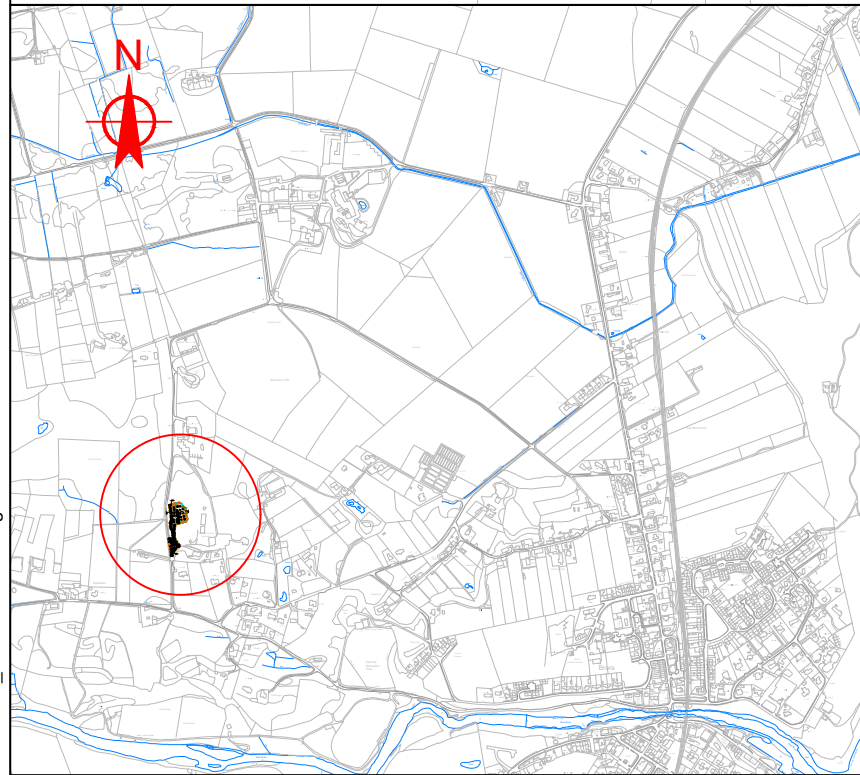
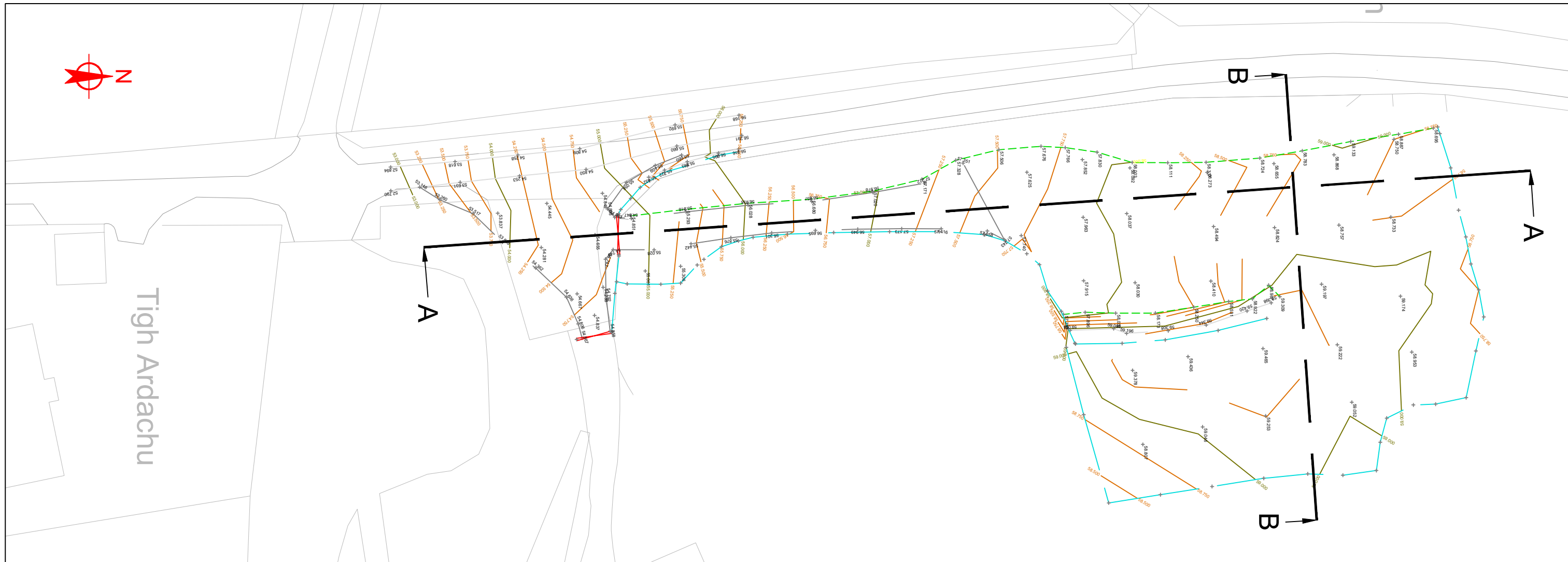


Legend

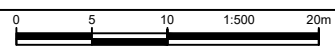
Site Area: 0.280ha

O.S. Licence No: ES 100017734 This plan is based on Ordnance Survey data with sanction of the controller of HM Stationery Office. Crown Copyright Reserved.
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 Broxden House, Lamberkine Drive, Perth, PH1 1RA
 01738 630666 - bidwells.co.uk





Plotted: 10/06/2025 3:35 PM
Attached Xrefs: AST10-JMS-ZZ-XX-M2-X-0001_OS_MAPPING.dwg



