

Agenda Item	7.7
Report No	PLN/033/26

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 10 June 2026

Report Title: 25/01462/FUL: Balmacara Hotel

Balmacara Hotel

Balmacara

Kyle

Report By: Area Planning Manager (North)

Purpose/Executive Summary

Description: Change of use from public bar to guest and staff accommodation and erection of extension to hotel (including amendments to planning permissions 18/02161/FUL and 23/03156/FUL)

Ward: 05 - Wester Ross, Strathpeffer and Lochalsh

Development category: Local

Reason referred to Committee: number of objections exceeding 5

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 proposed development seeks to consolidate and rationalise previously consented extension works into a single coordinated scheme following completion of the approved 8-bedroom rear extension with further 13-bedroom side/front extension still to be completed (18/02161/FUL). Works to implement smaller, rear extension (23/03156/FUL) has recently started. The proposal includes revised extensions, internal reconfiguration, and minor alterations to improve the building's operational efficiency and functionality. The disused public bar would be converted to provide additional manager/staff accommodation. The development also includes a revised layout to formalise parking arrangements, including provision for coach parking to accommodate hotel guests.
- 1.2 The Balmacara Hotel is a detached two-and-a-half storey hotel extended to the rear and side as well as recently added, modern front extension. The property is in a prominent location on the North side of the A87 overlooking Loch Alsh towards the Isle of Skye, with access provided from two junctions off the main road.
- 1.3 Pre Application Consultation: none
- 1.4 Supporting Information: Design and Access Statement
- 1.5 Variations:
30th June 2025 – amended site plan indicating changes to parking arrangements
15th October 2025 – further changes to parking layout and access
1st December 2025 – amended parking arrangements to address Transport Planning comments

2. SITE DESCRIPTION

- 2.1 The Balmacara Hotel is a substantial, detached building of two and a half storeys, featuring a more recent front extension. The property includes 36 guest bedrooms, 6 staff bedrooms, and a range of ancillary accommodation, including a disused public bar.
- 2.2 The hotel is situated on the Northern side of the A87 trunk road, with views overlooking Loch Alsh and the Isle of Skye beyond. The Reraig Caravan and Camping Site lies directly to the rear of the property. To the East is a neighbouring residential house, while flatted accommodation is located to the West, with a local convenience store further beyond. Vehicular access is provided via two separate junctions from the main road.

3. PLANNING HISTORY

- | | | | | |
|-----|-----------------|----------------|---|--------------------|
| 3.1 | 21 May 2004 | 04/00174/FULSL | Alterations to Hotel | Permission Granted |
| 3.2 | 3 December 2018 | 18/02161/FUL | Proposed Alterations & Extension to Hotel | Permission Granted |

3.3	29 August 2023	23/03156/FUL Extension to hotel	Permission Granted
3.4	26 March 2024	24/00079/FUL Alterations to frontage elevations & installation of air source heat pump system	Permission Granted
3.5	30 June 2025	25/01499/ADV Installation of 2no signs (retrospective)	Permission Granted

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour

Date Advertised: 16th May 2025

Representation deadline: 30th April 2026

Timeous representations: 16 comments from individual addresses

Late representations: none

4.2 Material considerations raised are summarised as follows:

- a) Insufficient parking arrangements in terms of both layout and capacity, resulting in guests parking on nearby driveways and obstructing access points, including concerns regarding the suitability of parking provision for the adjacent private flats.

Officer's response: This is assessed in more detail below. In this case the level of parking is considered to be sufficient and the impact is considered to be acceptable.

- b) Removal of parking spaces alleged to be allocated to the private flats adjoining the hotel.

Officer's response: amended plans have been submitted addressing the matter.

- c) Concerns regarding coaches parking in front of neighbouring flats, adversely affecting residential amenity.

Officer's response: coaches will park near the trunk road however, parking spaces for cars will be formed near the building. This matter is addressed in detail below.

- d) Concerns relating to unsafe and difficult access from the trunk road for large buses, with additional traffic potentially increasing congestion and reducing visibility. It was also noted that public and school buses currently stop on the main road opposite the site, which is considered hazardous and likely to be exacerbated by increased traffic movements.

Officer's response: Transport Scotland and Transport Planning team were consulted and they are content with the proposal. In addition, submission of Parking Management Plan will be conditioned to ensure safe operation of the parking area.

- e) Removal of the public footpath along the front of the site adjacent to the A87, which connects Reraig to the nearby grocery shop, thereby increasing risks to pedestrian safety in the immediate area.
Officer's response: amended plans were submitted showing retention of the path. Public access will also be conditioned to ensure it is not affected by the proposal. Additionally, Integrated Impact Assessment has been undertaken (further details in para. 9 below)
- f) Inadequate surface water drainage within the hotel car park area, resulting in flooding of adjacent land.
Officer's response: Transport Planning, Transport Scotland and Scottish Water raised no concerns. Any technical issues with the infrastructure would be for Building Standards to assess.
- g) Ongoing issues associated with the hotel's wastewater drainage infrastructure, including allegations of sewage surfacing on neighbouring land. Concerns were also raised regarding the capacity of the foul drainage system to accommodate increased demand, together with the absence of a Drainage Impact Assessment.
Officer's response: technical details would be a matter for Building Standards and Scottish Water to address. SW raised no objection to the proposal. DIA is not considered necessary for this scale of development.
- h) Concerns regarding the former use of part of the parking area as a fuel station and the potential for land contamination.
Officer's response: Contaminated Land officer has been consulted and raised no objection. An informative will be added to decision notice.
- i) Concerns that the scale and intensity of the proposed hotel development would be disproportionate in relation to the number of residential properties within Reraig village, resulting in overdevelopment/overintensification.
Officer's response: the current application would increase the number of bedrooms by only 6 overall as the other additional bedrooms have already been approved under previous consents.
- j) Concerns regarding the design quality of the proposed extension, with comments suggesting it would give the appearance of terraced housing.
Officer's response: this application is for minor changes to the already approved extensions for which works have already started. The design has been considered acceptable.
- k) Impact on neighbouring residential amenity arising from the proposed three-storey extension, including effects on daylight/sunlight and overlooking of adjacent properties.
Officer's response: as above, this application includes minor changes to the already approved extensions for which works have already started.
- l) Ongoing issues relating to litter within the site grounds and an alleged lack of external waste bins.

Officer's response: the submitted plans show waste bins area to the rear of the hotel which is considered acceptable. The matter is accessed in more detail below.

- m) Concern that works may already have commenced on site while the planning application remains under consideration.

