Agenda Item	6.6
Report No	PLN/062/26

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 25 November 2026

Report Title: 24/05026/FUL

Broadford Aerodrome, Breakish

Report By: pp. Area Planning Manager - North

Purpose/Executive Summary

Description: Temporary lay down and storage area for wind farm components

Ward: 10 - Eilean A' Cheò

Development category: Local

Reason referred to Committee: More than 5 objections

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 Planning permission is sought for the change of use of land within the Broadford Aerodrome site to facilitate the temporary storage of wind farm components. The proposal comprises two areas of land running alongside the existing runway, together with works to the site access to accommodate abnormal-load vehicle movements associated with the proposed use. Existing aviation operations at the aerodrome would continue, with the helipad remaining in use in accordance with the current arrangements.

1.2 The proposed development relates to the temporary change of use (for 10 years) of two linear areas of land extending alongside both sides of the existing runway, measuring approximately 180m and 230m in length respectively, for the storage of wind farm components.

1.3 The principal use of the wider site would remain aviation-related, with existing flying operations and use of the helipad continuing in accordance with current arrangements. The areas currently comprise rough ground adjacent to the runway. The existing helipad located near the entry to the airstrip area will remain clear at all times to facilitate helicopter/emergency bay operations.

1.4 The proposal would also include associated improvements, mainly vegetation clearance, to the existing site access to accommodate abnormal-load vehicle movements required for the delivery and removal of wind farm components.

1.5 Pre Application Consultation: none

1.6 Supporting Information: Ground bearing/geo reports, Noise Impact Assessment, Response Letter, Photographs

1.7 Variations:

- 25th September 2025 – additional details submitted, including updated site layout pan, topographical information and swept path analysis
- 27th October and 22nd December 2025 – amended access details
- 4th March 2026 - amended plans to show aviation related details as well as works to accommodate access
- 4th November 2026 – amended plans to show accurate details of the airstrip

2. SITE DESCRIPTION

2.1 The site comprises approximately 3.7 ha of the wider 25.35 ha local aerodrome located on the northern side of the A87(T), between Kyleakin and Broadford.

2.2 The site is an established airstrip operated by Highland Council and is subject to a lease arrangement with the local Flying Club.

2.3 The wider aerodrome is situated within a predominantly rural and open landscape, with the shoreline, including Ashaig Beach, located further to the north beyond the immediate site.

3. PLANNING HISTORY

3.1 None found

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour

Date Advertised: 24 January, 14th and 21st November 2025

Representation deadline: 5th December 2025

Timeous representations: 72

Late representations: None

4.2 Material considerations raised are summarised as follows:

a) Aviation safety and aerodrome safeguarding:

- the proposed storage areas are located immediately alongside the existing runway and may conflict with recommended runway strips, obstacle clearance areas and aerodrome safeguarding requirements; possible obstruction or interference with the helipad and emergency helicopter operations;
- the dimensions and positioning of the proposed storage areas shown on the submitted plans are unclear or inconsistent with other published information relating to the aerodrome;
- abnormal-load vehicles may need to manoeuvre onto or across the runway, potentially affecting the condition and safe operation of the runway;
- the proposal could prejudice the future reintroduction of scheduled commercial air services from Broadford Aerodrome;
- the adequacy of the information provided to demonstrate that the proposed use can operate safely alongside existing aviation activities.

Officer comment: amended plans have been submitted to show accurate details of the airstrip in relation to the proposed storage areas. The applicant stated that the aviation activities will not be impacted by the proposal and use of both the runway and the helipads will take priority over the activities connected with the proposal. This is discussed further in the report below.

b) Transport, traffic and road safety:

- volume and frequency of abnormal indivisible loads and associated HGV movements on the A87, including potential disruption to this principal road connection and impacts on the movement of emergency vehicles, particularly ambulances travelling to Broadford Hospital and the onward transfer of patients to the aerodrome for helicopter evacuation, as well as disruption to deliveries of food and other essential goods;

- the ability of large vehicles to safely enter and leave the aerodrome, including concerns about oversailing, overrunning and the adequacy of the existing junction;
- traffic impacts could be exacerbated by other nearby development proposals, particularly the proposed temporary workers' accommodation/camp and other infrastructure projects;
- lack of swept-path information when exiting the site and turning towards Broadford.

Officer comment: further and amended drawings have been provided to show swept path analysis. Transport Scotland and Transport Planning Team raise no objection subject to conditions. This matter is discussed further below.

c) Noise:

- noise and disturbance arising from the movement, loading, unloading and handling of wind turbine components, together with the operation of large cranes and other heavy plant,
- operations could occur during the night and therefore affect nearby residents and wildlife,
- adequacy of proposed noise mitigation and monitoring arrangements.

Officer comment: Noise Impact Assessment has subsequently been submitted. Environmental Health Officer assessed the proposal and raised no objection subject to limited times and number of days of operations. This matter is discussed in more detail below.

d) Residential amenity - the proposal would represent a significant intensification and change from the existing relatively quiet use of the aerodrome and surrounding rural area, with increased traffic, noise, lighting, activity and security measures potentially resulting in an adverse impact on the amenity of nearby residents.

Officer comment: the matter is acknowledged and discussed in detail below. The proposal is considered acceptable in terms of residential amenity. Although it would increase activity at the aerodrome, this would be temporary and controlled, with conditions limiting operating hours, noise and lighting. Together with the separation from nearby properties and existing vegetation, the proposal would not result in an unacceptable impact on residential amenity.

e) Landscape and visual impact:

- storage of large wind turbine components, together with associated cranes, vehicles and infrastructure, would introduce an industrial character into an otherwise rural and scenic area;
- the proposal, in combination with other existing and proposed development and infrastructure projects within the Broadford/Ashaig area, would contribute to increased industrialisation and a cumulative adverse visual

impact, affecting views towards and across the area and detracting from the character and qualities of the wider landscape.

Officer comment: the matter is acknowledged and discussed in detail below. The proposal is considered acceptable in terms of landscape and visual impact. While the temporary storage would introduce some additional industrial character, the low-level storage, existing aerodrome use and vegetation would help contain views. Given the temporary nature and limited scale of the use, it would not result in an unacceptable cumulative impact on the landscape character or visual amenity of the area.

f) Impact on biodiversity - the development would result in the loss or disturbance of existing scrub and rough ground that provides habitat for biodiversity, with associated vehicle movements, lighting, noise and potential pollution also having adverse effects on local wildlife.

Officer comment: the concern has been taken into consideration and discussed further below. The site comprises rough land immediately adjacent to an operational airstrip and is therefore of limited landscape and biodiversity value in its existing condition. Biodiversity enhancement measures will also be sought as part of the proposal to improve the site's existing ecological value. This will be secured via relevant condition.

g) Cultural heritage - potential impacts on nearby scheduled historic monuments and Ashaig Cemetery.

Officer comment: the matter has been assessed by Historic Environment Scotland and they raised no objection directing any potential impacts to be assessed by Historic Environment Team (Conservation). They also raised no objections as there are no Listed buildings or Conservation Areas within the vicinity. They anticipate there will be no impact upon the Ashaig Cemetery Scheduled Ancient Monument.

h) Pollution and environmental effects from construction and operational activities due to emissions and dust from heavy vehicles, cranes and other diesel-powered machinery.

Officer comment: the concern is acknowledged however it is not anticipated that the development would pollute the environment in unacceptable manner or to significant levels more than the existing use of the site, especially if it the aviation activities were intensified. Environmental Health Officer raised no concerns. The use of abnormal-load vehicles is also a normal consideration for developments of this nature and does not, in itself, provide a reason to refuse planning permission.

i) Operational management and mitigation:

- insufficient information has been provided regarding the frequency and duration of storage, the size and number of components, operational hours, vehicle movements and arrangements for loading/unloading;

- lack of day-to-day responsibility for managing the site and ensuring compliance with conditions relating to noise, lighting, dust, security and aviation safety;
- reliance on future details from contractors or operators could leave important operational matters unresolved at the point of determination.

Officer comment: further details regarding operation of the site have been submitted. Site Management Plan will be conditioned. The matter is discussed further in the report.

j) Economic and tourism impacts - traffic delays and increased industrial activity could adversely affect tourism and the disruption to the A87 could have wider economic consequences for local businesses and communities dependent on reliable road access.

Officer comment: the concern is acknowledged. Transport related consultees have addressed the proposal and are satisfied with it. Additionally, the proposal is for 10 years and the vehicle movements associated with the project would be limited to 80 days per year only, as per Environmental Health recommendation.

k) A “salami slicing” - proposals are submitted incrementally - limits transparency and prevents a full assessment of cumulative impacts on local communities. The cumulative impact of Heavy Goods Vehicle (HGV) movements, including Abnormal Indivisible Loads (AIL), was highlighted as a key concern arising from this approach.

Officer response: Each planning application must be determined on its own merits, based on the information submitted and relevant policy considerations. While related developments are considered, this proposal constitutes a standalone application. The Planning Authority has nevertheless taken account of its relationship with the associated development and assessed potential cumulative impacts, including traffic, with mitigation measures applied where necessary.

l) Accuracy of the consultation process and level of information submitted - some representations question the timing and extent of publicity and consultation and whether sufficient information was initially available to allow meaningful comment.

