

Agenda Item	6.6
Report No	PLN/045/26

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 5 August 2026

Report Title: 26/02089/FUL: Connie Ramsay
Land 100M West of Duel Hill House Fendom Tain

Report By: Area Planning Manager – North

Purpose/Executive Summary

Description: Erection of holiday cabin (retrospective)

Ward: 07 – Tain and Easter Ross

Development category: Local

Reason referred to Committee: Applicant is an Elected Member

All relevant matters have been taken into account when appraising this application. It is considered that the proposal does not accord with the principles and policies contained within the Development Plan and is unacceptable in terms of applicable material considerations.

Recommendation

Members are asked to agree the recommendation to **REFUSE** the application as set out in section 11 of the report.

1. PROPOSED DEVELOPMENT

- 1.1 This application seeks retrospective planning permission for the erection of a holiday cabin in Fendom, Tain.
- 1.2 The proposed holiday cabin has, unfortunately, already been constructed, and is being commercially let. Additionally, the access, using a previous field access onto the C1004 public road, which is located to the north of the site, has also been formed, and is in use.
- 1.3 The holiday cabin is single-storey and is of simple design and appearance, finished in timber cladding and incorporating a mono-pitch roof. The cabin measures 6.1m x 5.1m x 4.5m. The front of the cabin has a raised external deck 6.1m x 2.3m which results in a total footprint of 6.1m x 7.5m.
- 1.4 In addition to the proposed cabin, the development includes associated infrastructure comprising a private foul drainage system, consisting of a septic tank and soakaway, together with the necessary service connections. The foul drainage is located to the southeast of the cabin.
- 1.5 Pre-Application Consultation: None.
- 1.6 Supporting Information: Supporting Statement
- 1.7 Variations: None.

2. SITE DESCRIPTION

- 2.1 The application site is located within the rural settlement of Fendom, approximately 0.5 miles east of Tain. The site forms part of a wider landholding within the Hinterland and is characterised by open countryside and flat agricultural land.
- 2.2 The nearest residential property, Duel Hill House, lies approximately 80m to the east of the application site and is within the same ownership. The surrounding area is characterised by a dispersed pattern of development, comprising detached dwellings, farmsteads and agricultural buildings located intermittently throughout the countryside and generally set back from the public road. The cabin is viewed within this wider rural context, where built development is interspersed with areas of open farmland and agricultural land uses.
- 2.3 To the southwest of the site is the Inverness to Tain railway line, with the C1004 road bridge over this around 100m to the west-northwest.

3. PLANNING HISTORY

- | | | | |
|-----|--------------|--|-----------------------|
| 3.1 | | 26/00162/ENF: A building has been erected within the site with no permission having been sought. The matter is being investigated by the enforcement team. | Pending consideration |
| 3.2 | 10 June 2026 | 25/02860/PIP: Erection of house and cattery | Refused |

ADJACENT SITE HISTORY

3.3	15.07.2022	22/01374/FUL: Erection of boarding kennels and stable building, and installation of menage	Refused
3.4	18.07.2022	22/01373/PIP: Erection of house	Refused
3.5	23.02.2023	22/04106/FUL: Erection of boarding kennels and manager's house	Permission granted

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour

Date Advertised: 19.06.2026

Representation deadline: 03.07.2026

Timeous representations: 0

Late representations: 0

4.2 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 **Transport Planning** objects to the application on road safety grounds. They note that the holiday cabin is served by an access onto the C1004 that has previously been identified as unacceptable due to poor visibility and safety concerns associated with the nearby railway bridge.

Planning comment - A safer shared access arrangement was previously agreed in principle with Transport Planning for application 25/02860/PIP; however, the proposal has reverted to using a separate access without providing any new evidence to show that it can operate safely.

No visibility drawings or technical information have been submitted to demonstrate that the required visibility standards can be achieved, and there is no evidence that the access has been upgraded to the Council's required standard. The separate access would also create additional vehicle movements and conflict points on a constrained section of road where visibility is already restricted.

As a result, Transport Planning is not satisfied that safe access can be provided and maintains its objection to the proposal.

5.2 **Network Rail** had no comments nor objection to the development.