Officer's response: that is correct and allowed under previous permissions

- 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 **Access Officer** raised no concerns in relation to access impacts arising from the development however, they recommended a condition ensuring continued public access to the adjacent core path during construction works. Such condition will be added to decision notice (Condition 5).
- 5.2 **Contaminated Land** raised no objection however they highlighted that part of the site includes a former petrol filling station with potential for contamination. As this area is currently used for parking and will remain so, the proposal is not considered to materially increase risk. No condition is recommended, but an informative advising of potential contamination will be added to decision notice.
- 5.3 **Flood Risk Management Team** provided no comments as the issues raised (risk of coastal flooding) is within SEPA's remit rather than theirs.
- 5.3 **Transport Planning** initially raised concerns about visibility splays/parking layout, an insufficient number of parking spaces, and the lack of secure cycle parking. In response, amended plans and additional information were submitted, enabling the objection to be withdrawn subject to conditions to be included within the decision notice. These conditions require the submission of a Parking Management Plan, details of refuse collection arrangements and cycle parking provision, as well as measures to ensure pedestrian connectivity is maintained along the frontage of the site (Condition 2-4).
- 5.4 **Scottish Water** raised no objection however, they advised that surface water connections to the combined sewer system are not normally accepted. Any proposal for such a connection would require a separate application to Scottish Water, including the relevant technical details for assessment. It was also noted that their Asset Impact Team must be contacted due to live infrastructure located in the proximity of the development. A relevant informative will be added to decision notice.
- 5.5 **SEPA** noted that the Southern part of the site lies within a coastal flood risk zone however, the proposed new accommodation is located outside this area. They did not raise any objections, as the application combines previously approved schemes. To enhance resilience against potential flood risk, it was recommended that development be restricted to ground levels no lower than 4.96m AOD, with Finished Floor Levels set at a minimum of 5.56m AOD.

5.6 **Transport Scotland** raised no objection

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 10 - Coastal Development

Policy 14 - Design Quality and Place

Policy 22 - Flood Risk and Water Management

Policy 26 - Business and Industry

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

34 - Settlement Development Areas

36 - Development in the Wider Countryside

43 - Tourism

44 - Tourist Accommodation

49 - Coastal Development

64 - Flood Risk

65 - Waste Water Treatment

66 - Surface Water Drainage

6.3 West Highland and Islands Local Development Plan (2019) (WestPlan)

Placemaking Priorities - Balmacara and Reraig

6.4 Highland Council Supplementary Planning Policy Guidance

Developer Contributions (March 2018)

Flood Risk and Drainage Impact Assessment (Jan 2013)

Sustainable Design Guide (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 Lochalsh Local Place Plan (2024)

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 parking arrangements and access/road safety,
 - c) wastewater drainage infrastructure issues and surface water flooding,
 - d) neighbour amenity and
 - e) any other material considerations.

Development plan/other planning policy

- 8.4 Sections 25(1) and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended), collectively require that this application be determined in accordance with the development plan unless material considerations indicate otherwise. Section 24(1) requires that all planning applications must now be determined in accordance with the provisions of NPF4 and those of any the relevant, extant Local Development Plan unless material considerations provide justification otherwise. Section 24(3) states that in the event of any incompatibility between a provision of the National Planning Framework and a provision of a local development plan, whichever of them is the later in date is to prevail.

- 8.5 The proposal is being assessed against Policy 26 of NPF4 (Business and Industry). This policy aims to support business growth, provided that the scale and nature of the development are compatible with the surrounding area and do not result in any unacceptable impacts on amenity or neighbouring uses.

As a proposal for tourism supporting accommodation in a rural area, the proposal also requires to be assessed against Policy 29 (Rural Development) and Policy 30 (Tourism) of NPF4. Policy 29 states that proposals will be supported where the nature and scale of the development is compatible with the surrounding area and it aims to support rural communities and businesses. Policy 30 is the main policy against which the planning assessment is based. The intent of Policy 30 is to encourage, promote and facilitate sustainable tourism development which benefits local people, is consistent with net zero and nature commitments, and inspires people to visit Scotland.

The application also requires to be assessed against Policy 44 of the HwLDP. Under this policy, tourist accommodation is generally supported where it can be demonstrated that a demand exists for this type of accommodation; that it can be achieved without adversely affecting the landscape character or the natural, built and cultural heritage features of the area; and it is consistent with the other guidance on siting and design set out in Policy 28. This policy sets out a range of general criteria

against which proposals will be assessed including impact on local amenity, design, and servicing considerations.

8.6 Policy 14 of NPF4 encourages developments that makes successful places by taking a design-led approach improving quality of an area. Successful places are characterised as being healthy, pleasant, connected, distinctive, sustainable and adaptable. Policies 28, 29 and 34 of HwLDP require developments to be sensitively sited to integrate into the existing pattern of development and respect the distinctiveness of the landscape setting and to conform with existing and approved adjacent land uses.

8.7 Policy 22 of NPF4 requires places to be resilient to current and future flood risk where vulnerability to flooding is reduced. Policy 64 of HwLDP (Flood Risk) details the criteria against which proposals must be assessed to comply with Policy 22 of NPF4.

8.8 Policy 65 of HwLDP (Waste Water Treatment) seeks to ensure that development is adequately served by public sewerage or appropriate private treatment, without causing environmental harm or overloading existing infrastructure.

Policy 66 of HwLDP(Surface Water Drainage) aims to ensure that development incorporates suitable surface water management, including Sustainable Drainage Systems (SuDS), to prevent flooding, avoid pollution, and protect the water environment.

8.9 The key issues for this application are compliance with the Development Plan and other relevant planning policy along with considerations relating to parking provision and implications for access and road safety, wastewater drainage and surface water management, impacts on neighbouring amenity, and the siting and design of the proposed development.

For the following reasons it is considered that sufficient information has been submitted with the application to address a number of these key issues and consequently, it is considered that the proposal accords with the development plan.

Parking arrangements and access/road safety

8.10 The proposed development includes a revised on-site parking arrangement associated with the extension and reconfiguration of the hotel. The proposed development would provide approximately 56 guest bedrooms, together with 4 staff bedrooms and a manager's flat, assuming the full implementation of the proposed front extension. However, the current application would only increase the number of bedrooms by 6 as the other additional bedrooms have already been approved under previous consents.

Several public objections, as well as an initial objection from Transport Planning team, were raised due to insufficient layout of the car park. Concerns with removal of parking spaces allocated to the adjacent flats were also raised. Subsequently, amended plans were submitted to address the matters and improve the arrangements. The submitted layout provides 22 standard car parking spaces, 2 accessible parking spaces located adjacent to the hotel entrance, and 2 dedicated coach parking bays, together with the retention of existing allocated spaces serving neighbouring residential properties.