Officer comment: the originally submitted information has been assessed as not sufficient, and more details were consequently provided. The application has been re-advertised and Neighbour Notification process re-done as per planning requirements.

m) Industrialisation of Skye stressing that, in general, Skye is becoming excessively industrialised and that the proposal is contrary to the preferred future direction of the island.

Officer comment: The general concern regarding the wider industrialisation of Skye is acknowledged. However, the planning assessment must focus on the specific development proposed and its impacts. The proposal relates to the temporary change of use of an existing airstrip for the storage of wind farm components and would not itself constitute a wind farm or prejudice the assessment of any future wind energy development. The proposal is therefore considered on its own planning merits, including its effects on landscape character, visual amenity, residential amenity, traffic and the surrounding environment.

Non-material matters:

n) Objection to wind farms generally - opposition to the wider programme of wind farm development on Skye including comments regarding whether wind energy should be developed at all, or whether wind farms are appropriate at the scale proposed across Scotland;

Officer comment: the matter is acknowledged, but it is not a material planning consideration. However, any specific concerns raised regarding the effects of this proposal or its cumulative impact with other relevant developments will be considered separately. This is a stand-alone application which needs to be considered on its own merits. Its determination does not prejudice the assessment of any future or separate wind farm applications.

o) Climate change and the overall merits of wind energy

Officer comment: this concerns the wider energy policy and climate strategy underpinning wind farm development rather than the planning merits of the proposed storage facility itself.

p) Alleged predetermination or procedural concerns/ concerns whether the Council can objectively determine an application relating to land in its ownership - Concerns regarding Highland Council's financial interest in the proposal and it would receive income from the proposed use of its land and therefore has a financial interest in granting permission.

Officer comment - this is principally a matter concerning the Council's governance, decision-making process and potential conflict of interest rather than a material planning consideration in assessing the acceptability of the development.

q) Principle of using the site for mainland wind farms - components could be stored at the airstrip before being transported back to the mainland, which means that Skye would experience the associated disruption without receiving a direct benefit.

Officer comment: the transport and environmental effects of such movements are potentially material; however, the general view that the facility should only serve local wind farms is not, in itself, a planning consideration.

r) Lack of welfare facilities on site

Officer comment: the matter is acknowledged. The applicant has confirmed that no welfare facilities are proposed as part of the development. Should this position change, any such development would be subject to a separate planning application.

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 **Environmental Health Officer** noted concerns regarding noise and lighting in connection with the proposal. Noise Impact Assessment has been requested to allow proper assessment. The report has been submitted and then reviewed by the officer who replied raising no objections to the proposal subject to conditions regarding site operation times, vehicle access times, operational noise limit, Noise Management Plan as well as external lighting requirements and formation of liaison group. The recommended conditions will be added to decision notice.

5.2 **Forestry Officer** raised no objection to the proposed development, subject to a condition requiring the submission and approval of a detailed Tree Planting Plan and Maintenance Programme prior to commencement of development. The plan should demonstrate appropriate replacement tree planting to compensate for the loss of existing tree cover, together with additional native tree planting. This condition is intended to secure replacement tree cover and enhance local amenity and biodiversity in accordance with NPF4 Policy 6(a).

5.3 **Historic Environment Team (Conservation) -** No objections. There are no listed buildings or conservation areas within the vicinity. Anticipate there will be no impact upon the Ashaig Cemetery Scheduled Ancient Monument.

5.4 **Civil Aviation Authority (CAA)** - No response

5.5 **Transport Planning Team** - No objection. The application does not propose any changes to the existing access arrangements serving the site. Access would continue to be taken via the existing junction with the A87 trunk road.

The submitted swept path analysis demonstrates that the abnormal load vehicles associated with the transportation of wind turbine components can access and egress the site access road via the existing junction with the A87 trunk road.

The road between the A87 and Broadford Aerodrome is not an adopted public road maintained by The Highland Council Roads Authority. Accordingly, matters relating to the suitability, maintenance and structural capacity of this internal access route are primarily the responsibility of the applicant and landowner.

The applicant should satisfy themselves that all internal access routes, structures, cattle grids and other infrastructure required to facilitate the movement and storage of wind farm components are suitable for the anticipated vehicle types and loading conditions. Any strengthening works, improvements, repairs or reinstatement

required to facilitate or resulting from the proposed use should be undertaken at the operator's expense.

Transport Planning has previously considered abnormal load movements associated with the transportation of wind turbine components between the Port of Kyle of Lochalsh and the A87 trunk road as part of a separate planning application. The current application relates solely to the provision of a temporary storage facility and does not alter that assessment. Any future transport of components from the facility to wind farm developments can be appropriately assessed through the planning and consenting processes for those developments once destinations and routes are confirmed.

5.6 **Highlands and Islands Airports Ltd (HIAL) -** No objection. The proposal is outwith our safeguarding criteria.

5.7 **Historic Environment Scotland** – Proposal has potential to affect Scheduled Monument SM13720 (Ashaig – remains of church and burial ground, shell midden and well).

5.8 **Ministry of Defence** - No objection. Noted that the development is outside of their safeguarded area and that it does not affect other defence interests.

5.9 **National Air Traffic Services (NATS) Safeguarding** - does not conflict with our safeguarding criteria.

5.10 **Transport Scotland -** No objection. Recommended Advisory Notes added to decision notice.

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 6 - Forestry, Woodland and Trees
Policy 7 - Historic Assets and Places
Policy 10 - Coastal Development
Policy 11 - Energy
Policy 23 - Health and Safety
Policy 29 - Rural Development

6.2 Highland Wide Local Development Plan 2012 (HwLDP)

29 - Design Quality and Place-making
36 - Development in the Wider Countryside
41 - Business and Industrial Land
49 - Coastal Development
51 - Trees and Development
57 - Natural, Built and Cultural Heritage
58 - Protected Species

61 - Landscape
67 - Renewable Energy Developments

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

Ashaig Airstrip Economic Development Area (EDA01) – Business and Tourism

6.4 **Broadford and Strath Local Place Plan (2024)**

6.5 **Highland Council Supplementary Planning Policy Guidance**

Construction Environmental Management Process for Large Scale Projects (August 2010)
Developer Contributions (March 2018)
Highland Historic Environment Strategy (Jan 2013)
Highland's Statutorily Protected Species (March 2013)
Highland Renewable Energy Strategy and Planning Guidelines (May 2006)
Onshore Wind Energy: Interim Supplementary Guidance (March 2012)
Trees, Woodlands and Development (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 None

8. PLANNING APPRAISAL

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

Determining Issues

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

Planning Considerations

8.3 The key considerations in this case are:

a) compliance with the development plan and other planning policy,
b) aviation safety and aerodrome safeguarding,
c) roads, transport and wider access,
d) landscape and amenity impact, including noise and lighting pollution
e) any other material considerations.

Development plan/other planning policy

8.4 Sections 25(1)(a) and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that this application be determined in accordance with the development plan unless material considerations indicate otherwise.

8.5 All planning applications must now be determined in accordance with the provisions of NPF 4 and the existing Local Development Plan, unless material considerations provide justification otherwise. If there is an inconsistency between NPF4 policies and an LDP which was adopted before 13 February 2023, the NPF prevails under Section 24(3) of the 1997 Town and Country Planning (Scotland) Act 1997 (as amended).

8.6 WestPlan (2019) recognises importance of Broadford as the second largest settlement on the Isle of Skye, serving as a major centre for the South end of the island. The site is not within the Settlement Development Area, but forms part of a larger site recognised within the plan as Ashaig Airstrip Economic Development Area (EDA01) – Business and Tourism. EDA01 safeguards land for enhancement of the airstrip and associated facilities to support the potential reintroduction of scheduled air services. The proposed temporary storage use would retain the airstrip's existing function and does not prejudice its future enhancement.

8.7 In general, NPF4 supports renewable energy projects as national developments, recognising their role in supporting Scotland's transition to a low-carbon energy system. This proposal is for a storage area for wind farm components, which would support and facilitate the delivery of wind farm developments and associated renewable energy infrastructure.

8.8 NPF4 Policy 11 (Energy) aims to encourage, promote and facilitate all forms of renewable energy development onshore and offshore. This includes energy generation, storage, new and replacement transmission and distribution infrastructure and emerging low-carbon and zero emissions technologies. Para e) notes that significant landscape and visual impacts *"are to be expected for some forms of renewable energy. Where impacts are localised and/or appropriate design mitigation has been applied, they will generally be considered to be acceptable*."

8.9 Similarly, the purpose of HwLDP Policy 67 is to facilitate renewable energy generation in suitable locations while safeguarding the natural, built and cultural environment and the amenity of communities.

8.10 This application for a change of use of land to store components of wind turbines is to support the development of green energy infrastructure.

8.11 NPF4 Policy 29 aims to encourage rural economic activity, innovation and diversification while safeguarding and enhancing the distinctive character of rural areas, their natural and cultural assets, and the service role of small towns, thereby supporting the long-term sustainability and prosperity of rural communities and economies.