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

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

Policy 1 - Tackling the Climate and Nature Crises

Policy 2 - Climate Mitigation and Adaptation
Policy 3 - Biodiversity
Policy 5 - Soils
Policy 12 - Zero Waste
Policy 13 - Sustainable Transport
Policy 14 - Design Quality and Place
Policy 15 - Local Living and 20 Minute Neighbourhoods
Policy 18 - Infrastructure First
Policy 22 - Flood Risk and Water Management
Policy 23 - Health and Safety
Policy 29 - Rural Development
Policy 30 - Tourism

6.2 Highland-wide Local Development Plan (HwLDP) (2012)

28 - Sustainable Design
29 - Design Quality & Place-making
31 - Developer Contributions
33 - Houses in Multiple Occupation
35 - Housing in the Countryside (Hinterland Areas)
43 - Tourism
44 - Tourist Accommodation
55 - Peat and Soils
56 - Travel
61 - Landscape
64 - Flood Risk
65 - Waste Water Treatment
66 - Surface Water Drainage

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

Policy 1 – Low and zero carbon development
Policy 8 – Placemaking
Policy 14 – Transport

6.4 Highland Council Supplementary Planning Policy Guidance

Access to Single Houses and Small Housing Developments (May 2011)
Developer Contributions (March 2018)
Flood Risk and Drainage Impact Assessment (Jan 2013)
Standards for Archaeological Work (March 2012)
Rural Housing (2021)
Sustainable Design Guide (Jan 2013)

7. OTHER MATERIAL CONSIDERATIONS

7.1 None

8. PLANNING APPRAISAL

- 8.1 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 the relevant 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 4 and a provision of a local development plan, whichever of them is the later in date is to prevail.

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 History

- 8.3 The planning history of the site is a material consideration and relevant to the assessment of the current application.
- 8.4 A planning application for a cattery and associated dwelling (25/02860/PIP) on land immediately adjacent to the west of the proposed holiday cabin (26/02089/FUL) was recently refused (item 7.6 at SPAC June 2026); the reasons for refusal including:
- extending development into undeveloped greenfield land
 - the site's distance from services, lack of active travel options, and absence of public transport would result in car-dependent development
 - failing to meet any exception for housing in the Hinterland
- 8.5 In addition, a number of applications on the neighbouring site immediately to the east have been refused, reflecting a consistent planning position that incremental development in this area, outwith the Tain Settlement Development Area, is not generally supported. The house immediately to the east of the application site (22/04106/FUL) was approved only because it was demonstrated to be necessary in support of an established rural business (kennels). Its acceptability also relied on site-specific circumstances, including mitigation of visual impacts through the backdrop of existing trees and the partial screening provided by the small hill between the road and the house.

Planning Considerations

- 8.6 The key considerations in this case are:
- a) compliance with the development plan and other planning policy
 - b) tourism
 - c) siting
 - d) design

- e) sustainable travel
- f) road safety
- g) sustainable development
- h) any other material considerations

Compliance with the development plan/other planning policy

- 8.7 Given the nature of the proposed development, it must be assessed against all relevant planning tourism policies. National Planning Framework 4 (NPF4), Highland-wide Local Development Plan 2 (HwLDP2), and the Inner Moray Firth Local Development Plan (IMFLDP) all support the principle of tourism development proposals in appropriate and sustainable locations
- 8.8 The proposal must be assessed against NPF4 Policy 30 Tourism, which seeks to support the growth and long-term resilience of the tourism sector through the promotion of sustainable tourism development that benefits local communities and aligns with wider national objectives relating to net zero emissions and environmental protection.
- 8.9 Furthermore, HwLDP Policy 44: Tourist Accommodation, states that proposals for tourist accommodation located outwith settlements will only be supported where they comply with the relevant the locational, siting and design criteria provisions of HwLDP Policy 35: Housing in the Countryside (Hinterland). It has a strong presumption against new development unless it can be justified under one of the policy's specified exceptions.
- 8.10 HwLDP Policy 61: Landscape also highlights that proposals will be considered with regard to their appropriate scale, form, pattern and construction materials.
- 8.11 In addition, HwLDP Policy 28 Sustainable Design identifies that proposals will be assessed on the extent to which they are compatible with public service provision including water and sewerage, drainage and roads.
- 8.12 Finally, HwLDP Policy 56: Travel. Policy 28 requires development to be compatible with existing infrastructure and service provision, including the local road network, while Policy 56 requires development proposals to provide safe arrangements for all road users.
- 8.13 The proposal is for the erection of the erection of a holiday cabin (in retrospect) and various ancillary works. Subject to ensuring that the development can demonstrate compliance with the relevant tourism, including siting and design; sustainable travel and road safety; and sustainable development policies, then proposal would be considered to comply with the Development Plan.