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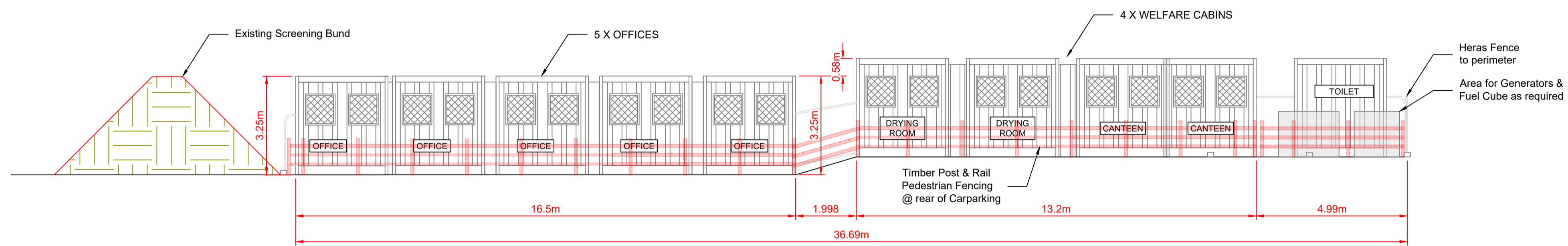
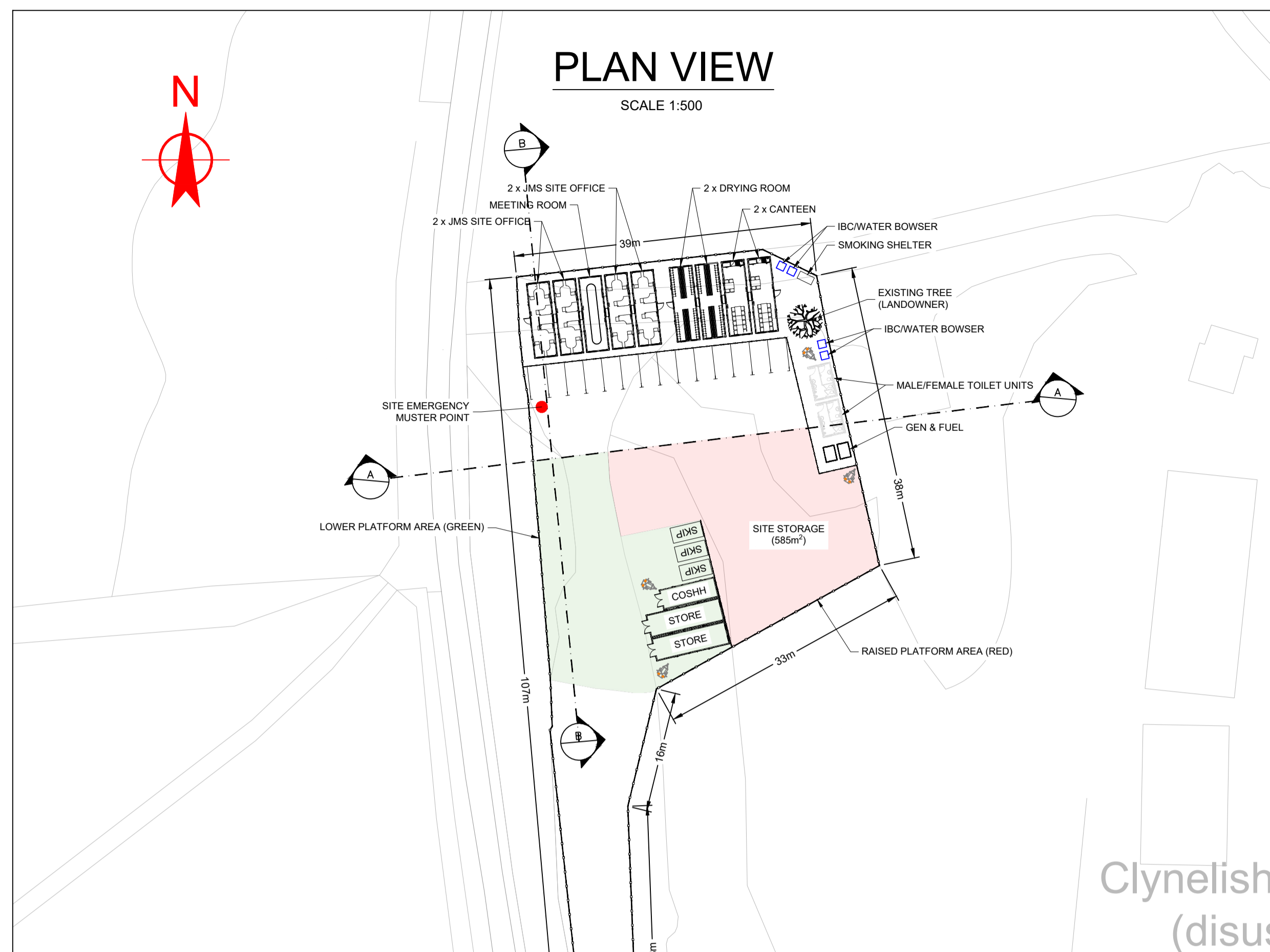


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	DRAWN	CHK	APP.		

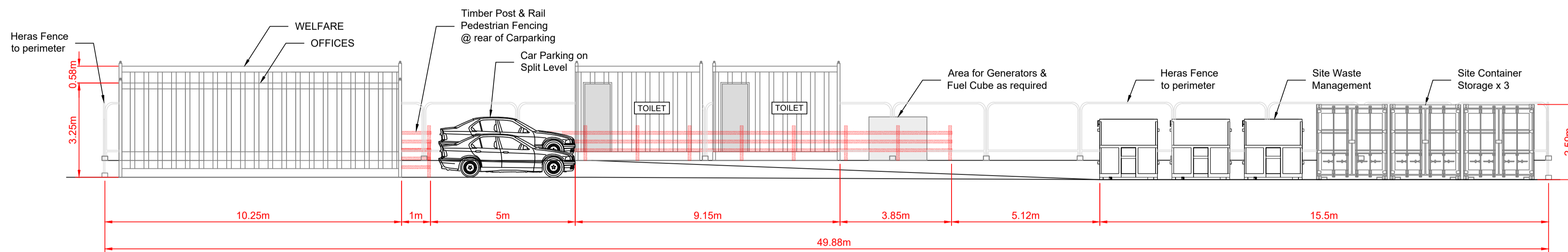
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Revision:	P01	Dwg Title: MORVAN YARD TOPOGRAPHICAL SURVEY
Suitability:	S2	Dwg No: XXXX-LT428-JMS-OHL-ZZ-D-EO-XXXX
Scale @ A3:	1:500	Purpose of Issue: FOR INFORMATION
Sheets:	1 OF 1	Client Ref Number: -
Internal Proj. Ref:	1002-001579	

J. MURPHY & SONS LTD
Hiview House, Highgate Road, London NW5 1TN - Tel: 020 7267 4366

SSEN TRANSMISSION



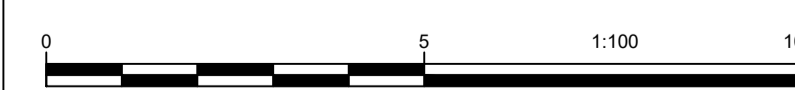
SECTION A-A



SECTION B-B

PROPOSED CABIN ARRANGEMENT
SCALE: 1:100

Plotted: 02/07/2025 3:12 PM
Attached Xrefs: AST10-IMS-ZZ-XX-M2-X-0001_OS_MAPPING.dwg