8.12 Policies 29 and 36 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.

8.13 The intention of Policy 23 of NPF4 (Health and Safety) is to protect people and places from environmental harm and reduce risks associated with safety hazards. Where significant noise effects are likely, appropriate assessment (NIA) and mitigation will be required.

8.14 NPF4 Policy 10 and Policy 49 (HwLDP) seek to control coastal development, permitting it only where there is a clear locational need, while safeguarding coastal character, natural processes, and resilience to climate change and coastal erosion.

8.15 NPF4 Policies 1-3 apply to all development proposals nationwide. When considering all development proposals, significant weight will be given to the global climate and nature crises. Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible. Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.

8.16 The key issues for this application are considered to be compliance with the Development Plan and other relevant planning policy along with considerations relating to compliance with the development plan and other planning policy, aviation safety and aerodrome safeguarding, roads, transport and wider access, landscape and amenity impact, including noise and lighting pollution and any other material considerations. 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.

Aviation safety and aerodrome safeguarding

8.17 The potential impact of the proposal on the continued safe operation of Broadford Aerodrome has been carefully considered. The application site forms part of the wider 25.35 ha aerodrome and comprises approximately 3.7 ha of rough ground alongside the sides of the existing runway. The proposed use is temporary, for a period of 10 years, and relates solely to the storage of wind turbine components within two defined areas. The existing aviation use of the wider aerodrome, including flying operations and the helipad, will continue. The proposal is temporary and, on cessation of the use, would involve only low-key decommissioning works to remove the stored components, equipment and any temporary infrastructure. The site would then revert to its existing condition and use.

8.18 Concerns raised regarding the proximity of the storage areas to the runway, potential conflict with runway safeguarding requirements, obstruction or interference with the helipad, and the movement of abnormal-load vehicles have been considered. The relevant aviation consultees have reviewed the amended proposal and have raised no objection on aviation safety or aerodrome safeguarding grounds. It should be

noted that no consultation response has been received from the CAA, despite two requests being sent. On this basis, there is no evidence that the proposed storage use would result in a detrimental impact on the safe or effective operation of the airstrip or helipad.

8.19 The active use of the site for vehicle and machinery movements associated with the loading and unloading of turbine components will also be limited to 80 days per annum, with no night-time operations. This will further limit the potential for disruption to the continued aviation use of the airstrip.

8.20 Importantly, the applicant has confirmed that the existing aviation activities will take priority over the proposed storage use and associated activities. The runway and helipad will remain available for their existing purposes, including emergency helicopter operations, and the helipad will remain clear at all times. The proposed storage areas will not therefore displace or restrict the established aviation function of the aerodrome. The temporary storage use can operate alongside the existing aviation activities without compromising their continued operation.

8.21 The potential interaction between abnormal-load deliveries and aviation activity will also be managed through the proposed arrangements for the development. A condition is recommended requiring the establishment of a Community Liaison Group, which will provide a forum for ongoing communication and coordination throughout the period of the development. This will allow advanced dialogue on transport mitigation measures, the timing of abnormal-load deliveries and the coordination of deliveries with local events, tourist seasons and other major projects in the area. This provides an appropriate mechanism for ensuring that delivery movements are planned to avoid conflict with aviation activities and other periods of increased activity.

8.22 Additionally, a Site Management Plan is conditioned to ensure safe and efficient continued use of the site for the aviation activities and the proposed development alongside it.

8.23 Having regard to the amended plans, the applicant's commitment that aviation activities will take priority, the continued availability of the runway and helipad, and the absence of objections from the relevant aviation consultees, it is considered that the proposal would not have a detrimental impact on the continued safe operation or future use of Broadford Aerodrome.

Roads, transport and wider access

8.24 The proposed change of use of land would not require modification of the existing junction with A87 trunk road. However, limited vegetation clearance would be required at the junction with the trunk road and at the opposite end of the access, where it connects to the airstrip, to facilitate the manoeuvring of abnormal-load vehicles to and from the site. The Forestry Officer has reviewed the proposal and raised no objection in principle, noting that the affected trees are relatively young and predominantly scrubby in character, and are not recorded within either the Ancient Woodland Inventory or the Native Woodland Survey of Scotland (NWSS). Consequently, the proposed vegetation removal is considered to have a limited

impact on the existing tree resource. The Forestry Officer has recommended that replacement tree planting be secured to compensate for the loss of vegetation, together with additional planting to deliver biodiversity enhancements. This will be secured through an appropriate planning condition attached to the decision notice.

8.25 The potential impact of the proposal on the local road network and traffic safety has been carefully considered. The Transport Planning Team raised no objection, confirming that the submitted drawings demonstrate that abnormal-load vehicles can safely access and egress the site via the existing junction with the A87 trunk road, and Transport Scotland does not object to this arrangement. The suitability of the internal access route and associated infrastructure will be the responsibility of the applicant and landowner, with any necessary strengthening, repair or reinstatement undertaken at the operator's expense to ensure the safe movement of turbine components. Additionally, if any such works would constitute development, a separate planning permission would be required.

8.26 The Transport Planning Team has also confirmed that the proposal would not alter its previous assessment of abnormal-load movements between the Port of Kyle of Lochalsh and the A87. Any future transportation of turbine components from the storage facility to individual wind farm developments would be assessed through the relevant planning and consenting processes once the destinations and routes are established.

8.27 Representations relating to potential damage to the public road network can be addressed through a wear and tear agreement under s96 of the Roads (Scotland) Act 1984; this is a mechanism for the developer to be responsible for repairing damage attributable to development-related traffic. However, any such requirement would be more appropriately associated with any wind farm development for which the turbine components are being transported, rather than the temporary storage use proposed.

8.28 On this basis, the scale of the proposed storage facility is not considered to result in an unacceptable impact on road safety, or the capacity of the local road network. The arrangements for such movements will also be addressed through the Site Management Plan, and overseen by the Community Liaison Group, providing an appropriate mechanism for coordinating and monitoring the transportation arrangements. The use of abnormal-load vehicles is also a normal consideration for developments of this nature and does not, in itself, provide a reason to refuse planning permission.

Landscape and amenity impact, including noise and lighting pollution

8.29 The proposal would introduce a temporary storage use and associated activity into an area which is predominantly rural in character, although it is important to recognise that the site forms part of an active aerodrome and is therefore not an entirely undeveloped or wholly tranquil landscape. The storage of turbine components and associated loading and unloading activity would result in some visual and character change, particularly during periods of activity. However, this would be temporary, and the components will be stored at a relatively low level, with the blades approximately

3m in height and not stacked. The site also benefits from existing vegetation along the A87, which provides screening and helps contain views from the surrounding area. The separation from nearby residential properties and the Ashaig Cemetery, approximately 150m from the western storage area, together with this existing vegetation, will further reduce the visual and perceptual effects of the proposal, particularly when the site is being used solely for storage.

8.30 Representations relating to the potential loss of the cemetery's sense of peace and sanctuary are acknowledged. However, given the existing aviation use of the site, the separation distance, intervening vegetation and the temporary and controlled nature of the proposed use, it is not considered that the development would result in an unacceptable change to the character or setting of the cemetery. While there will inevitably be some increased activity during loading and unloading operations, this will be limited in duration and subject to controls on operating hours, noise and lighting. The Environmental Health Officer, following review of the submitted Noise Impact Assessment, raised no objection subject to conditions controlling site and vehicle operating times, operational noise, lighting, a Noise Management Plan and the establishment of a Community Liaison Group. These measures will help ensure that the proposal does not result in an unacceptable impact on the amenity or quiet enjoyment of the surrounding area.

8.31 In terms of cumulative effects, the proposal is acknowledged to form part of a wider area where development and infrastructure projects are taking place. However, the relatively contained nature of the site, existing aerodrome use, limited height of the stored components, existing vegetation and temporary duration of the use mean that the proposal is not considered to result in an unacceptable adverse impact on the landscape character or visual amenity of the area.

Other material considerations

8.32 **Impact on historic environment**

As detailed above, the proposed development will be about 150m west of the Ashaig Cemetery Scheduled Monument. Historic Environment Scotland has assessed the proposal and made no comment, advising that any potential effects on the historic environment be considered by the Council's Historic Environment Team (Conservation). The Historic Environment Team has raised no objection, noting that there are no Listed buildings or Conservation Areas in the vicinity of the site and that it will have no impact on the Ashaig Cemetery Scheduled Ancient Monument. As such, the proposal is not considered to give rise to any unacceptable impacts on cultural heritage assets.

8.33 **Biodiversity**

Representations refer to the potential impact of the proposal on biodiversity and the natural environment. The application site forms part of an active aerodrome, with the proposed use limited to the temporary storage of wind farm components within two areas located away from the operational airstrip. No new hardstanding, infrastructure or ground engineering works are proposed, and the development would utilise existing areas of scrub land for storage purposes. As mentioned above, in para. 8.24,

a limited amount of vegetation clearance would be required at the A87 Trunk Road junction and where the access meets the airstrip, to facilitate the manoeuvring of abnormal-load vehicles. The impact on the existing tree resource is considered limited. Nevertheless, a planning condition will require a detailed Tree Planting Plan and Maintenance Programme to secure replacement planting and additional native trees, helping to compensate for the vegetation loss and deliver biodiversity enhancements.