Tourism

- 8.14 The application for the erection of a holiday cabin is firstly assessed against NPF4 Policy 30: Tourism and HwLDP Policy 44: Tourist Accommodation. NPF4 Policy 30 seeks to support the growth and long-term resilience of the tourism sector through the promotion of sustainable tourism development that benefits local communities

and aligns with wider national objectives relating to net zero emissions and environmental protection.

- 8.15 In determining this application, particular regard has been given to Policy 30(b), which requires tourism-related development proposals to take account of:
- i. Contribution made to the local economy;
 - ii. Compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors;
 - iii. Impacts on communities, for example by hindering the provision of homes and services for local people;
 - iv. Opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural areas;
 - v. Accessibility for disabled people;
 - vi. Measures taken to minimise carbon emissions; and
 - vii. Opportunities to provide access to the natural environment.
- 8.16 In this case, criterion i. is not considered to carry significant weight. While the proposal would provide an additional unit of tourist accommodation, the applicant has not provided any supporting empirical information demonstrating that the development would make any contribution to the local economy.
- 8.17 It is noted that the cabin, as constructed and shown on the submitted plans, is accessed via steps and does not appear to demonstrate compliance with accessibility standards for disabled users (criterion v.). Furthermore, as a retrospective application, there is no evidence that the development was designed or implemented with specific measures to minimise carbon emissions. Whilst the semi-rural location may provide access to the natural environment, visitors would be largely reliant on private vehicles, as access from the nearest town of Tain is via a single-track road that is not well suited to pedestrian movement and does not provide a practical walking route.
- 8.18 Accordingly, the most relevant considerations under Policy 30(b) are criteria ii. and iv., relating to compatibility with the surrounding area and opportunities for sustainable travel. The recent refusal (ref. number 25/02860/PIP) of a related application on this site is also a material consideration insofar as concerns were previously identified regarding inappropriate development within the Hinterland. In this regard, the proposal introduces an incongruous tourist accommodation unit into a largely undeveloped field, resulting in a form of development that fails to reflect the established settlement pattern, landscape character, or prevailing development typology of the locality. The development is therefore not considered compatible with its surroundings, contrary to the requirements of NPF4 Policy 30(b) ii. Tourism.

Siting

- 8.19 The siting of the development fails to demonstrate an appropriate relationship with either the established pattern of development or the characteristics of the surrounding landscape. The cabin occupies an exposed position within an otherwise undeveloped field and lacks the containment, backdrop and landscape framework that help integrate rural development into its setting. In contrast to nearby

development, such as Duel Hill House and the associated kennels, which benefit from a degree of enclosure and screening provided by established tree planting, the holiday cabin is isolated within the open landscape and is consequently more visually prominent.

8.20 As such, this proposal is also considered to be contrary to HwLDP Policy 61: Landscape, which requires development to be designed and located so as to reflect the landscape characteristics and special qualities identified in the Landscape Character Assessment for the area. NatureScot identifies this part of Ross and Cromarty as a Lowland Farmed Plain landscape, characterised by the following key attributes:

- Low-lying, flat to gently undulating plain rising to a gentle incline to the south-east, ending abruptly at a line of cliffs on the southeast coastline.
- Mainly open, large fields, enclosed by drains and fences, with stone walls on higher ground.
- Occasional tree groups, and small plantations of broadleaves and conifers, often associated with farms.
- Minor roads and occasional small settlements, and distance from the major trunk road.
- Limited impact of industrial development at Nigg on the rest of the area within the plain, due its physical containment on a low coastal shelf, and the screening and backdrop provide by the headland at the North Sutor.
- Wide views from elevated areas towards the Cromarty Firth, Morrich More, and mountains to the west.
- Visual prominence of the hill and smooth pastures and gorse at the North Sutor.