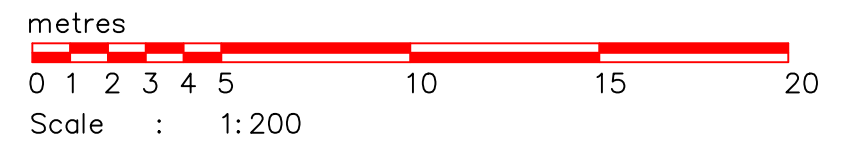
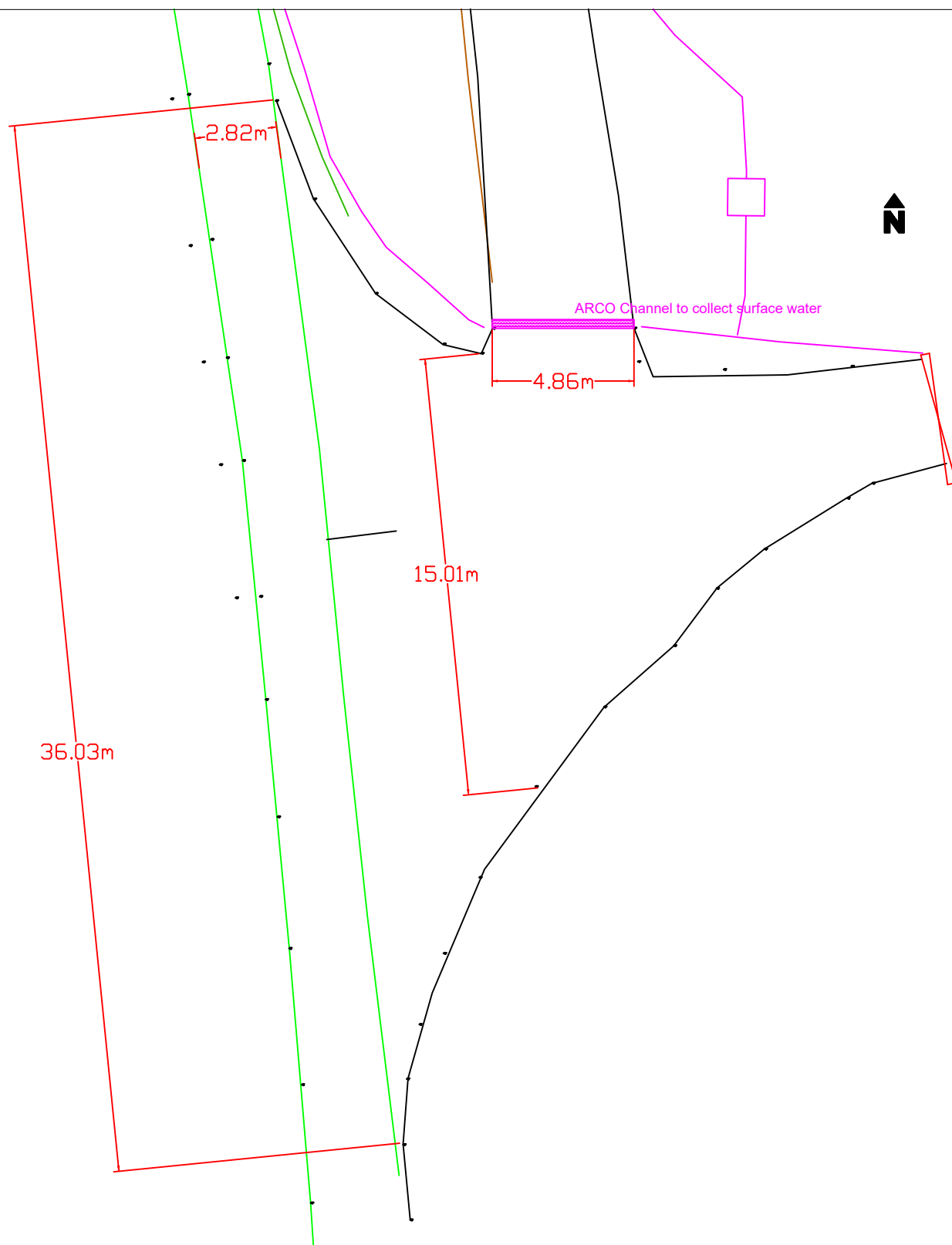
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REV	DRAWN	CHK	APP.	DATE	REVISION COMMENTS
P01	S.MACKAY	F.GOMEZ	M.WILLIAMS	02/07/25	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-

Project:	SSEN ASTI FRAMEWORK - LT428 BANNISKIRK TO CARNAIG 400kV	
Revision:	P01	Dwg Title: MORVERN YARD
Suitability:	S2	Dwg No: SITE ESTABLISHMENT - ELEVATIONS
Scale @ A1:	1:100	XXXX-LT428-JMS-OHL-ZZ-D-EO-XXXX
Sheets:	1 OF 1	Purpose of Issue: FOR INFORMATION
Internal Proj Ref:	1002-001579	Client Ref Number: -

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SSEN TRANSMISSION



Revision notes:		
Rev:	Date:	Notes:

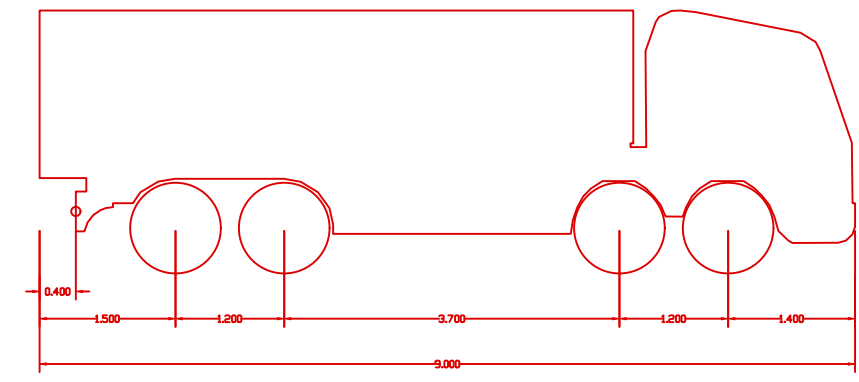
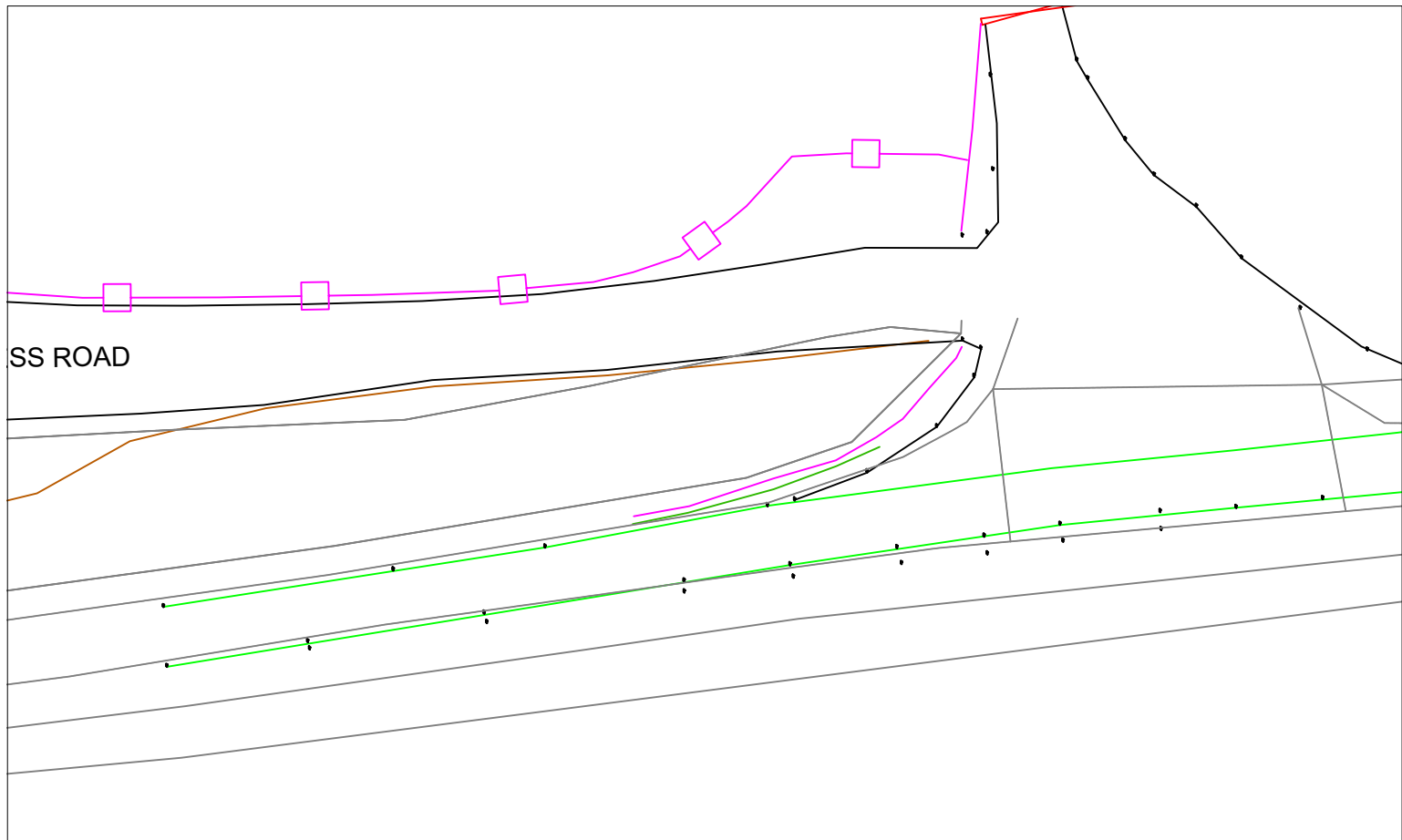
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Client: Murphys