Parking provision has been assessed against the Roads and Transport Guidelines for New Developments (RTGND), which set out a standard of one parking space per guest bedroom plus additional provision for staff. Transport Planning team highlighted that while the proposed level of parking falls below the notional standard associated with the full development, it is recognised that the parking standards are intended to be applied flexibly, taking account of the operational characteristics of the development. In this instance, it is noted that a significant proportion of hotel guests are expected to arrive via organised coach tours, and the provision of dedicated on-site coach parking is therefore considered to materially reduce demand for private car parking.

The submitted swept path analysis demonstrates that two large coaches can enter the site, manoeuvre within the internal layout, utilise the designated coach parking bays, and exit the site in forward gear. Although the manoeuvring space is relatively constrained, Transport Planning is satisfied that the arrangement is acceptable in principle, subject to the implementation of appropriate management measures to ensure the safe and efficient operation of the site.

Transport Planning has confirmed that it raises no objection in principle to the proposed parking arrangements, subject to conditions securing a Parking Management Plan to manage on-site parking demand and coach operations, details of cycle parking provision, and clarification of refuse collection and servicing arrangements to ensure safe vehicle manoeuvring within the site. These recommended conditions will be attached to the decision notice should planning permission be granted.

- 8.11 The site is accessed directly from the A87 trunk road via the existing vehicular access arrangements. Transport Scotland has confirmed that it raises no objection to the proposed development and does not require any planning conditions in relation to the trunk road network.

The proposed extensions do not interfere with any right of access associated with the adjacent property Tigh na Coalas. It is also noted that planning permission was granted in 2014 for the formation of a separate access to that property from the minor road to the East (ref. 14/03279/FUL), and that this consent has since been implemented.

- 8.12 The submitted layout also includes a clearly defined pedestrian route through the parking area, providing connectivity between the parking spaces and the hotel entrance. Subject to this route being appropriately delineated, maintained free from obstruction, and retained for the lifetime of the development, pedestrian access within the site is considered satisfactory.

Waste water drainage infrastructure issues and surface water flooding

- 8.13 Concerns were raised in representations regarding inadequate surface water drainage within the hotel car park area, resulting in flooding of adjacent land, together with ongoing issues associated with the hotel's waste water drainage infrastructure, including allegations of sewage surfacing on neighbouring land. Objections also questioned the capacity of the foul drainage system to accommodate increased demand. Scottish Water have not raised objection to the proposal and given the proposal only represents a slight increase over what was previously consented it is

understood that there is sufficient capacity in place at the Reraig Waste Water Treatment Plant. The Council's Flood Team raised no concerns regarding the proposal. The technical design and specification of drainage and associated infrastructure would be addressed and controlled through the Building Warrant process.

It is also relevant to note that the current application incorporates two previously approved consents relating to extensions to the hotel, which are now proposed to be slightly amended. As these permissions have already been implemented through the commencement of works on site, those elements of the development could technically proceed independently of the current application. In practical terms, the only aspect of the proposal which would result in an increase in the number of hotel rooms beyond the previously approved schemes is the proposed change of use of the public bar accommodation to additional guest bedrooms.

- 8.14 SEPA advised that the Southern part of the site lies within an area identified as being at risk from coastal flooding. However, the proposed new accommodation is located outwith this flood risk area and, as the application combines previously approved schemes, no objection was raised. To enhance resilience against potential flood risk, SEPA recommended that development be restricted to ground levels no lower than 4.96m Above Ordnance Datum (AOD), with Finished Floor Levels (FFLs) set at a minimum of 5.56m AOD. The submitted floor plans show FFLs at 4.96m AOD, approximately 50mm higher than the existing levels. SEPA clarified that the suggested increase in FFLs above predicted flood risk levels is advisory rather than mandatory, with the matter ultimately being considered a long-term business risk for the hotel operator and a recommendation to improve resilience where possible. On this basis, SEPA confirmed that they do not object to the proposal.

It is also relevant that works have already commenced on both previously approved consents, meaning the approved structures could technically still be constructed as previously consented.

Neighbour amenity

- 8.15 Concerns were raised regarding potential negative impacts on neighbouring amenity, particularly overlooking of the nearest house to the East of the site (Tigh na Coalas), raising concerns regarding overlooking, loss of privacy, overshadowing, loss of light and increased noise and disturbance. It is also material that the hotel extensions already benefit from planning permission and can therefore proceed independently of the current application, with only the front extension remaining to be constructed.

While some increase in activity and associated noise is acknowledged, it is not considered sufficient to warrant refusal, particularly as the main hotel entrance and activity areas are located away from the nearest house, Tigh na Coalas, and part of the extension would replace an existing parking area.

- 8.16 Concerns were also raised regarding the adequacy of the parking provision and layout, with reports of guests parking on nearby driveways and obstructing access points, as well as impacts on the informal pedestrian path running along the site frontage towards the local shop to the West. Concerns were additionally expressed regarding the suitability of the proposed parking arrangements serving the adjacent

private flats. In addition, objection was made to vehicles parking in front of neighbouring flats and the impact this has on residential amenity.

Amended drawings have subsequently submitted and they indicate that coaches would be accommodated adjacent to the A87, away from the neighbouring flats, thereby reducing impacts on residential amenity. It is, however, noted that parking spaces will be provided directly adjacent to the flats. Notwithstanding this, the site remains an established car park, and the levels of noise and activity associated with parking in proximity to the flats are not considered to be at unacceptable levels. Again, parking spaces in that location have been already approved under the previous consents.

The informal route through the hotel car park will be maintained and a suitable condition will be attached to decision notice to ensure the continued provision of this access.

A Parking Management Plan would also be secured by condition to ensure the safe and efficient operation of the car park, including the management of guest and coach parking arrangements. This would provide an appropriate mechanism to address any parking or access issues should they arise.

Other material considerations

- 8.17 There are no other material considerations.

Non-material considerations

- 8.18 The issue of the hotel owner's perceived level of support for the local community, including concerns regarding staff recruitment; issues with litter and provision of a fire assembly point are not a material planning consideration. Matters relating to the operation and management of the business, such as staffing and site maintenance, fall outside the scope of planning control and are more appropriately addressed through other regulatory mechanisms. Likewise, the provision and location of a fire assembly point as well as location of waste bins and oil tank relate to health and safety requirements governed by separate legislation. Accordingly, these matters cannot be afforded weight in the assessment of the planning application.

A comment suggesting that planning advertisements should be published electronically in addition to traditional newspaper notices in order to improve public accessibility and awareness has also been received. The suggestion is acknowledged, but the application has followed current statutory requirements for advertisement.

9. Integrated Impact Assessment

The requirement for an Integrated Impact Assessment (IIA) in this case arises from the nature of the concerns raised in representations. Objectors specifically raised concerns that the proposal would have an adverse impact on their health and wellbeing and would be contrary to the Equality Act 2010 and the Human Rights Act.