8.21 The proposal does not respond positively to these landscape characteristics. Rather than appearing as a natural extension of an existing group of buildings, the holiday cabin introduces an isolated and visually discordant form of development into an open field that contributes to the simple, undeveloped character of the Lowland Farmed Plain. Its prominent roadside position adjacent to the C1004, combined with the absence of meaningful landscape containment, increases its visibility within the wider landscape. Consequently, the development appears intrusive, isolated and incongruous, eroding the rural character of the area and failing to reflect the established landscape pattern that Policy 61 seeks to protect.

8.22 This conclusion is further reinforced by HwLDP Policy 44: Tourist Accommodation, which states that proposals for tourist accommodation located outwith settlements will only be supported where they comply with the relevant provisions of HwLDP Policy 35: Housing in the Countryside (Hinterland).

8.23 As the application site lies within the Hinterland, as defined by the Highland-wide Local Development Plan and Inner Moray Firth Local Development Plan 2 (IMFLPD2), the proposal must be assessed against the locational, siting and design criteria of Policy 35, which establishes a strong presumption against new development unless it can be justified under one of the policy's specified exceptions.

8.24 Policy 35 supports development only in limited circumstances, including:

- i. A dwelling is essential for land management or family purposes directly related to the management of the land;
- ii. The proposal is for a retiring farmer (and spouse) or an individual retiring from another rural business, where they have managed the land for at least ten years and their existing accommodation is required for a successor;
- iii. The development provides affordable housing to meet an identified and demonstrable local need;
- iv. A dwelling is essential to support an existing or proposed rural business;
- v. The proposal relates to the replacement of an existing dwelling that no longer meets modern living standards and where upgrading is not feasible (subject to demolition of the original);
- vi. The proposal involves the conversion or reuse of traditional buildings, or the redevelopment of derelict or brownfield land where environmental improvement can be achieved;
- vii. The development accords with the Council's criteria for acceptable expansion of a housing group or development within established garden ground; or
- viii. The proposal relates to crofting, where strict criteria are met and a wider public benefit is clearly demonstrated in accordance with the relevant policies and supplementary guidance.

- 8.25 The proposal is not located on agricultural or croft land and is not required for land management purposes. It does not provide affordable housing, nor is there any identified locational requirement for tourist accommodation in this Hinterland location outwith the Tain Settlement Development Area (SDA). The proposal does not involve the replacement of an existing dwelling and does not comprise the redevelopment of a brownfield or derelict site. Consequently, the development fails to satisfy the requirements of Policy 35 criteria i., ii., iii., v., vi., and viii.
- 8.26 The proposal can therefore only be considered, in a limited context, against criteria iv. and vii., namely whether it supports an existing rural business or constitutes acceptable development within an established housing group or garden ground.
- 8.27 Criterion vii. provides an exception to the general presumption against development within the Hinterland where a proposal represents an acceptable expansion of an established housing group or is located within existing garden ground. Whilst the current application relates to the siting of a holiday cabin rather than a permanent dwelling, Policy 44 requires tourist accommodation proposals outwith settlements to be assessed against the same locational principles as those contained within Policy 35.
- 8.28 The application site is located within a field associated with Duel Hill House and an adjacent kennel building. However, the wider locality is characterised by dispersed and sporadic development, lacking the cohesive pattern of built development necessary to constitute a recognised housing group as defined by the Rural Housing Supplementary Guidance. The proposal would introduce an additional built form into an area that does not display a clearly defined cluster of development and would not represent logical infill or a rounding-off of an established group. Instead, the cabin would appear as a detached and isolated tourism unit within a largely undeveloped rural setting.