8.34 Due to the nature of the development and its limited environmental effects, biodiversity enhancement measures will be secured via a condition. Accordingly, the proposal is considered acceptable in respect of biodiversity and natural environment interests.

8.35 **Tourism and business**

Representations suggest increased traffic levels and the movement of abnormal loads on the local road network, and the potential implications for local businesses and tourism. While the transportation of wind farm components will result in occasional abnormal vehicle movements, these are not considered to be of a frequency or scale that would give rise to unacceptable impacts on road users, businesses or visitor activities. Such movements will occur only on limited occasions throughout the temporary operational period. Furthermore, a Site Management Plan will be secured by condition, ensuring that the timing and coordination of vehicle movements take account of local events, seasonal visitor activity and other periods of increased traffic demand. Subject to this control, the proposal is not considered to result in unacceptable transportation or access impacts.

8.36 **Operational management and mitigation related concerns**

Further information has been provided on the proposed operation and management of the site. To ensure the development is operated efficiently, safely and with appropriate regard to neighbouring interests, a Site Management Plan will be secured by condition. In addition, the establishment of a Community Liaison Group will be required to facilitate ongoing communication between the site operator, local communities and other stakeholders throughout the operational period. These measures are considered sufficient to ensure that the site is appropriately managed and that any operational issues can be addressed in a timely and coordinated manner.

Non-material considerations

8.37 The issues of the principle of wind farm development, the wider industrialisation of Skye, the overall merits of renewable energy and climate change policy, the use of the site in connection with mainland wind farm projects, and concerns regarding the Council's ownership of the land and associated governance are not a material planning consideration. These matters are acknowledged; however, they do not relate directly to the planning merits of the proposed development and are therefore not material considerations in the determination of this application. Where representations relate to specific planning impacts arising from the proposal, including transportation, and environmental effects, these have been considered separately within this assessment.

Matters to be secured by Legal Agreement / Upfront Payment

8.38 None

9. CONCLUSION

9.1 The principal considerations in the determination of this application relate to compliance with the Development Plan and relevant planning policy, the continued safe operation of Broadford Aerodrome, the impact of abnormal-load vehicle movements on the road network, and the effects of the proposal on landscape character and residential amenity. The proposal would support the delivery of renewable energy infrastructure and is considered to be consistent with the broad objectives of national and local planning policy relating to renewable energy and rural economic development.

9.2 Subject to the recommended conditions, including the implementation of a Site Management Plan, Noise Management Plan and Community Liaison Group, the proposal is not considered to result in unacceptable impacts on aviation safety, road safety, landscape character, amenity or other environmental interests. The development is therefore considered to accord with the provisions of the Development Plan and there are no material considerations which would justify refusal of planning permission.

9.3 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.

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	No
Notification to Scottish Ministers	No
Conclusion of Section 75 Obligation	No

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 The permission hereby granted shall be for a limited period only and shall cease to have effect on 25th November 2036 (the 'cessation date') by which time and prior to that cessation date, the application site shall be cleared of all development approved or involved in implementing the terms of the permission hereby granted (including all mobile plant and machinery, any ancillary works, infrastructure, fixtures and fittings, etc.), and the site shall be re-instated to the satisfaction of the Planning Authority.

   Reason: To ensure an acceptable form of development enabling the development to progress in accordance with the applicant's submitted particulars to allow for site restoration thereafter, and to retain control over the use of the site.

3. No development shall commence until a Site Management Plan (SMP) which sets out proposals to ensure safe and efficient continued use of the site for the aviation activities and the proposed development has been submitted to and approved in writing by the Planning Authority. The plan shall include, but not be limited to:

   - the allocation of parking spaces for vehicles associated with the development,
   - management of vehicle and machinery arrivals and departures,
   - measures to prevent obstruction of the aviation activities, including emergency uses and
   - procedures for monitoring the effectiveness of Noise Management Plan.

   Thereafter, the development shall not proceed except in accordance with the approved SMP.

   Reason: To ensure that the development causes no disruption to the aviation activities and that an adequate level of access and parking is timeously provided for the site; in the interests of road safety and amenity.

4. No development shall commence until a Noise Management Plan (NMP) which sets out their proposals to reduce the impact of noise arising from this development has been submitted to and approved in writing by the Planning Authority. The NMP shall include, but is not limited to:

   - Choosing low noise plant and equipment
   - Management controls of noise sources

- Physical controls of noise sources
- Monitoring proposals including records of vehicle movements to, from and around the site
- Complaints procedures

Thereafter the development shall not progress except in accordance with the approved Noise Management Plan and all approved mitigation measures shall be in place prior to the first use of the site, or as otherwise may be agreed in writing by the Planning Authority.

Reason: In the interest of safeguarding residential amenity.

5. No development shall commence until a community liaison group is established, in collaboration with the Planning Authority and affected local Community Councils.

   The group shall act as a forum for the community to be kept informed of project progress and, in particular, should allow advanced dialogue on the provision of all transport related mitigation measures and to keep under review the timing of the delivery of abnormal loads and performance of the Noise Management Plan.

   This shall also ensure that local events and tourist seasons are considered and appropriate measures to co-ordinate deliveries and work with these and any other major projects in the area to ensure no conflict between construction traffic and the increased traffic generated by such events/seasons/developments.

   The liaison group, or element of any combined liaison group relating to this development, shall be maintained for the duration of the development.

   Reason: To assist project implementation, ensuring community dialogue and the delivery of appropriate mitigation measures for example to minimise potential hazards to road users, including pedestrians, travelling on the road networks.

6. No development shall commence until a detailed Tree Planting Plan and maintenance programme, providing details of the location, number, species and size of trees to be planted and demonstrating broadly equivalent replacement for the tree cover removed together with additional native tree planting, has been submitted to and approved in writing by the Planning Authority. The Tree Planting Plan shall be implemented in full during the first planting season following commencement of development, or as otherwise agreed in writing by the Planning Authority.

   Reason: To provide replacement tree cover and secure an enhancement of tree cover in accordance with NPF4 Policy 6 a), in the interests of amenity and biodiversity.

7. The permission hereby granted is for a temporary lay down and storage area for wind farm components only, and no other use of the land, except as an aerodrome shall be permitted.

   For the avoidance of doubt, vehicle and machinery operations associated with the delivery to or removal from the site, of wind farm components, shall take place within the following times only:

   - 08:00 to 20:00 hours Monday to Friday,
   - 10:00 to 17:00 Saturday and Sunday and

   on no more than 80 days in any calendar year.

   Reason: In the interest of safeguarding residential amenity.

8. Vehicle access associated with the hereby approved development shall be restricted to the following times only:

   - 08:00 to 20:00 hours Monday to Friday and
   - 10:00 to 17:00 Saturday and Sunday.

   Reason: In the interest of safeguarding residential amenity.

9. The rating level of operations hereby approved carried out on site, shall not exceed the existing background sound level (LA90) by more than 5 dBA. This assessment shall apply to the nearest residential homes, as determined using the methodology contained within BS4142 (2014+A1:2019) Methods for rating and assessing industrial and commercial sound.

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

10. Any external lighting systems shall be design in accordance with the best practice contained on the Institute of Lighting Professionals “Guidance Notes for Reduction of Obtrusive Light” (GN01/21).

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

11. There shall be no stacking of the stored components and their height from the ground shall not exceed 3 m.

    Reason: In the interest of amenity, adhering to the permission applied for and upon which its planning merits have been assessed.

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.

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

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 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).