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Drawing Title: 26003-MTS-00-XX-DR-TP-06002 Access Layout

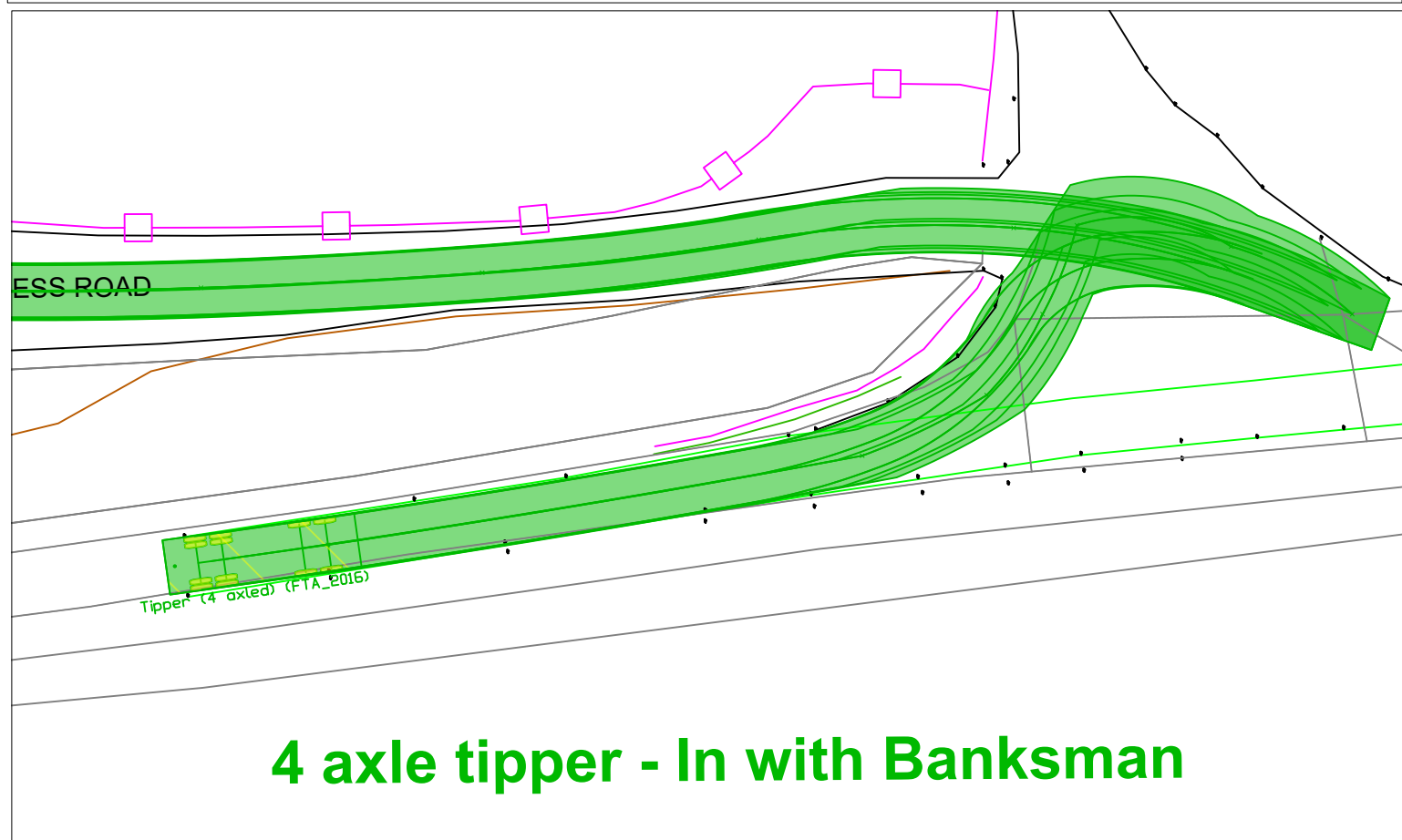
Date: 12 Mar 2026
Scale @ A3: 1:200
Revision: 00



McGregor Traffic Solutions Ltd
 Geddes House,
 Kirkton North Road,
 Livingston
 EH54 6GU
 myles@mcgregortraffic.com



Vehicle library: FTA_2016
 Name: Tipper (4 axled)
 Width [m]: 2.550
 Height [m]: 2.900
 Front track [m]: 2.500
 Back track [m]: 2.500
 Total vehicle length [m]: 9.000
 Average steering angle: 40.254°
 Turn time (sec.): 4.0
 Turning radius (curb to curb) [m]: 9.500
 Turning radius (wall to wall) [m]: 10.392



4 axle tipper - In with Banksman



4 axle tipper - Out with Banksman

Revision notes:

Rev:	Date:	Notes:

Drawn by:
MMcG

Client:
Murphys

Project:
26003
Brora Compound

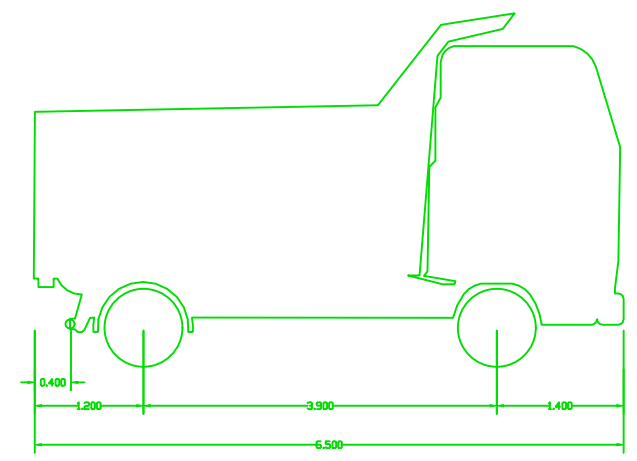
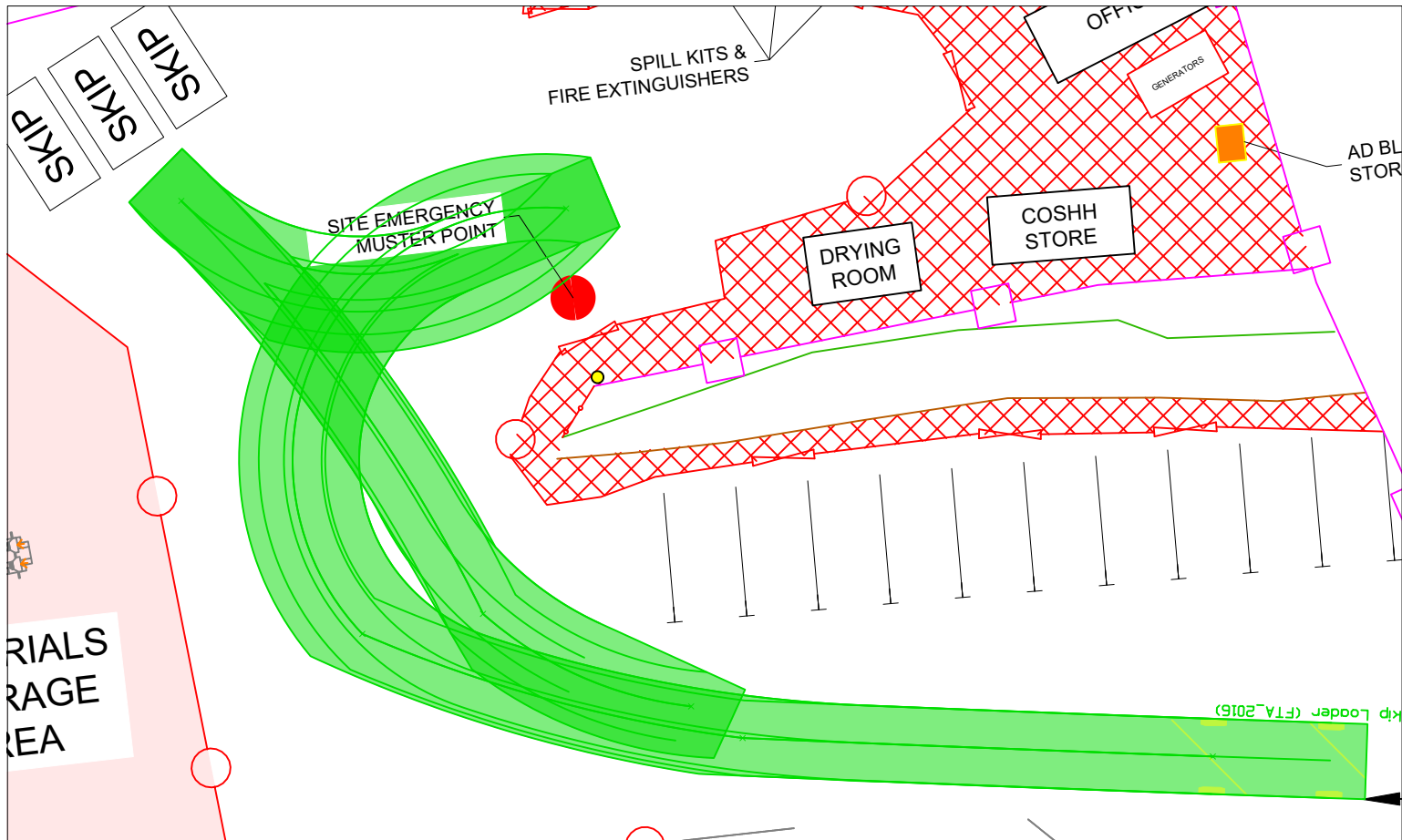
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Swept Path - 4 axle tipper

Date:
02 March 2026

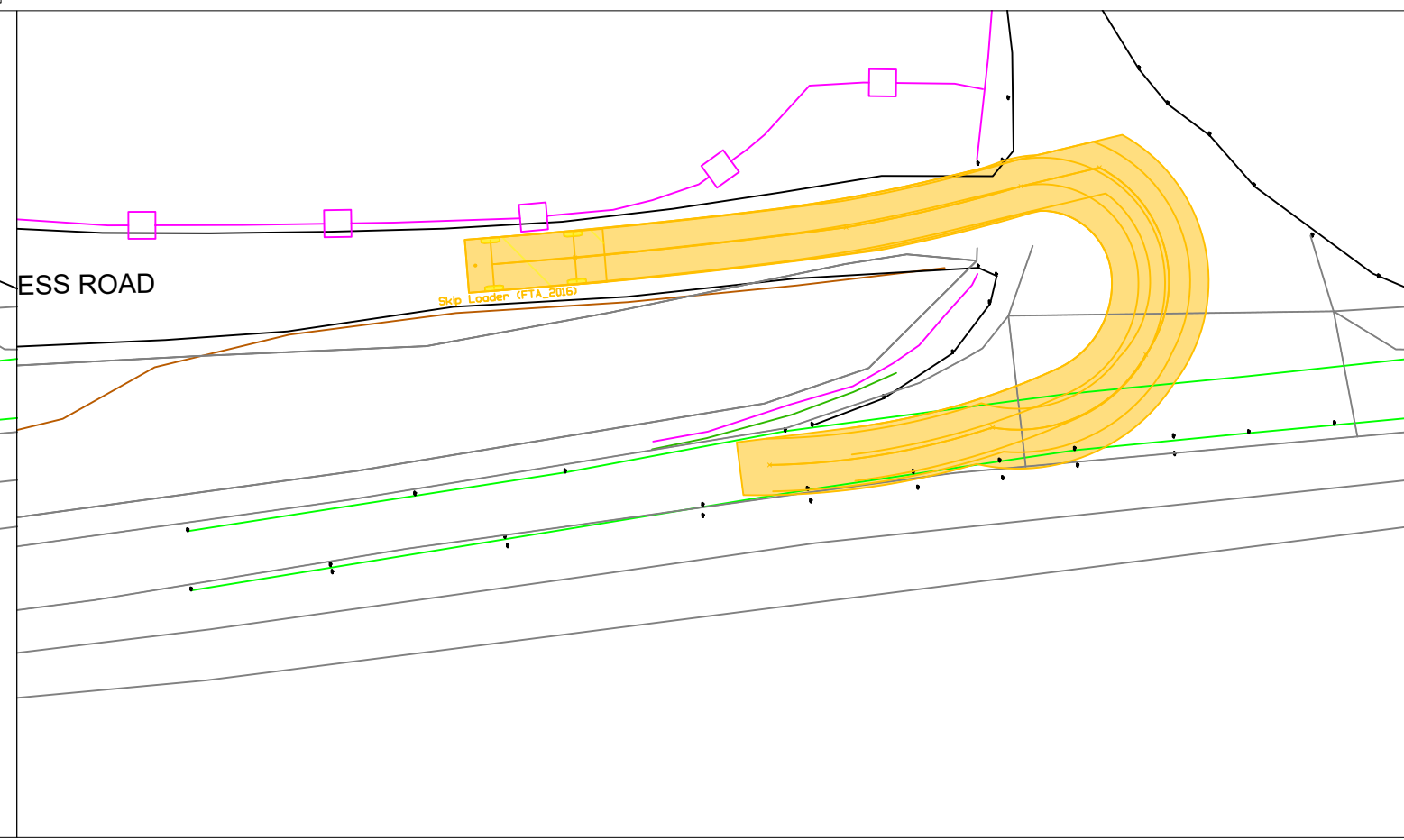
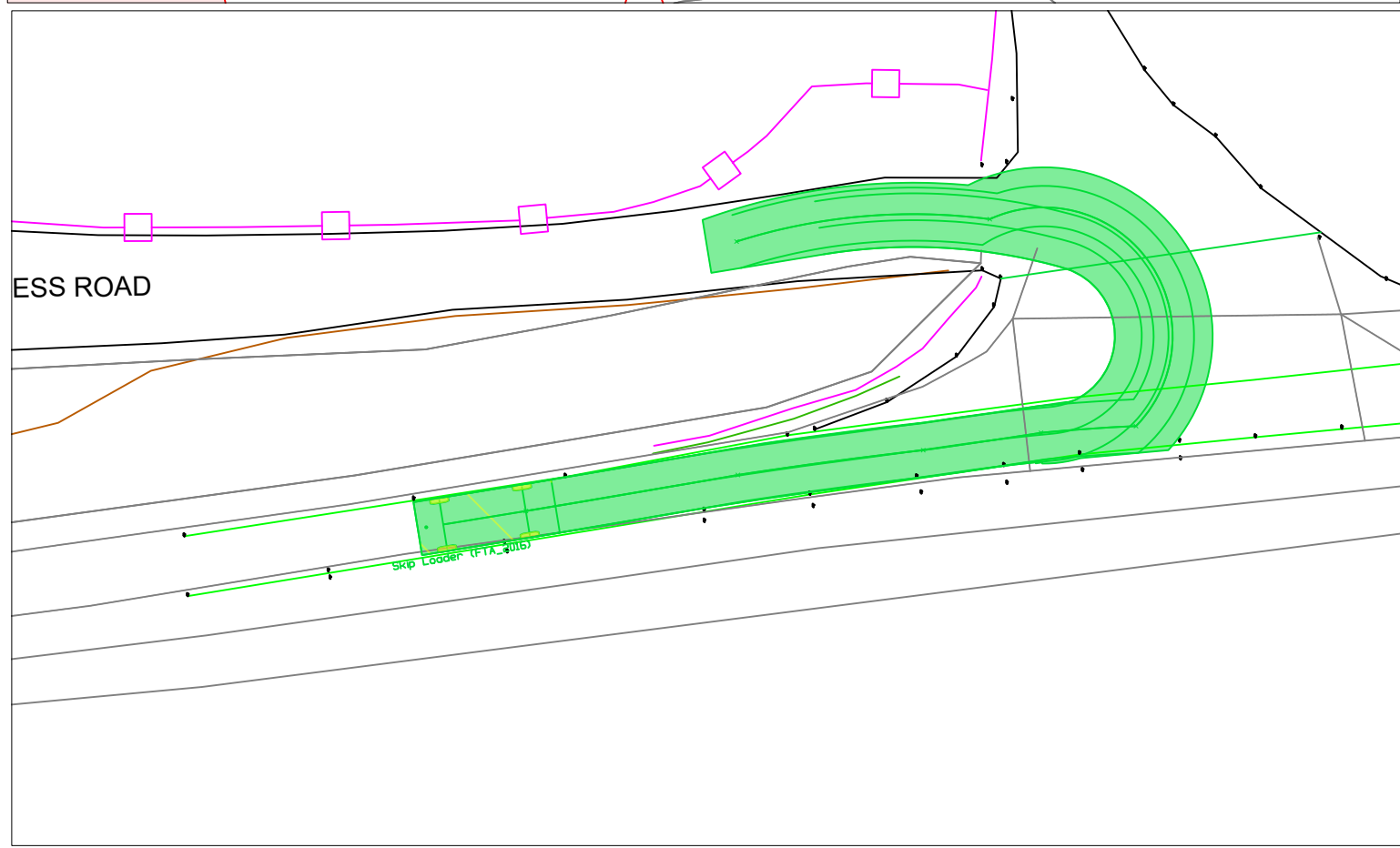
Scale @ A3:
NTS