These issues engage the Council's Public Sector Equality Duty under section 149 of the Equality Act 2010, its responsibilities in respect of Human Rights, and its wider duties to consider socio-economic impacts and wellbeing in decision-making.

In response, an IIA screening was undertaken to ensure that any potential impacts on people with protected characteristics, those who may be socio-economically disadvantaged, and the rights and wellbeing of residents were systematically identified, assessed and recorded. This demonstrates that the Council has given due regard to its statutory duties and has allowed those considerations to inform the planning assessment and recommendation to Members.

For this proposal, an Integrated Impact Assessment screening was undertaken on 26th May 2026, and the conclusions have been reviewed and approved by the relevant manager.

While concerns were raised regarding the potential loss of the informal route through the hotel car park and the impact this could have on access to the local shop, particularly for elderly people and disabled users, amended plans have since been submitted showing the path retained. In addition, a suitable condition will be attached to any decision notice to ensure the continued provision of this access. As such, the proposal is not considered to result in an unacceptable interference with rights protected under Article 8 (right to respect for private and family life), Article 14 (protection from discrimination) or Protocol 1, Article 1 (protection from discrimination) of the European Convention of Human Rights (ECHR). On this basis, the screening concludes that the development is not considered to bring any negative impacts and that a Full Impact Assessment is not required.

10. CONCLUSION

- 10.1 The proposed development is considered to meet the relevant planning policy discussed above. The site is within the growing settlement and the demand for tourist accommodation in the region is well known. The development will address such need by changing a no longer operational public bar into additional hotel rooms and manager's accommodation.

The key considerations in the assessment of this application relate to the acceptability of the revised parking and access arrangements, the capacity and management of foul drainage and surface water infrastructure, flood risk, and the impact of the proposal on neighbouring residential amenity. While objections were received in relation to parking pressures, drainage infrastructure, flooding, noise and overlooking, amended plans and consultation responses from Transport Planning, Scottish Water, SEPA and the Council's Flood Team confirm that these matters can be satisfactorily addressed through revised site arrangements and planning conditions, including the submission of a Parking Management Plan. It is also material that the proposed extensions already benefit from extant planning permissions and can proceed independently of the current application, with the

proposal resulting in only a limited net increase in hotel bedrooms beyond those previously approved.

- 10.2 An Integrated Impact Assessment screening has been undertaken, which identified no potential impacts in respect of equalities or related human rights arising from the siting of the development within the hotel grounds or its relationship with the adjacent path. This is due to the proposal maintaining pedestrian access along the path. Accordingly, the development is not considered to give rise to any significant amenity, accessibility or safety concerns.
- 10.3 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

11. IMPLICATIONS

- 11.1 Resource: Not applicable
- 11.2 Legal: Not applicable
- 11.3 Community (Equality, Poverty and Rural): Not applicable
- 11.4 Climate Change/Carbon Clever: Not applicable
- 11.5 Risk: Not applicable
- 11.6 Gaelic: Not applicable

12. RECOMMENDATION

Action required before decision issued	No
Notification to Scottish Ministers	No
Conclusion of Section 75 Obligation	No
Revocation of previous permission	No

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. Prior to first occupation of any part of the development hereby approved, a Parking Management Plan (PMP) shall be submitted to and approved in writing by the Planning Authority. The PMP shall set out how on-site parking will be allocated, managed and monitored to ensure safe and effective operation of the site, and shall include (but not limited to):
 - the allocation of parking spaces for guests, staff, coaches and nearby residential properties;
 - management of coach arrivals, departures and dwell times;
 - measures to prevent obstruction of pedestrian routes, access aisles and servicing areas and
 - procedures for monitoring and reviewing the effectiveness of the parking arrangements.

The approved PMP shall be implemented prior to first occupation and thereafter maintained for the lifetime of the development, unless otherwise agreed in writing by the Planning Authority.

Reason: To ensure that an adequate level of access and parking is timeously provided for the development; in the interests of road safety and amenity.

3. Prior to first occupation of the development, details of refuse storage and collection arrangements shall be submitted to and approved in writing by the Planning Authority. This shall include either confirmation that refuse will be collected from an agreed pick-up point without refuse vehicles entering the site, or submission of a swept path analysis demonstrating that refuse vehicles can enter, turn and exit the site safely.

Reason: To ensure that waste on the site is managed in a sustainable manner; To ensure that an adequate level of access and parking is timeously provided for the development.

4. Prior to first occupation of the development, full details of the proposed cycle parking shall be submitted to and approved in writing by the Planning Authority. These details shall include the type of cycle parking, security measures and weather protection.

The approved cycle parking shall be installed prior to first occupation of the development and thereafter maintained for the lifetime of the development.

Reason: To ensure that adequate cycle parking is provided.

5. Public access to the core path adjacent to the application site (SL02.03 Balmacara Square to Reraig) and to the designated pedestrian route through the car parking area shall at no time be obstructed or deterred by construction-related activities, unless otherwise approved in writing by the Council's Access Officer as a temporary measure required for health and safety or operational purposes. Under such circumstances, any temporary obstruction or deterrent

shall cover only the smallest area practicable and for the shortest duration possible, with waymarked diversions provided as necessary.

Reason: In order to ensure that access to the core path network and the pedestrian route within the site is not obstructed as a result of this development.

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.

Scottish Water records indicate that there is live infrastructure in the proximity of the development area that may impact on existing Scottish Water assets. The applicant must identify any potential conflicts with Scottish Water assets and contact Asset Impact Team via their Customer Portal for an appraisal of the proposals.

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).

Transport Scotland Advisory Note and Contact Details:

The applicant should be informed that the granting of planning consent does not carry with it the right to carry out works within the trunk road boundary and that permission must be granted by Transport Scotland Roads Directorate. Where any works are required on the trunk road, contact details are provided on Transport Scotland's response to the planning authority which is available on the Council's planning portal.

Trunk Road modification works shall, in all respects, comply with the Design Manual for Roads and Bridges and the Specification for Highway Works published by HMSO. The developer shall issue a certificate to that effect, signed by the design organisation.

Trunk Road modifications shall, in all respects, be designed and constructed to arrangements that comply with the Disability Discrimination Act: Good Practice Guide for Roads published by Transport Scotland. The developer shall provide written confirmation of this, signed by the design organisation.

The road works which are required due to the above Conditions will require a Road Safety Audit as specified by the Design Manual for Roads and Bridges.

Any trunk road works will necessitate a Minute of Agreement with the Trunk Roads Authority prior to commencement.