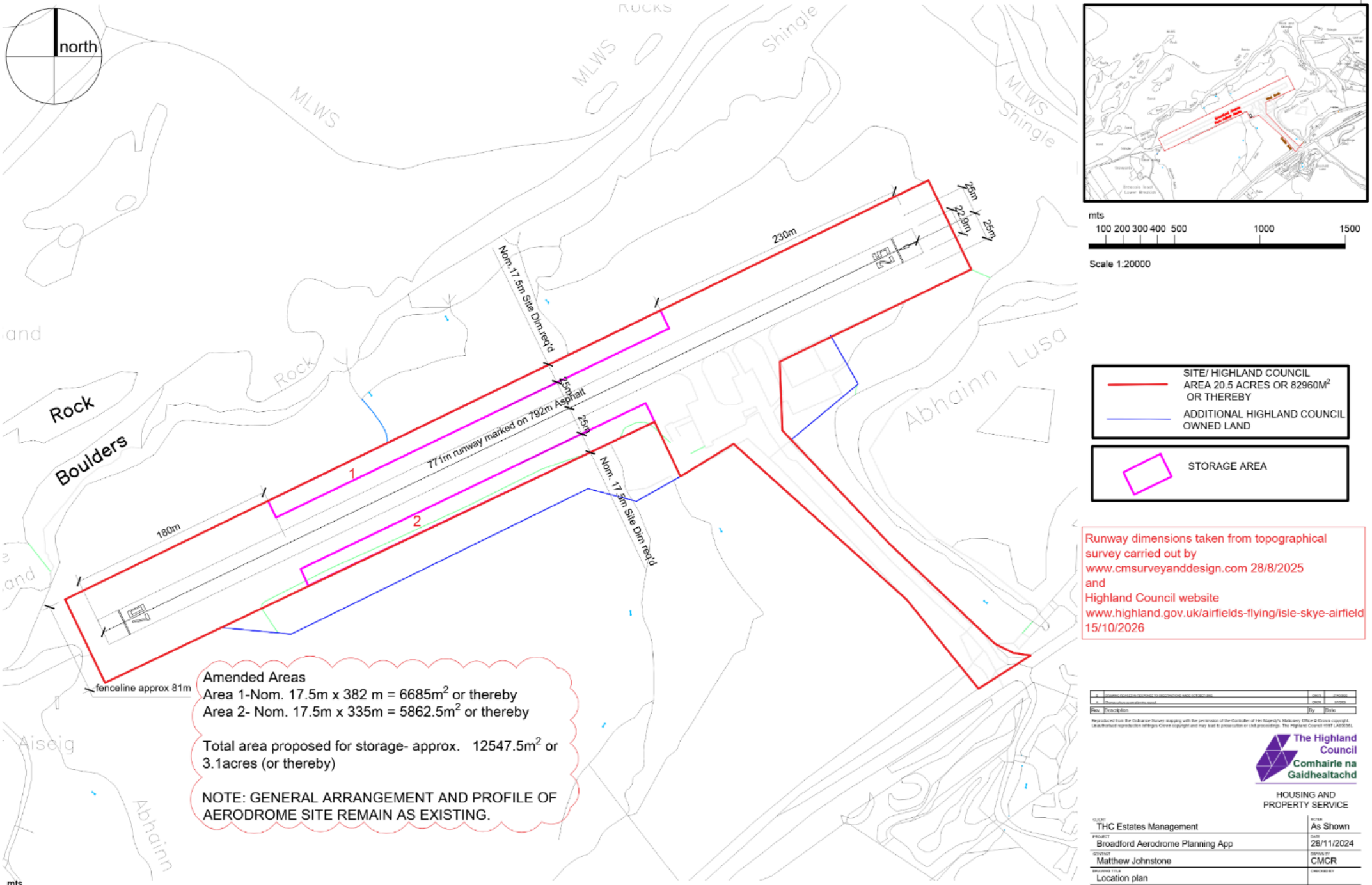
Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to 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:	Bob Robertson
Designation:	pp. Area Planning Manager North
Author:	Karolina Slotwinska
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - THCPR-XX-XX-DR-A-002 REV B - Location Plan
	Plan 2 - THCPR-XX-XX-DR-A-001 REV G - Site Layout
	Plan 3 - LN000127-CVL-SK-0038 REV 01 - Access Layout West
	Plan 4 - B048302-TTE-00-00-SPA-O-0007B REV P02 Swept Path Analysis East
	Plan 5 - FIG 1 - Section Plan Typical Blade
	Plan 6 – GEN_01 Vehicle Tracking Sheet 1 of 4
	Plan 7 – GEN_02 Vehicle Tracking Sheet 2 of 4
	Plan 8 – GEN_03 Vehicle Tracking Sheet 3 of 4
	Plan 9 – GEN_04 Vehicle Tracking Sheet 4 of 4



mts
100 200 300 400 500 1000 1500

Scale 1:20000

SITE/ HIGHLAND COUNCIL AREA 20.5 ACRES OR 82960M^2 OR THEREBY

ADDITIONAL HIGHLAND COUNCIL OWNED LAND

STORAGE AREA

Runway dimensions taken from topographical survey carried out by www.cmsurveyanddesign.com 28/8/2025 and Highland Council website www.highland.gov.uk/airfields-flying/isle-skye-airfield 15/10/2026

Amended Areas
Area 1-Nom. 17.5m x 382 m = 6685m^2 or thereby
Area 2- Nom. 17.5m x 335m = 5862.5m^2 or thereby

Total area proposed for storage- approx. 12547.5m^2 or 3.1acres (or thereby)

NOTE: GENERAL ARRANGEMENT AND PROFILE OF AERODROME SITE REMAIN AS EXISTING.

Rev	Description	By	Date

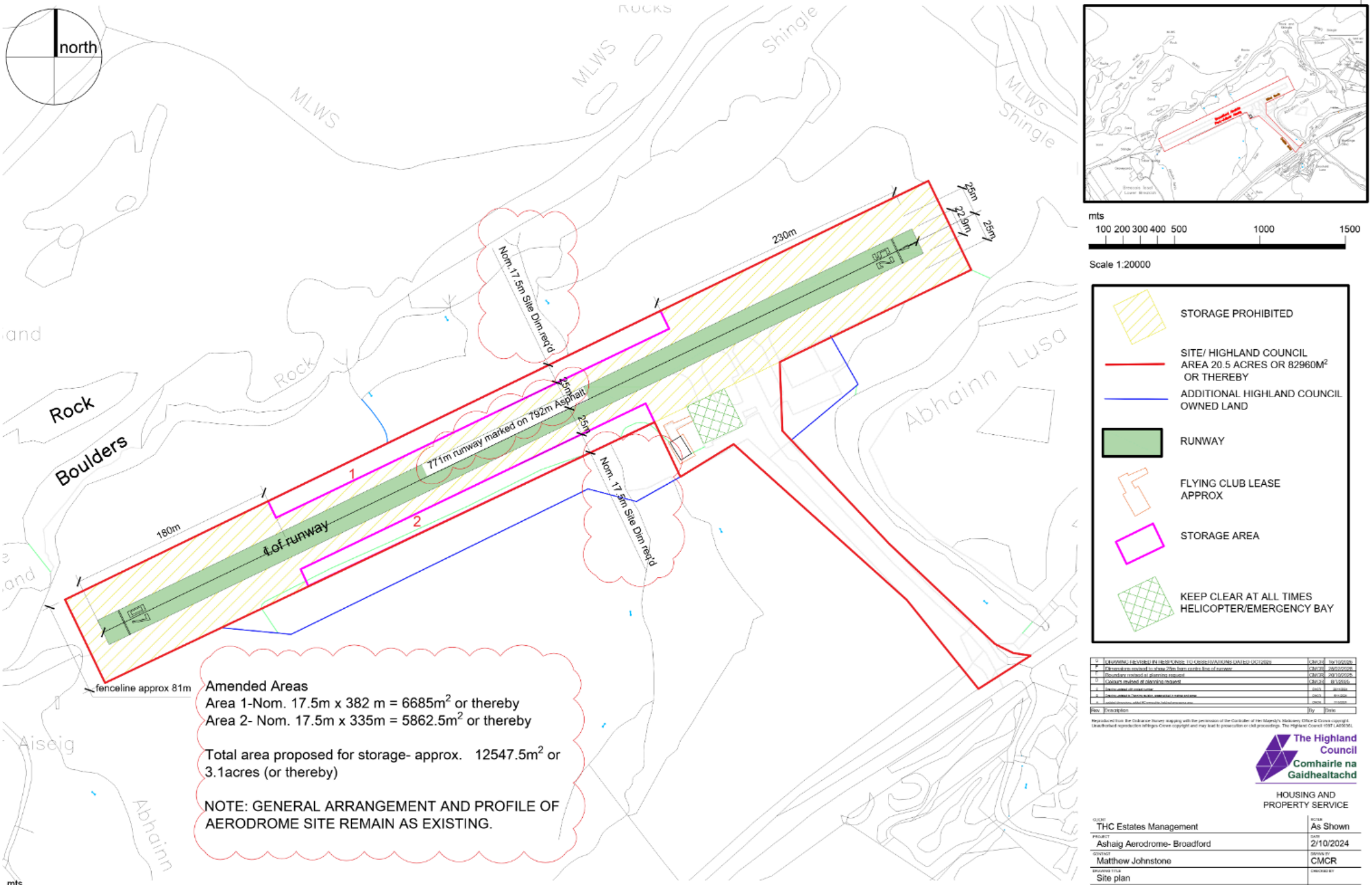
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HOUSING AND PROPERTY SERVICE

CLIENT: THC Estates Management	SCALE: As Shown
PROJECT: Broadford Aerodrome Planning App	DATE: 28/11/2024
CONTACT: Matthew Johnstone	DRAWN BY: CMCR
DRAWING TITLE: Location plan	CHECKED BY:
PURPOSE OF ISSUE: Planning	PAPER SIZE: A3

PROJECT NUMBER	ORIGINATOR	VOLUME OR SYSTEM	LEVELS AND LOCATIONS	TYPE	ROLE	CLASSIFICATION	NUMBER	REV
DIP24044	THCPR	XX	XX	DR	A		002	B



mts
100 200 300 400 500 1000 1500
Scale 1:20000

STORAGE PROHIBITED

SITE/ HIGHLAND COUNCIL AREA 20.5 ACRES OR 82960M² OR THEREBY

ADDITIONAL HIGHLAND COUNCIL OWNED LAND

RUNWAY

FLYING CLUB LEASE APPROX

STORAGE AREA

KEEP CLEAR AT ALL TIMES HELICOPTER/EMERGENCY BAY

Rev	Description	By	Date
U	DRAWING REVISED IN RESPONSE TO CROSS DIMENSIONS DATED OCT 2024	CMCR	30/10/2024
T	Dimensions revised to show 25m from centre line of runway	CMCR	29/10/2024
S	Boundary revised at planning request	CMCR	29/10/2024
R	Colours revised at planning request	CMCR	8/10/2024
Q	[illegible]	CMCR	[illegible]
P	[illegible]	CMCR	[illegible]
O	[illegible]	CMCR	[illegible]