Revision:
00

McGregor Traffic Solutions Ltd
 Geddes House,
 Kirkton North Road,
 Livingston
 EH54 6GU
 myles@mcgregortraffic.com



Vehicle Library: FTA_2016
 Name: Skip Loader
 Width (m): 2.500
 Height (m): 3.900
 Front track (m): 2.500
 Back track (m): 2.500
 Total vehicle length (m): 6.500
 Average steering angle: 40.521°
 Turn time (sec.): 4.0
 Turning radius (curb to curb) (m): 7.000
 Turning radius (wall to wall) (m): 7.866



Revision notes:

Rev:	Date:	Notes:

Drawn by:
MMcG

Client:
Murphys

Project:
26003
Brora Compound

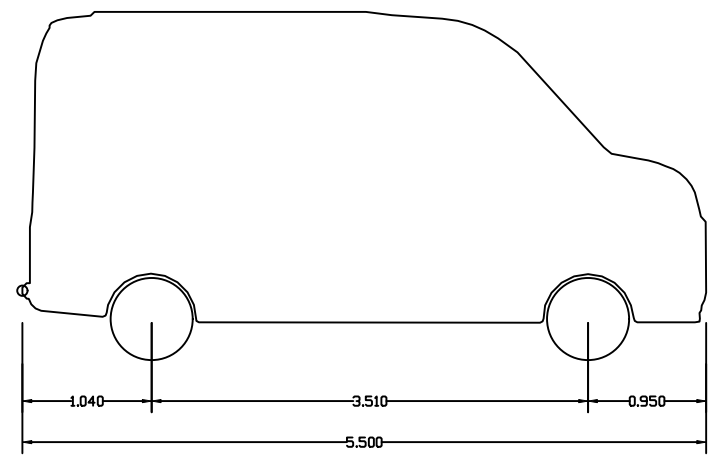
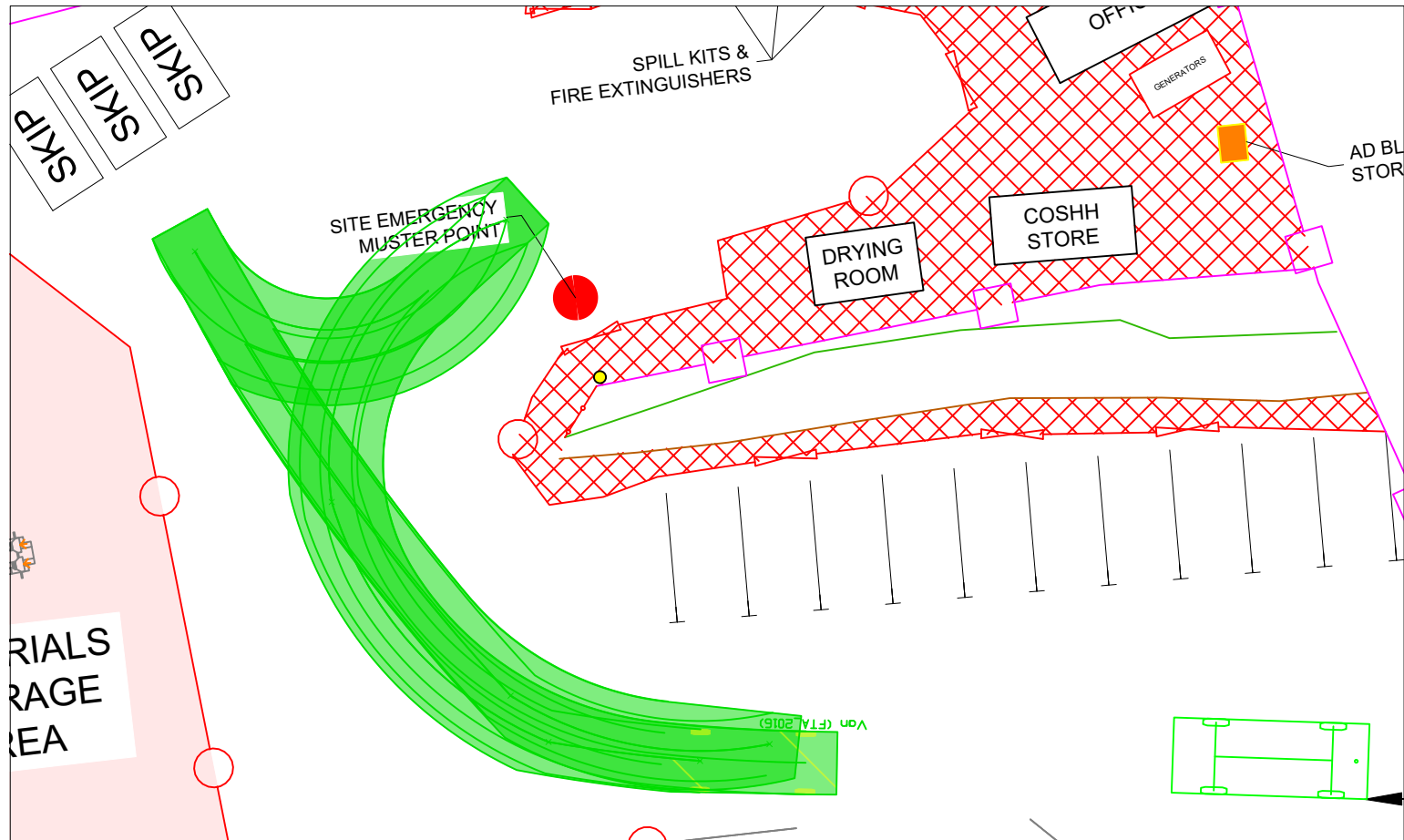
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Swept Path - Skip Lorry