Contact details: Roads - Development Management

Transport Scotland, 2nd Floor, George House, 36 North Hanover St, Glasgow G1 2AD

Telephone Number: 0141 272 7100

e-mail: development_management@transport.gov.scot

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>

Land Contamination

There is the potential for contamination at this site due to its former use as a petrol filling station. 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. Should you wish to discuss potential contamination issues or commission your own investigation, please contact the Contaminated Land Team, Place Service Cluster - Environmental Health for advice.

Signature:

Designation: Area Planning Manager (North)

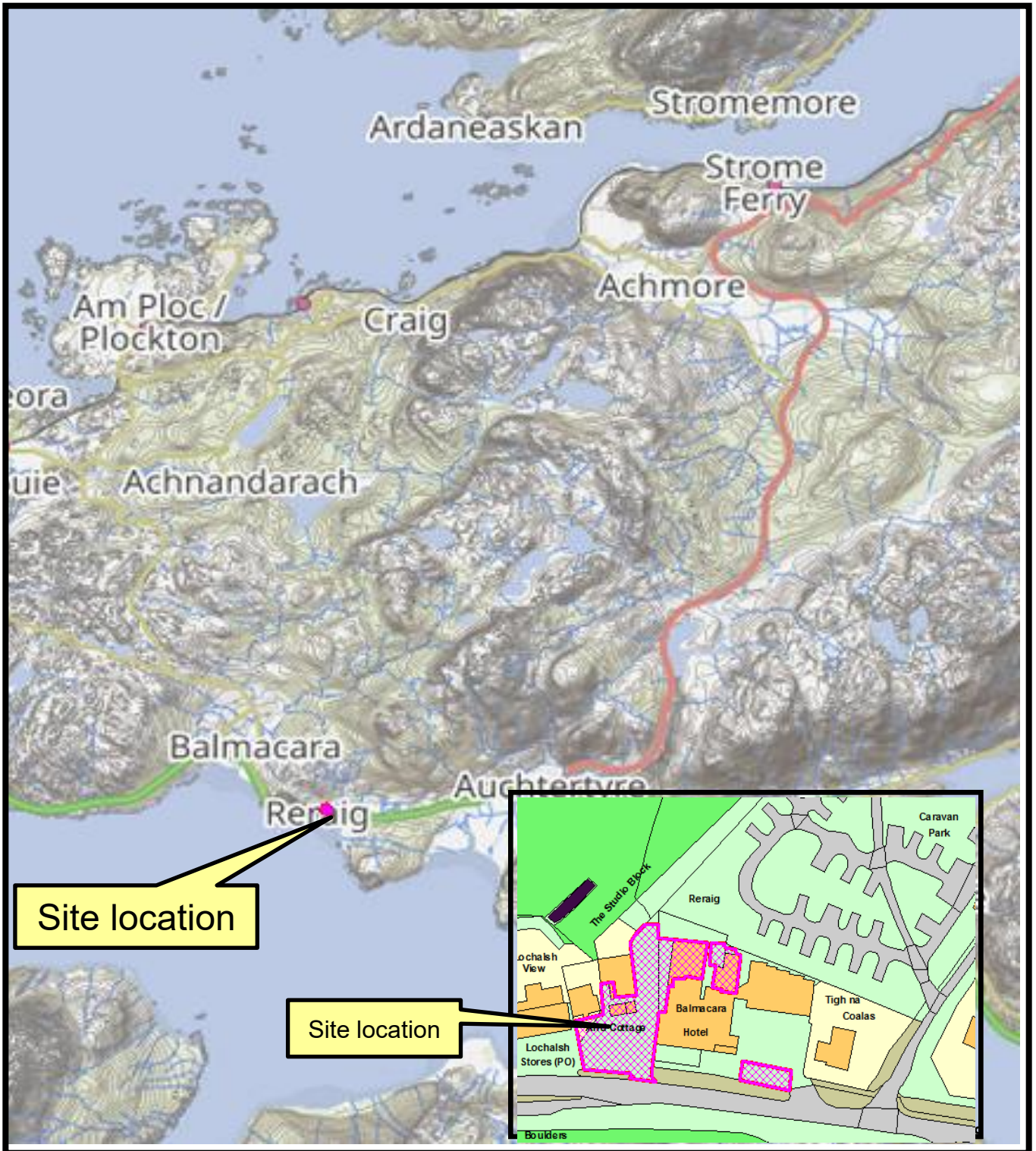
Author: Karolina Slotwinska

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

Relevant Plans: Plan 1 - PL_Rt1_002 rev. D Location Plan
Plan 2 - PL_Rt1_001 rev. F Site Plan
Plan 3 - PL_Rt1_004 rev. A Swept Path Analysis
Plan 4 - PL_Rt1_102 rev. C Proposed Ground Floor Plan