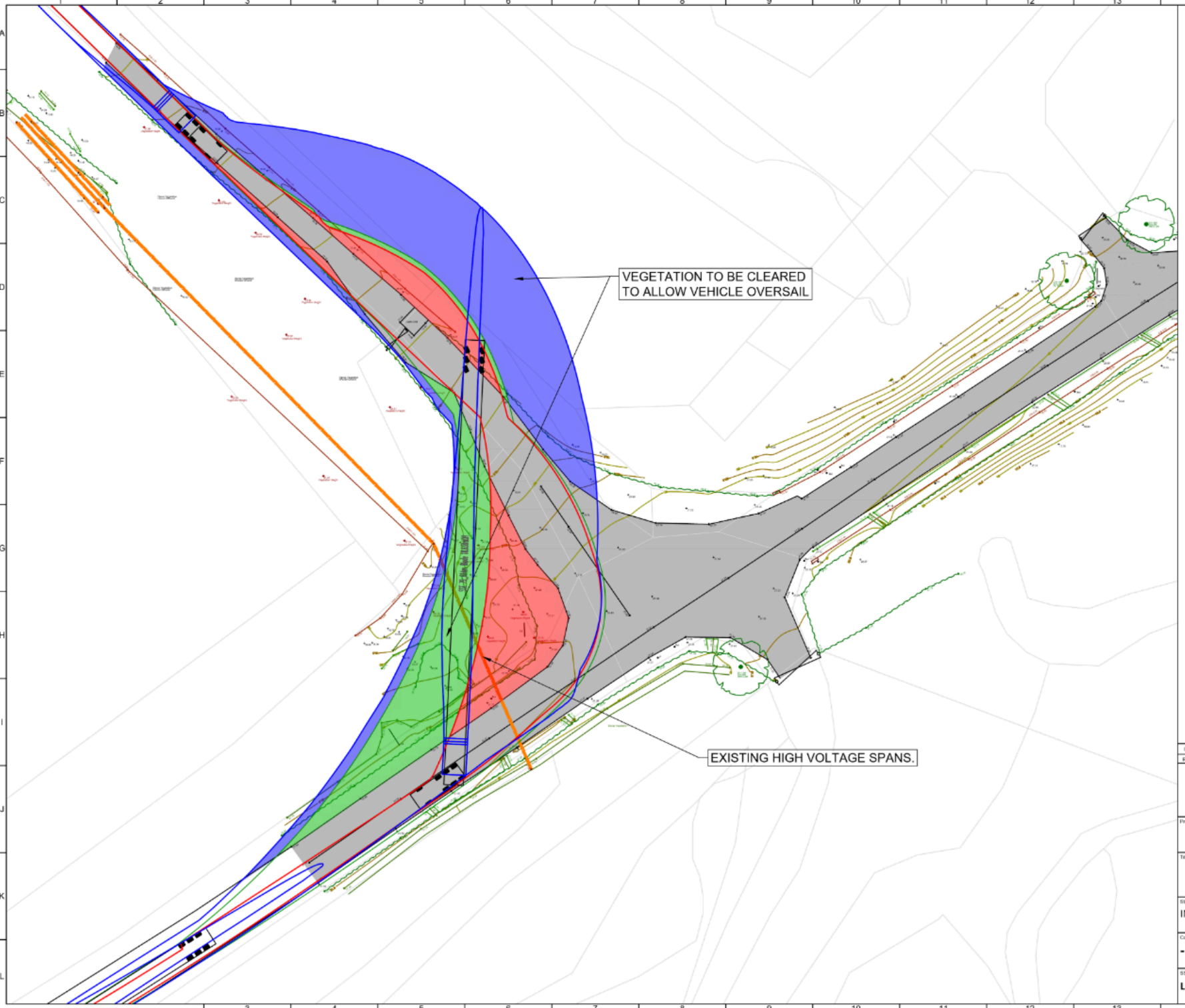
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HOUSING AND PROPERTY SERVICE

CLIENT: THC Estates Management	SCALE: As Shown
PROJECT: Ashaig Aerodrome- Broadford	DATE: 2/10/2024
CONTACT: Matthew Johnstone	DRAWN BY: CMCR
DRAWING TITLE: Site plan	CHECKED BY:
PURPOSE OF ISSUE: Planning	PAPER SIZE: A3

PROJECT NUMBER	ORIGINATOR	VOLUME OR SYSTEM	LEVELS AND LOCATIONS	TYPE	ROLE	CLASSIFICATION	NUMBER	REV
DIP24044	- THCPR	XX	- XX	- DR	- A	-	- 001	- G



79.61

67.62 | 18.64

VEHICLE WITH V162 BLADE

LEGEND

- PATH OF VEHICLE AXLES / WHEELS
- EXTENT OF VEHICLE BODY (CAB / TRAILER)
- EXTENT OF LOAD (TURBINE BLADE)
- VEHICLE OVER-RUN
- VEHICLE OVER-SAIL
- BLADE OVER-SAIL
- EXISTING OVERHEAD LINE

N

Scale 1:500

0 5 10 15 20 m

Rev	Date	Status	Drwn	Chkd	Appd
01	15/02/26	INFORMATION	DL	-	-

sse Renewables

Project: **BHLARAIDH WIND FARM EXTENSION**

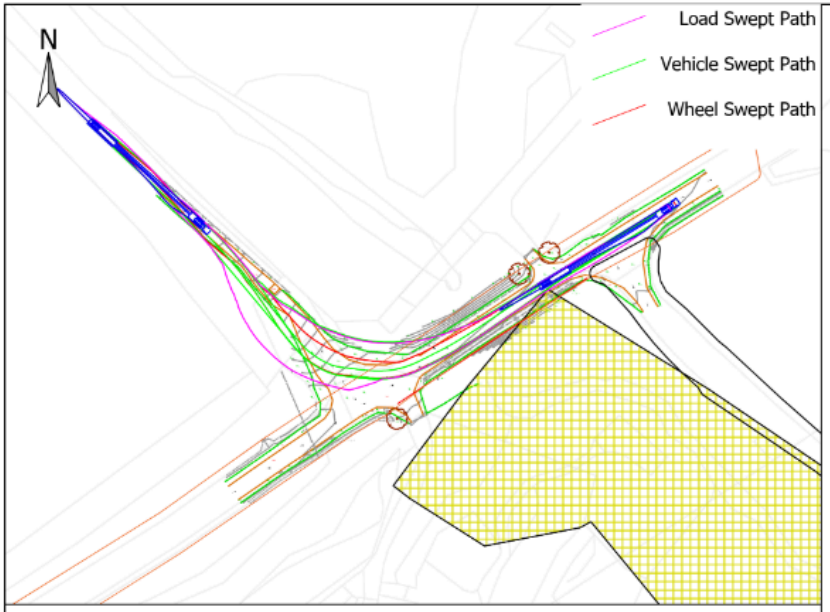
Title: **SPA - V162 - BROADFORD - EXIT - WEST**

Status	Scale
INFORMATION	1:500

Contractor Drawing number	Contractor Revision
-	-

SSE Drawing number	Sheet No.	Revision
LN000127-CVL-SK-0038	001 OF 001	01

A3



Swept Path Analysis: V150 Turbine Blade

Vegetation to be cleared. Traffic bollards to be lowered.

Load overrun of third-party land. Earth embankment to be reprofiled to carriageway level, load-bearing surface to be laid and associated reconstruction works. Vegetation and street furniture to be cleared.

Loads to use existing gravel overrun

0 10 20 30 40 50 m

SCALE 1:1000

Notes:

General

1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and Tetra Tech shall not be liable for any inaccuracies or deficiencies.