- 8.29 As such, the proposed holiday cabin is not considered to be appropriately related to an established housing group, and its siting would fail to respect the existing settlement pattern or landscape character of the area. The proposal therefore does not satisfy the locational principles embodied within criterion vii. of Policy 35 and, consequently, cannot be supported under Policy 44 as an acceptable form of tourist accommodation within the Hinterland.
- 8.30 Consideration has also been given to whether the site may constitute established garden ground in accordance with Policy 35. The Rural Housing Supplementary Guidance (RHSG) defines garden ground as land that is clearly established and maintained as domestic curtilage associated with an existing dwelling. However, the approved plans for Duel Hill House (22/04106/FUL) clearly delineate the residential curtilage, and the application site falls well outwith that approved boundary. The land was therefore neither intended nor approved as domestic garden ground associated with that house.
- 8.31 The RHSG notes that ancillary domestic structures may, in certain circumstances, indicate active garden use. However, in this case the cabin was erected in early 2026, complete with service connections, outwith the approved curtilage and without planning permission. As such, it represents unauthorised development. It would be inappropriate to rely on the existence of an unauthorised structure to establish that land functions as domestic garden ground for the purposes of policy assessment. The presence of the cabin therefore carries no weight in demonstrating compliance with the garden ground exception.
- 8.32 Consequently, the site cannot reasonably be regarded as either established garden ground or part of a recognised housing group. Having discounted these exceptions, the only remaining route to compliance with Policy 35 would be through demonstrating that the development is essential to support a viable rural business in accordance with criterion iv. No such justification has been satisfactorily demonstrated. Accordingly, the proposal fails to accord with Policy 35 and, by extension, Policy 44 of the Highland-wide Local Development Plan and remains to be assessed against NPF4 Policy 30(b) criterion iv.

Design

- 8.33 The design form of the holiday cabin has a footprint of 6.1m x 7.5m, with vertical timber cladding to the walls and a monopitch tiled roof. The structure has a large, glazed element to the north elevation with patio doors and decking. The monopitch roof partly overhangs the decked area. The form is similar to other holiday accommodation found in the wider area and across the Highlands. However, due to its siting in a flat field with little vegetation or other natural features to anchor it into, or backdrop it into the landscape, it is visible from the western approach to the site on the C1004 from Tain, particularly from the descent from the road bridge over the railway. This positioning in the field presents a prominent and isolated location that appears out of character with, and incongruous within, the surrounding rural landscape, and it is considered to present a very poor relationship to the boarding kennels and manager's house development to the east (22/04106/FUL).

Sustainable Travel

- 8.34 NPF4 Policy 30(b) iv. (Tourism) states that tourism-related development must have regard to opportunities for sustainable travel, the appropriate management of parking and traffic generation, and the potential to support public transport services, particularly within rural areas.
- 8.35 In this case, it is not considered that the siting of the proposed holiday cabin provides suitable opportunities for active or sustainable travel. Although the site at Fendom is located approximately 0.5 miles from Tain's Settlement Development Area (SDA), the route is not conducive to safe or convenient active travel. Access is via the C1004 public road, which is subject to a 60mph speed limit, lacks a continuous footway, and includes constraints associated with the rail bridge. Furthermore, public transport accessibility is limited, with the nearest practicable bus stop located approximately 0.8 miles from the site.
- 8.36 The considerations of traffic generation and parking are discussed in the forthcoming section, as the access being used currently is a known road safety concern.

Road Safety

- 8.37 A principal concern with this application relates to the access arrangements serving the holiday cabin and their proximity to the railway bridge on the C1004, where visibility is significantly constrained. The implications of this access arrangement for road safety are a material planning consideration and have previously been assessed at item 7.6 (25/02860/PIP) at SPAC June 2026.
- 8.38 During consideration of that application, concerns were raised regarding the suitability of the field access now serving the holiday cabin. It was concluded that access should instead be taken from the neighbouring access serving Duel Hill House in order to mitigate the identified road safety concerns. The current proposal, however, seeks retrospective planning permission for a development operating from the same field access previously identified as unsuitable due to road safety concerns. In doing so, it fails to address the concerns established through the earlier assessment and represents a departure from the access arrangements previously accepted in principle by the Planning Authority and Transport Planning.
- 8.39 The proposal must therefore be assessed on the basis of the access arrangement as constructed and currently in use. No new evidence, technical assessment or other material information has been submitted which demonstrates that the previous road safety concerns have been overcome, or that the access can operate safely in the context of the site's constraints. As such, Transport Planning have maintained their objection to the development on these grounds.
- 8.40 In assessing the proposal against NPF4 Policy 30(b) Tourism, it is not considered that the applicant has demonstrated that the development can be safely accessed or that the traffic and road safety impacts are acceptable. The proposal therefore fails to comply with criterion iv. of Policy 30(b) insofar as it relates to the provision of safe access and the avoidance of unacceptable impacts on the transport network.
- 8.41 Similarly, the proposal fails to accord with HwLDP Policy 28: Sustainable Design and HwLDP Policy 56: Travel. Policy 28 requires development to be compatible with existing infrastructure and service provision, including the local road network, while

Policy 56 requires development proposals to provide safe arrangements for all road users. In this case, the development relies upon an access arrangement that has previously been identified as giving rise to road safety concerns and which Transport Planning continues to object to. The proposal is therefore not considered to satisfy the requirements of either policy.