Plan 5 - PL_Rt1_103 rev. A Proposed First Floor Plan

Plan 6 - PL_Rt2_300 Proposed Elevations



Site location

Site location

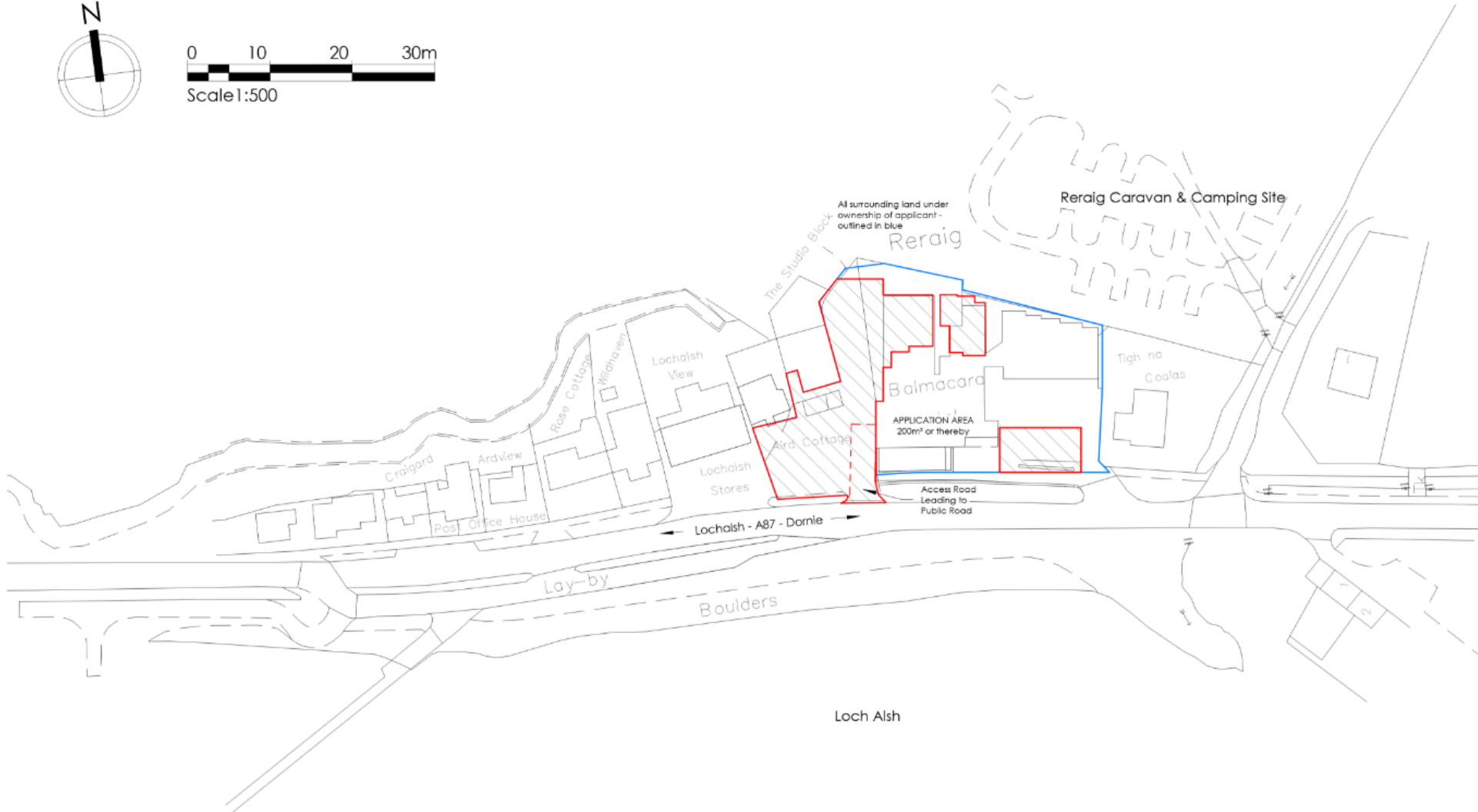
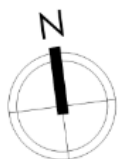


25/01462/FUL
Change of use from public bar to guest and staff accommodation
and erection of extension to hotel (including amendments to
planning permissions 18/02161/FUL & 23/03156/FUL)

Balmacara Hotel

June 2026

Development & Infrastructure
Service



Rev	Description	Date
D	Planning boundary dts	04/05/25
C	Update following survey	05/08/25
B	Revised for planning comments	31/01/24
A	Revised for client meeting	25/01/24



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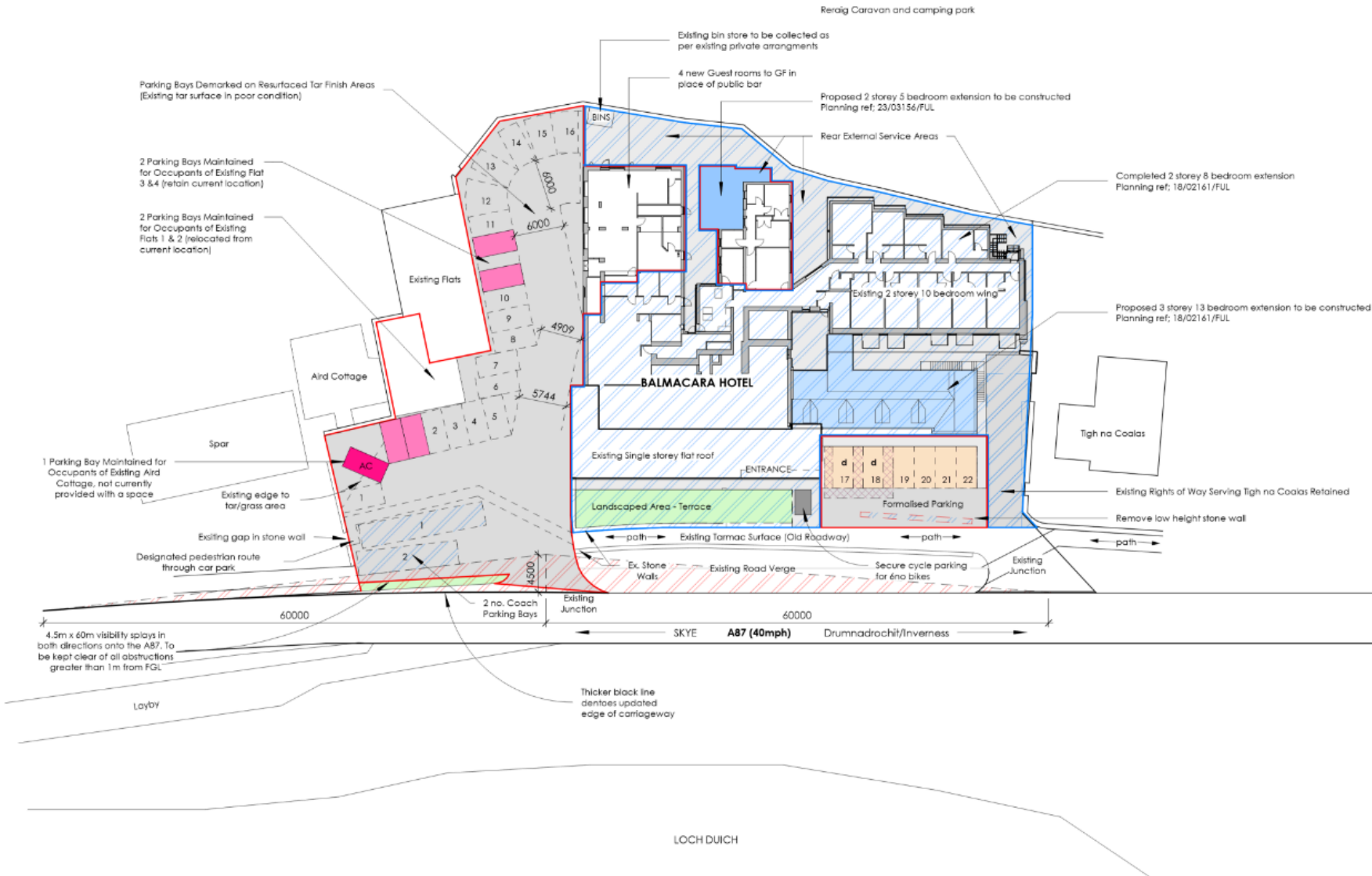
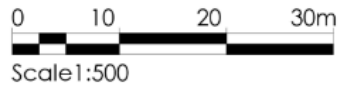


Client
 Different Roads

Project
 Balmacara Hotel
 Balmacara

Project No.	2247
Drawing No.	PL_R11_002
Revision	D

Site Location Plan	
Status PLANNING	
Date Created Jan '24	Drawn by DJC
Scale 1 : 1000	Sheet @ A3



Rev	Description	Date
F	Planning comments	25/11/25
E	Planning comments	03/11/25
D	Planning calls	24/06/25
C	Client calls	04/06/25
B	Planning boundary calls	04/05/25
A	Planning layout	13/02/25

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Client	Different Roads
Project	Balmacara Hotel Balmacara
Project No.	2247
Drawing No.	PL_RH_001
Revision	F
Site Plan	
Date Created	Jan '25
Drawn by	DJC
Scale	1 : 500
Sheet	@ A3

From file: X:\Documents\2247 - Balmacara Hotel for Different Roads\02. WORK IN PROGRESS\2247_001.dwg as existing_A3_R002.rvt
 Printed on: 25/11/2025 15:09:59

Figured dimensions only are to be taken from this drawing.
All dimensions are to be checked on site before any work is put in hand.
IF IN DOUBT ASK.