Date:
02 March 2026

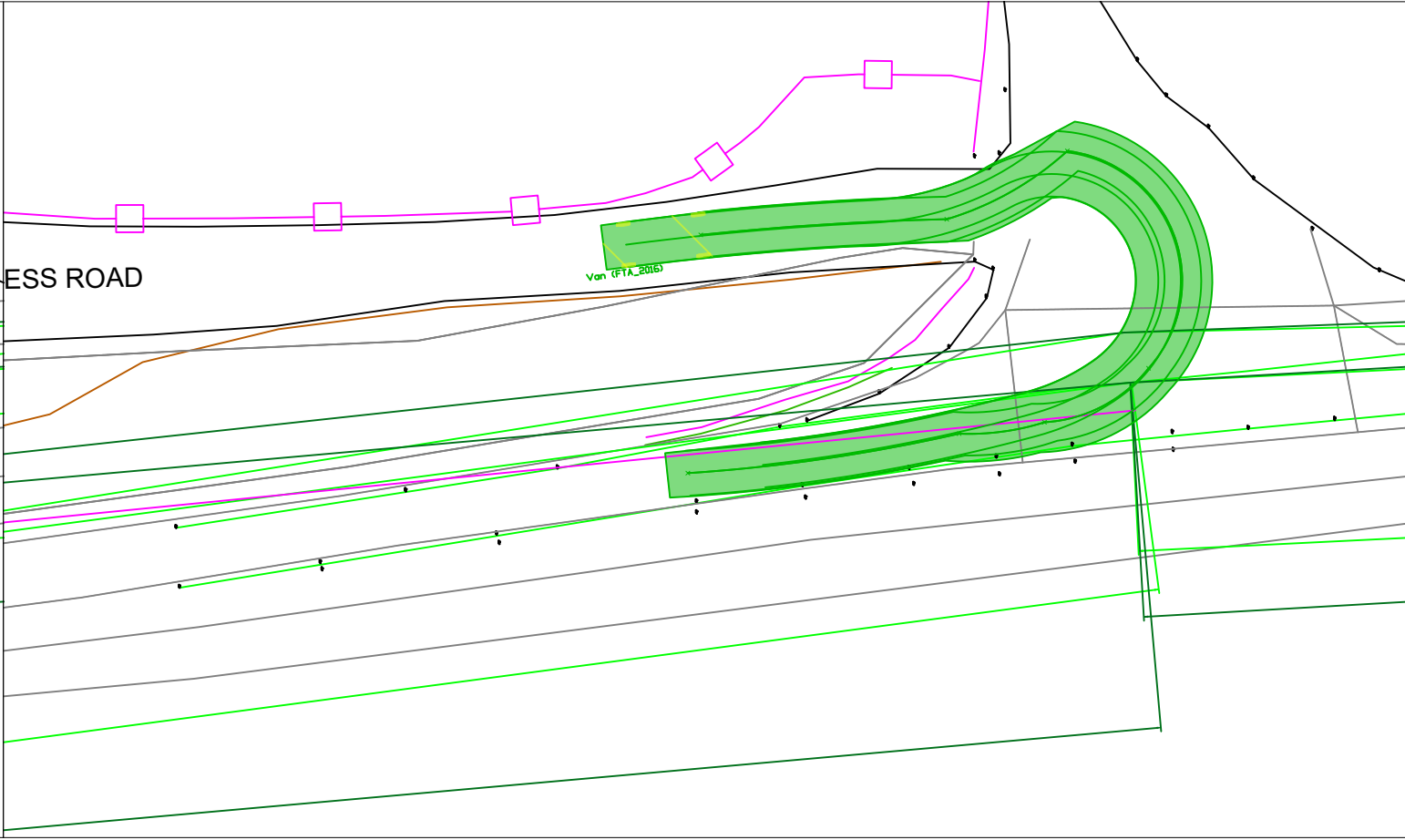
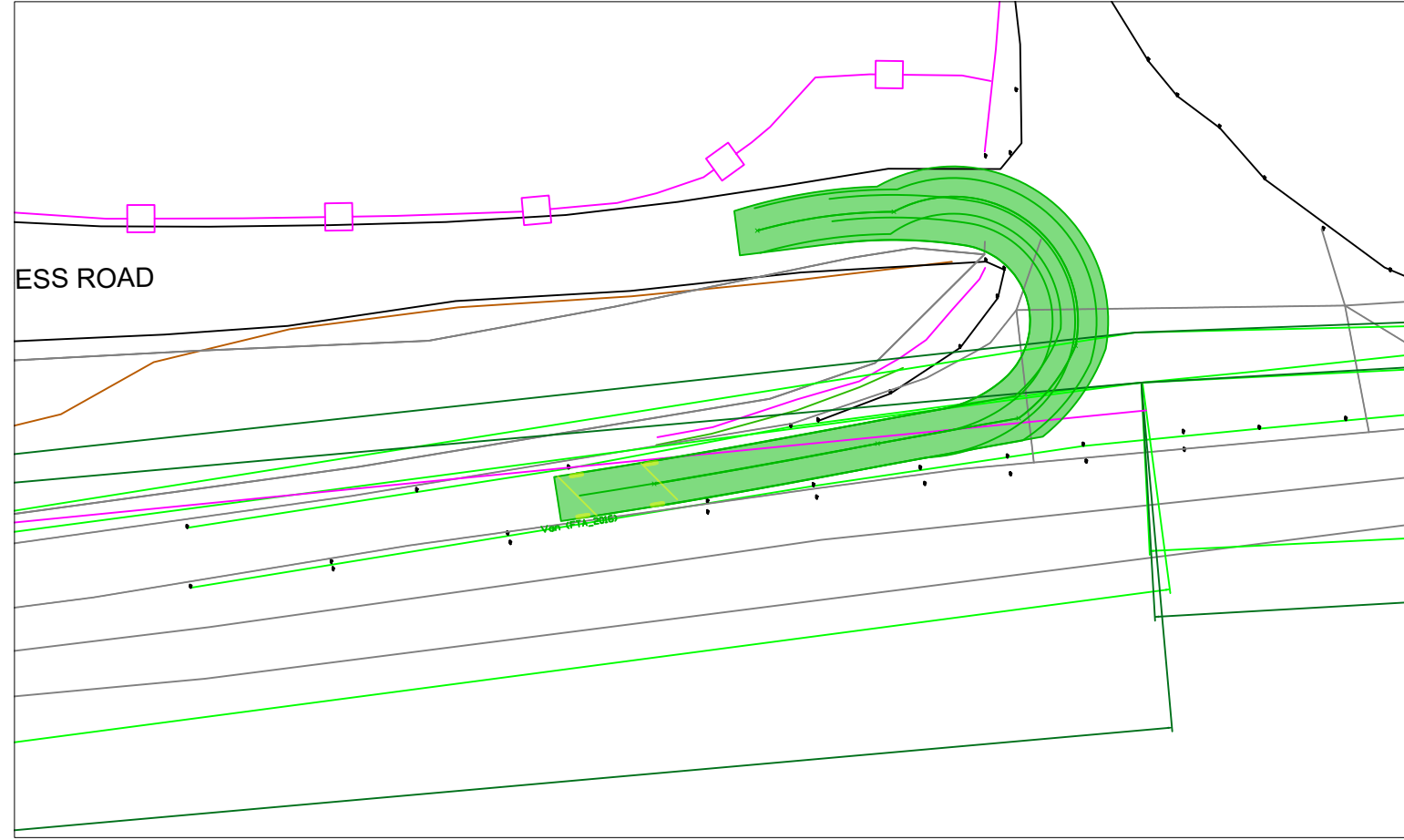
Scale @ A3:
NTS