- 8.42 Particular concern arises from the introduction and use of a separate access point onto a constrained section of the C1004 in close proximity to the railway bridge. The road in this location is subject to restricted forward visibility as a consequence of the bridge structure and local road alignment. The access introduces additional vehicle movements, including turning manoeuvres and vehicles slowing to enter or leave the site, within an environment where visibility is inherently limited and the road is assessed at 60mph. This is considered to create an unacceptable risk to the safety of road users.
- 8.43 The application is further undermined by the absence of any visibility splay drawing or supporting technical information demonstrating that the access can achieve the visibility standards required for a road subject to a 60mph speed limit. Given the known physical constraints associated with the railway bridge and road alignment, and having regard to observations made during site inspections, it has not been demonstrated that the requisite visibility splays of 215m in either direction can be achieved. In the absence of such evidence, the Planning Authority cannot be satisfied that the access operates safely or in accordance with the Council's Access to Single Houses and Small Housing Developments guidance.
- 8.44 Overall, the proposal is dependent on an access arrangement previously identified as unacceptable in road safety terms, fails to provide sufficient evidence that adequate visibility can be achieved, and would increase the potential for vehicular conflict within a constrained section of the public road network where safety issues are already recognised. As such, this development is considered contrary to NPF4 Policy 30 (Tourism), HwLDP Policies 28 (Sustainable Design) and 56, and the Highland Council's relevant access guidance.

Sustainable Development

- 8.45 In addition to the transport-related deficiencies identified above, the proposal has been assessed against NPF4 Policies 1 - 3 and 5, which collectively place a strong and overarching emphasis on addressing the global climate and nature crises and embedding sustainable development principles in all decision-making.
- 8.46 NPF4 Policies 1 and 2 require that significant weight is given to both the climate and biodiversity emergencies and that development proposals are sited and designed to minimise lifecycle greenhouse gas emissions. In this case, the proposed holiday cabin occupies a rural location with limited or no realistic access by sustainable modes of transport, resulting in a form of development that would be heavily dependent on private car travel. Such a pattern of development fails to support the transition to low-carbon travel and is therefore contrary to the objectives of these policies.
- 8.47 In relation to NPF4 Policy 3: Biodiversity, insufficient information has been submitted to demonstrate that the proposal would safeguard, restore or enhance biodiversity.

Furthermore, it is noted that unauthorised works have already been undertaken on the site in advance of the determination of the application. These works have altered the previously undeveloped character of the site and have resulted in detriment to its natural environment, without any assessment of ecological impacts or demonstration of biodiversity enhancement. The unauthorised nature of these interventions gives rise to further concern regarding the proposal's compliance with the aims of Policy 3.

- 8.48 NPF4 Policy 5: Soils is also a relevant consideration. The site previously comprised undeveloped land, and the construction of the holiday cabin, together with the associated unauthorised groundworks and site alterations already undertaken, has resulted in the unnecessary disturbance and loss of greenfield land. No compelling justification has been provided to demonstrate why this development requires such a location or why the environmental impacts arising from the development and associated works are acceptable.
- 8.49 Taken together, the proposal represents an unsustainable form of development which neither responds appropriately to the climate and nature crises nor demonstrates that impacts on the site and its wider environment can be adequately mitigated. Accordingly, the proposal is considered to be contrary to the aims and objectives of NPF4 Policies 1, 2, 3, 5, and 30, and HwLDP Policies 28, 35, 44, and 56.