Oversail Area

Overrun Area

Third-party Oversail Area

Third-party Overrun Area

Adopted Roads

POI 7B: Right Turn into Broadford Aerodrome
NGR: NG696243

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	Apv
P02	SECONDARY ISSUE	26.02.2024	CEH	BM	AP
P01	PRELIMINARY FIRST ISSUE	12.02.2024	CEH	BM	AP

Document Control

Issuing Office
Tetra Tech Edinburgh
The Cube, 45 Leith Street, Edinburgh, United Kingdom, EH1 3AT
Tel: +44 (0)13 1247 5700
www.tetratecheurope.com

TETRA TECH

Client
SSE Renewables

Project Name
Bhlaraidh Extension

Sheet Title
POI 7B: Vestas V150 SWC

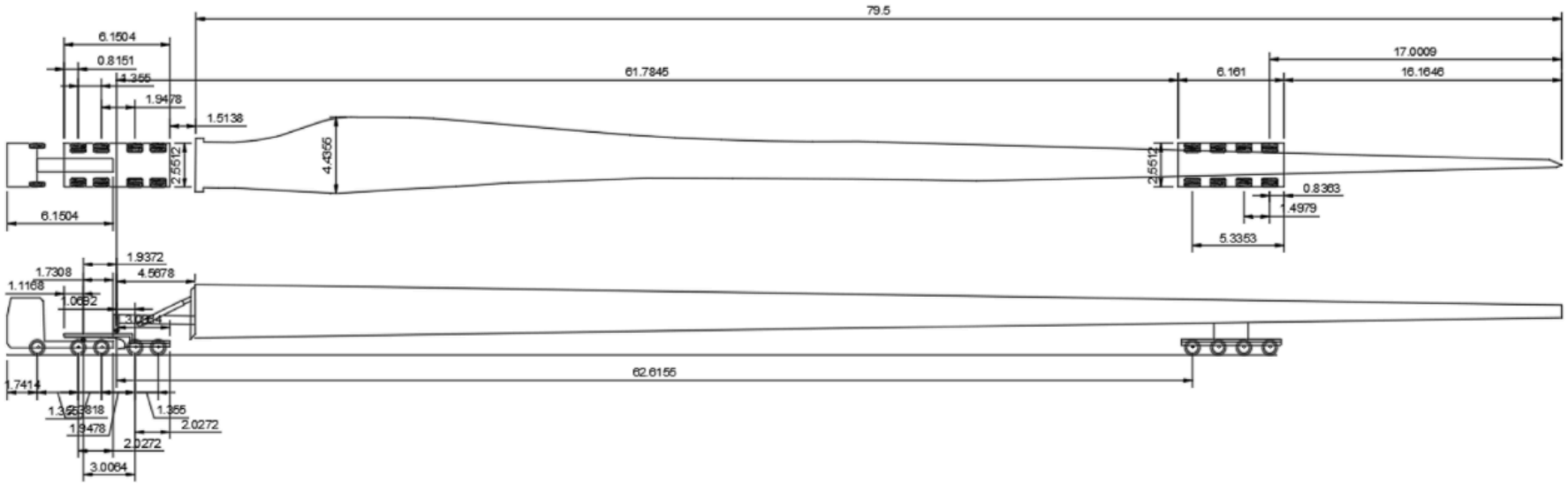
TTE Project Number	Drawn Br	Date	Checked Br	Date	Approved Br	Date	Scale @ A1	Suitability
784-B048302	CEH	Mar' 24	BM	Mar' 24	AP	Mar' 24	As Shown	S2

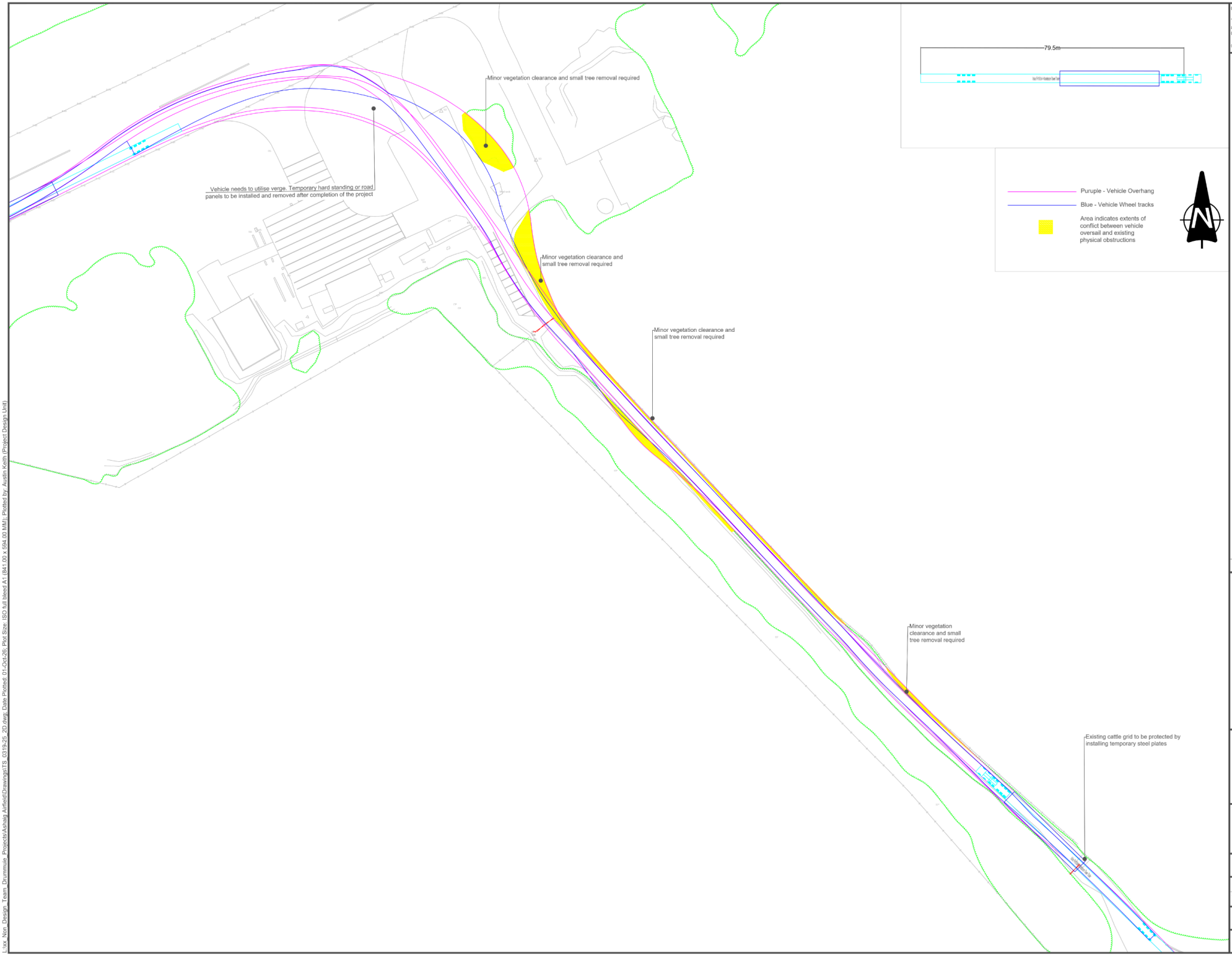
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B048302	TTE	00	00	SPA	O	0007B	P02

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TTE_MT_v1

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79.5
6.1504
0.8151
4.355
1.9478
1.5138
61.7845
6.161
17.0009
16.1646
2.5512
4.4955
2.5512
0.8363
1.4979
5.3353
6.1504
1.9372
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3.0064



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79.5m long lorry entering the site turning left

Refer to THC's existing maintenance/ vegetation programme for clearing the airfield

Revision Details	Drawn By	Check By	Check Date	Suf'x

The Highland Council
Comhairle na Gàidhealtachd

PROJECT MANAGEMENT, DESIGN & CONSTRUCTION TEAM
PROJECT DESIGN UNIT
Drummuie
Golspie
KW10 6TA

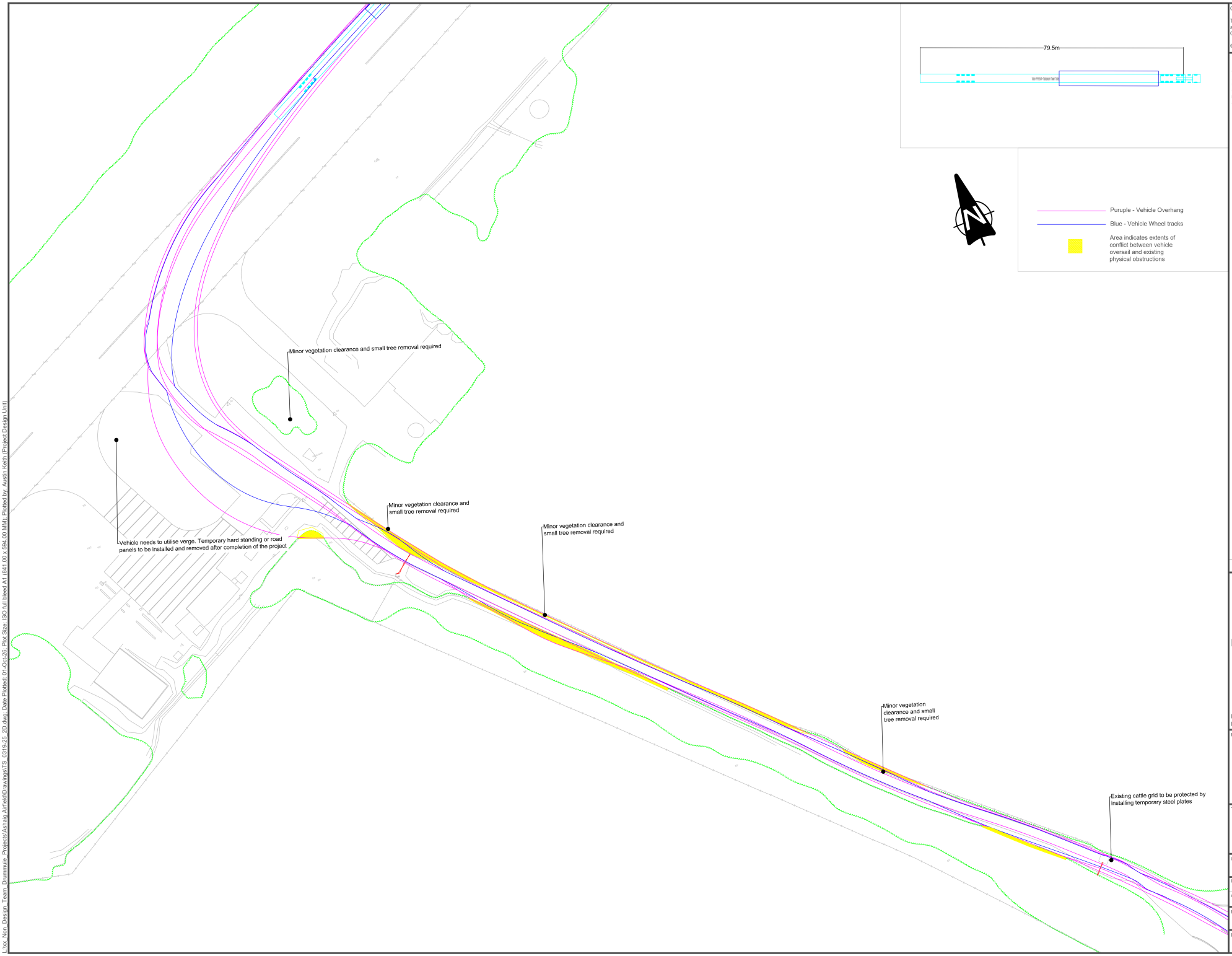
Phone : 01408 635321
E-mail : adam.sutherland@highland.gov.uk