Revision:
00

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 Kirkton North Road,
 Livingston
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 myles@mcgregortraffic.com



Vehicle Library: FTA_2016
 Name: Van
 Width [m]: 2.080
 Height [m]: 2.800
 Front track [m]: 2.100
 Back track [m]: 2.100
 Total vehicle length [m]: 5.500
 Average steering angle: 38.445°
 Turn time (sec.): 4.0
 Turning radius (curb to curb) [m]: 6.500
 Turning radius (wall to wall) [m]: 7.051



Revision notes:

Rev:	Date:	Notes:

Drawn by:
MMcG

Client:
Murphys

Project:
26003
Brora Compound

Drawing Title:
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Swept Path - Transit

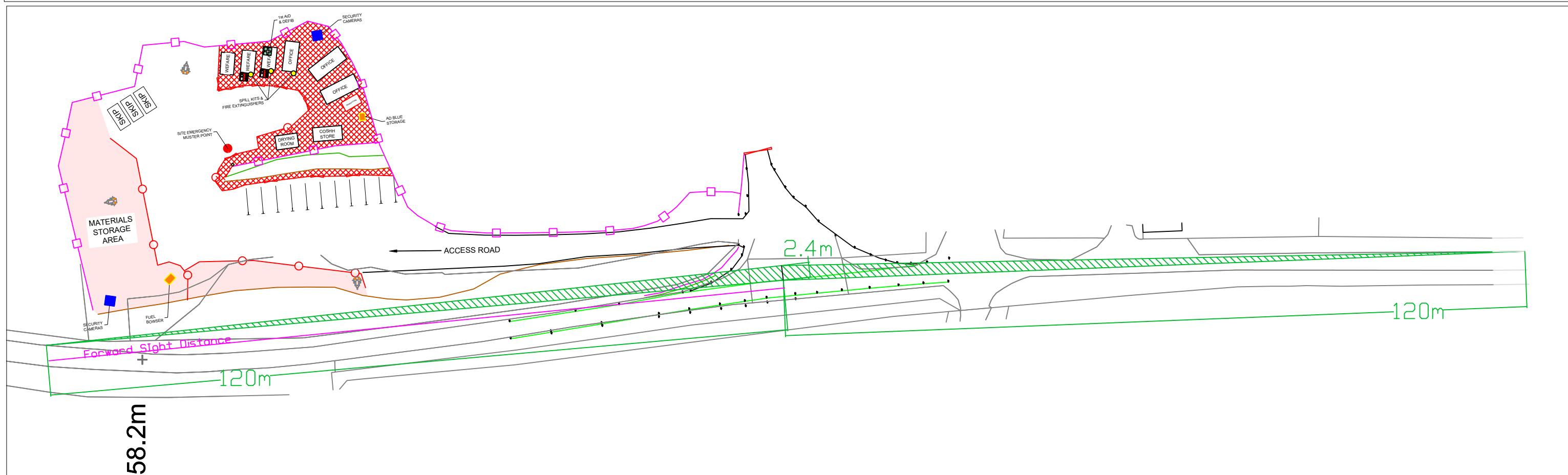
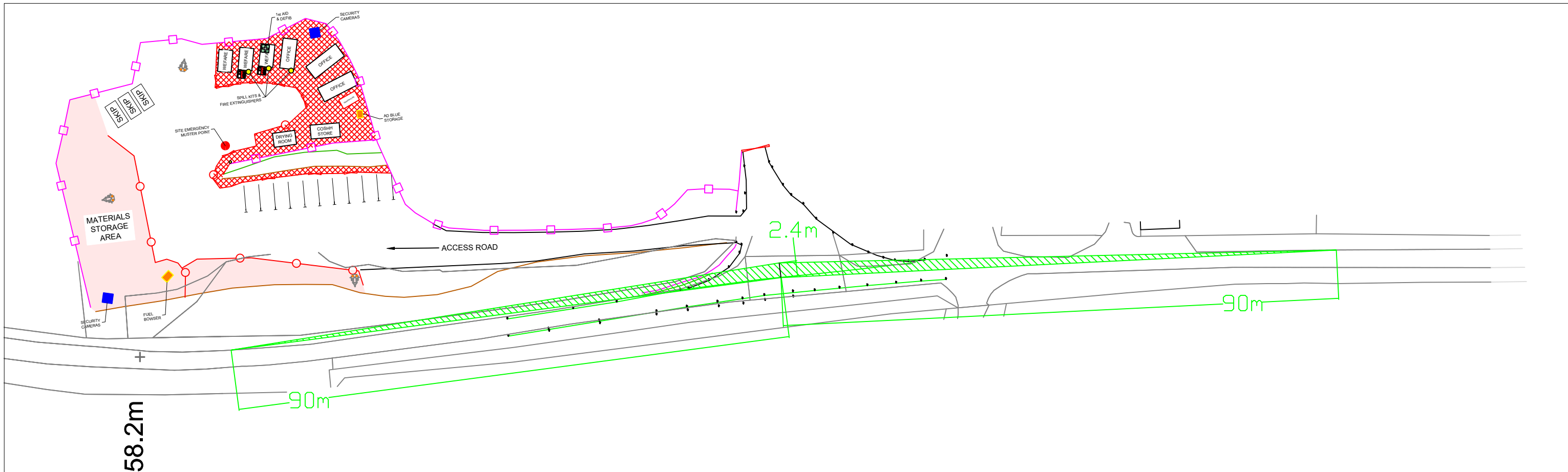
Date:
02 March 2026

Scale @ A3:
NTS

Revision:
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 Kirkton North Road,
 Livingston
 EH54 6GU
 myles@mcgregortraffic.com



Revision notes:

Rev:	Date:	Notes:

Drawn by:
MMcG

Client:
Murphys

Project:
26003
Brora Compound

Drawing Title:
26003-MTS-00-XX-DR-TP-06001
Visibility Splay

Date:
02 March 2026

Scale @ A3:
NTS

Revision:
00



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