Other material considerations

- 8.50 None

Non-material considerations

- 8.51 None

Matters to be secured by Legal Agreement / Upfront Payment

- 8.52 None

9. CONCLUSION

- 9.1 There is no clear evidence to demonstrate a need for a holiday cabin at this location, nor does the proposal satisfy the requirements of NPF4 Policy 30: Tourism or HwLDP Policy 44: Tourist Accommodation.
- 9.2 The proposed holiday accommodation would introduce an isolated tourism unit within the open countryside, detached from existing settlements, services and tourism infrastructure, without sufficient justification for its siting. The development occupies an exposed position within an undeveloped field and fails to demonstrate an appropriate relationship with either the established pattern of development, or the character of the surrounding landscape. Unlike nearby development, which benefits from landscape containment and the backdrop provided by established tree planting, the holiday cabin appears visually prominent, exposed and detached from its surroundings. Rather than forming a logical extension to an existing group of buildings, it represents an isolated and incongruous form of development that is at odds with the open, rural character of the Lowland Farmed Plain landscape. The

development would contribute to the incremental domestication and erosion of the rural character of the area through the introduction of built form, associated infrastructure and site engineering works, including those already undertaken without consent. As a standalone tourism development in the Hinterland, the proposal represents an unjustified and sporadic form of development which neither reflects the established settlement pattern nor supports the planned and sustainable growth of tourism accommodation. The proposal is therefore considered to be contrary to the aims and objectives of NPF4 Policy 30 and HwLDP Policies 44 and 61.

- 9.3 The proposal is also considered to be contrary to NPF4 Policy 30: Tourism, HwLDP Policy 28: Sustainable Design and HwLDP Policy 56: Travel, with regard to road safety. The holiday cabin relies on an access arrangement that has previously been identified as unacceptable on road safety grounds and continues to attract objection from Transport Planning. No evidence has been submitted to demonstrate that the required visibility splays can be achieved, or that the development can be accessed safely. The proposal would also introduce additional vehicle movements and conflict points on a section of road with recognised safety concerns, increasing the potential risk to road users. As such, it has not been demonstrated that the development would have an acceptable impact on the local road network or provide safe access arrangements, and the proposal is therefore contrary to the requirements of national and local planning policy and the Council's access guidance.
- 9.4 The proposal is contrary to NPF4 Policies 1: Tackling the Climate and Nature Crisis, 2: Climate Mitigation and Adaptation, 3: Biodiversity, and 5: Soils, as well as Policy 56: Travel of the Highland-wide Local Development Plan. The proposed holiday cabin is located in an unsustainable rural location with limited opportunities for travel by sustainable modes, resulting in a development that would be largely dependent on private car use and inconsistent with national objectives for reducing greenhouse gas emissions. Insufficient information has been provided to demonstrate that biodiversity would be safeguarded or enhanced, while unauthorised works already undertaken on the site have adversely affected the site's previously undeveloped character and natural environment without assessment of ecological impacts. Furthermore, the development has resulted in the unnecessary disturbance of greenfield land without adequate justification. As such, the proposal fails to demonstrate an appropriate response to the climate and nature crises and does not represent sustainable development.
- 9.5 All relevant matters have been taken into account when appraising this application. It is considered that the proposal does not accord with the principles and policies contained within the Development Plan and is unacceptable in terms of 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

Recommended to **REFUSE** the application for the following reasons:

1. The proposal is contrary to NPF4 Policy 30: Tourism, and HwLDP Policies 44: Tourist Accommodation and 61: Landscape, as no clear justification has been provided for the siting of a holiday cabin in this rural Hinterland location where this form of development is not considered appropriate to the character of the setting.
2. The proposal is contrary to NPF4 Policy 30: Tourism, HwLDP Policies 28: Sustainable Design and 56: Travel, and the Council's access guidance, as it relies on an access arrangement previously identified as unacceptable on road safety grounds, resulting in road safety concerns.
3. The proposal is contrary to NPF4 Policies 1: Tackling the Climate and Nature Crisis, 2: Climate Mitigation and Adaptation, 3: Biodiversity, and 5: Soils, as well as HwLDP Policy 56: Travel, as it introduces development on a greenfield site in an unsustainable rural location with limited opportunities for travel by sustainable modes.

REASON FOR DECISION

All relevant matters have been considered when appraising this application. It is considered that the proposal does not accord with the principles and policies contained within the Development Plan and is unacceptable in terms of applicable material considerations.

Signature:	Bob Robertson
Designation:	pp. Area Planning Manager North
Author:	Katie Tolley
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - R1361/PL01 REV A – Location Plan Plan 2 -R1361/PL02 REV A – Site Layout Plan Plan 3 - R1361/PL03 – Floor/Elevation Plan