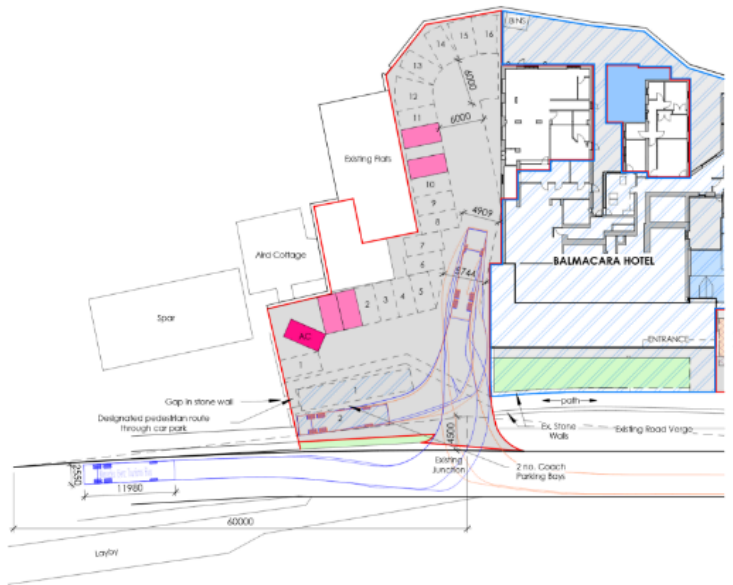
CDM:
Hazard Elimination & Risk Reduction has been undertaken and recorded where appropriate, in accordance with the requirements of The Construction (Design and Management) Regulations 2017 and the associated 'Industry Guidance for Designers'



Site (True North) Swept path Coach 1 in
Scale - 1 : 500



Site (True North) Swept path Coach 1 out
Scale - 1 : 500



Site (True North) Swept path Coach 2 in
Scale - 1 : 500



Site (True North) Swept path Coach 2 out
Scale - 1 : 500



Scale 1:500

Rev	Description	Date
A	Issued for comments	28/11/2025



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Client
Different Roads

Project
**Balmacara Hotel
Balmacara**

Project No. **2247**

Drawing No. **PL_R11_004**

Revision **A**

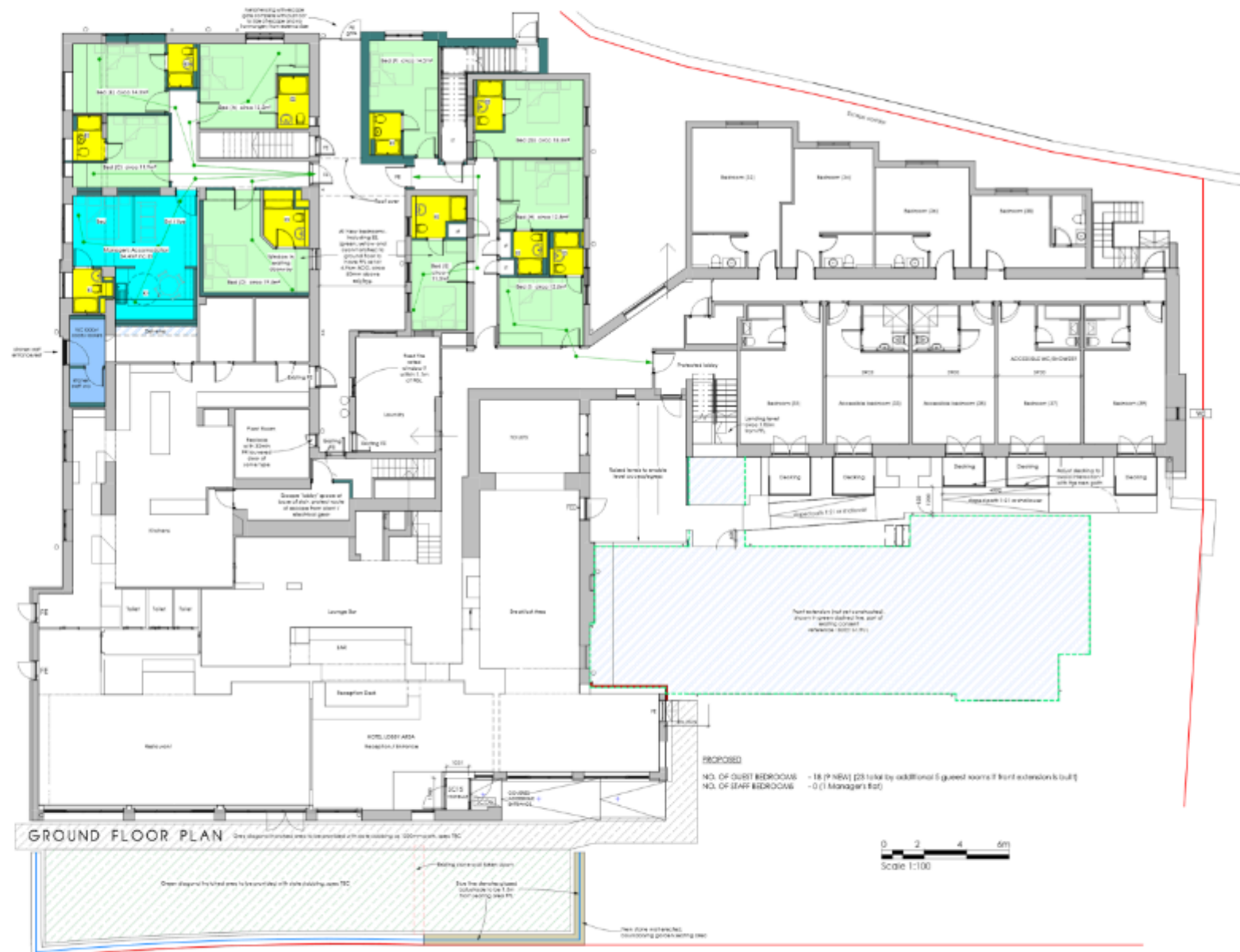
Swept Path analysis

Status

Date Checked **Aug '25** Drawn by **MM**

Scale **1 : 500** Sheet **@ A2**

Plot No. : X:\Documents\2247 - Balmacara Hotel for Different Roads\02 - WORK IN PROGRESS\2247(PL) - 01.dwg, 28/11/2025 14:40:05