Project
Broadford Aerodrome - Temporary Lay Down & Storage Area For Wind Farm Components

Title
Vehicle Tracking
Sheet 1 of 4

Scale		
1:500	(@ A1)	
Drawn: RS	Date: 21/09/26	
Checked: AS	Date: 01/10/26	
Project No.: DIP24044		
Drawing No.: GEN_01	Rev.: -	

Lvix_Non_Design_Team_Drummuie_Projects\Ashaig Airfield\Drawings\TS_0319-25_2D.dwg, Date Plotted: 01-Oct-26; Plot Size: ISO full bleed A1 (841.00 x 594.00 MM); Plotted by: Austin Keith (Project Design Unit)



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79.5m long lorry entering the site turning right

Refer to THC's existing maintenance/ vegetation programme for clearing the airfield

Revision Details	Drawn By	Check By	Check Date	Suf'x

The Highland Council
Comhairle na Gàidhealtachd

PROJECT MANAGEMENT, DESIGN & CONSTRUCTION TEAM
PROJECT DESIGN UNIT
Drummuie
Golspie
KW10 6TA

Phone : 01408 635321
E-mail : adam.sutherland@highland.gov.uk

Project
Broadford Aerodrome - Temporary Lay Down & Storage Area For Wind Farm Components

Title
Vehicle Tracking Sheet 2 of 4

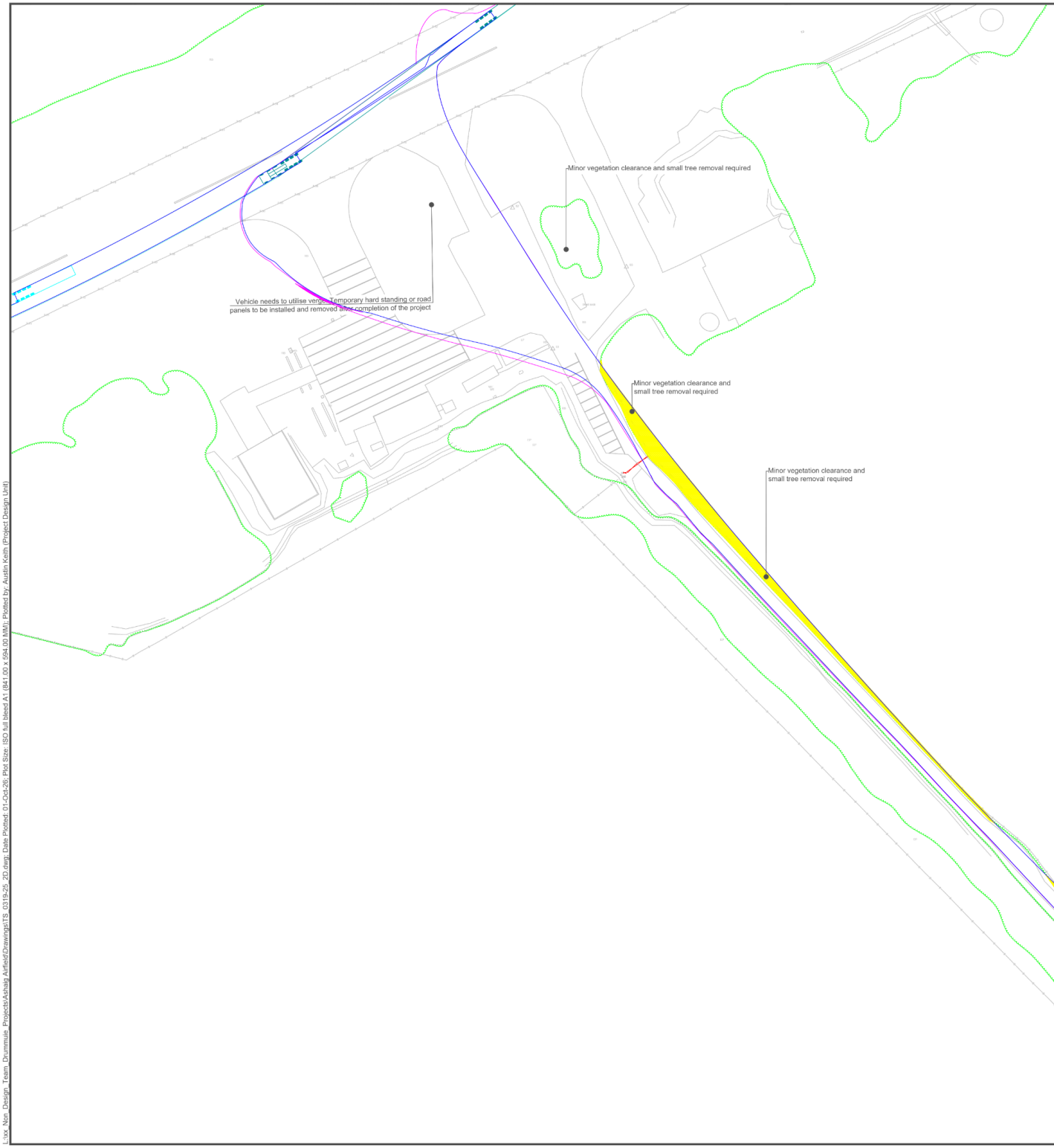
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Checked: AS	Date: 01/10/26	

Project No.
DIP24044

Drawing No.
GEN_02

Rev.
-

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Puruple - Vehicle Overhang

Blue - Vehicle Wheel tracks

Area indicates extents of conflict between vehicle oversail and existing physical obstructions

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79.5m long lorry turning left and exiting the site

Refer to THC's existing maintenance/ vegetation programme for clearing the airfield

Revision Details	Drawn By	Check By	Check Date	Suf'x

The Highland Council
Comhairle na Gàidhealtachd

PROJECT MANAGEMENT, DESIGN & CONSTRUCTION TEAM
PROJECT DESIGN UNIT
Drummuie
Golspie
KW10 6TA

Phone : 01408 635321
E-mail : adam.sutherland@highland.gov.uk

Project
Broadford Aerodrome - Temporary Lay Down & Storage Area For Wind Farm Components

Title
Vehicle Tracking Sheet 3 of 4

Scale		
1:500	(@ A1)	
Drawn: RS	Date: 21/09/26	
Checked: AS	Date: 01/10/26	
Project No.: DIP24044		
Drawing No.: GEN_03	Rev.: -	

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Puruple - Vehicle Overhang

Blue - Vehicle Wheel tracks

Area indicates extents of conflict between vehicle oversail and existing physical obstructions

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79.5m long lorry turning right and exiting the site

Refer to THC's existing maintenance/ vegetation programme for clearing the airfield

Revision Details	Drawn By	Check By	Check Date	Suf'x

The Highland Council
Comhairle na Gàidhealtachd

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Project
Broadford Aerodrome - Temporary Lay Down & Storage Area For WInd Farm Components

Title
Vehicle Tracking Sheet 4 of 4

Scale			
1:500	(@ A1)		
Drawn	RS	Date	21/09/26
Checked	AS	Date	01/10/26
Project No.	DIP24044		
Drawing No.	GEN_04	Rev.	-

L:\cx_Non_Design_Team_Drummuie_Projects\Ashaig Airfield\Drawings\TS_03\19-25_2D.dwg, Date Plotted: 01-Oct-26, Plot Size: ISO full bleed A1 (841.00 x 594.00 MM), Plotted by: Austin Keith (Project Design Unit)