GROUND FLOOR PLAN

COLIN ARMSTRONG ARCHITECTS
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Client: Different Roads
Project: Salmacra Hotel Salmacra

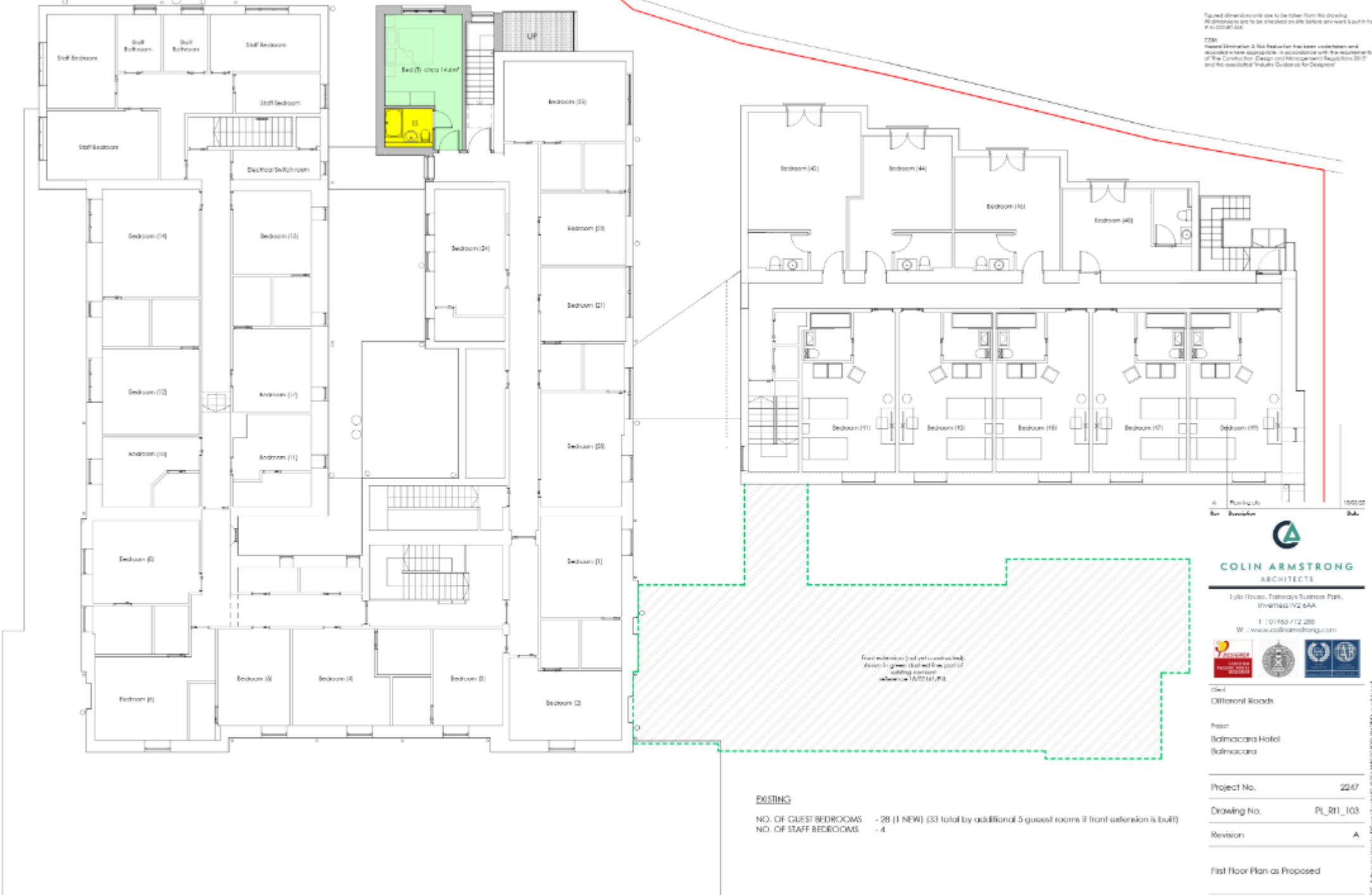
Project No.: 2047
Drawing No.: PL_R1_102
Revision: C

Ground Floor Plan as Proposed

PLANNING
 Date Issued: Dec '23
 Drawn: DJC
 Scale: 1:100
 © AJ

Figure dimensions only are to be taken from this drawing.
All dimensions are to be checked on site before any work is undertaken.
PLANNING USE.

CDM
General Elimination & Risk Reduction has been undertaken and recorded in the appropriate manner in accordance with the requirements of 'The Construction Design and Management Regulations 2015' and the associated 'Industry Guidance for Design'.



First Floor Plan as Proposed

Scale - 1 : 100



EXISTING

NO. OF GUEST BEDROOMS - 28 (1 NEW) (33 total by additional 5 guest rooms if front extension is built)
NO. OF STAFF BEDROOMS - 4

A Revision 10/02/17



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Client
Different Roads
Project
Balmuccia Hotel
Balmuccia

Project No.	2247
Drawing No.	PL_R11_103
Revision	A

First Floor Plan as Proposed	
Status	PLANNING
Date Checked	Jan '24
Drawn by	DM
Scale	1 : 100
Sheet	6 A2

Project No. 2247 Drawing No. PL_R11_103 Revision A
 Date Checked Jan '24 Drawn by DM
 Scale 1 : 100 Sheet 6 A2
 Project No. 2247 Drawing No. PL_R11_103 Revision A

These elevations are to be taken from the existing building and are not to be taken from the proposed extension. The proposed extension is shown in grey and the existing building is shown in white. The proposed extension is shown in grey and the existing building is shown in white. The proposed extension is shown in grey and the existing building is shown in white.



South Elevation
Scale - 1:100



North Elevation
Scale - 1:100



East Side Elevation
Scale - 1:100



NOTES
ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING REGULATIONS 2014 AND THE BUILDING REGULATIONS (SCOTLAND) REGULATIONS 2014.
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Client	Different Roads
Project No.	2047
Drawing No.	PL_RIZ_300
Revision	
Proposed Elevations - Phase 1 works	
DATE	PLANNING
DATE	Dec 23
DATE	1:100
DATE	ARM
DATE	ARM