Agenda Item	6.15
Report No	PLN07126

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 25 November 2026

Report Title: 25/02915/FUL: Mr David Goldberg

Land 160M SE of 15 Melvaig

Report By: Area Planning Manager - North

Purpose/Executive Summary

Description: Siting of 2no. pods for short term letting purpose with associated decking, saunas, footpaths, parking & turning area and secure bicycle storage

Ward: 05 - Wester Ross, Strathpeffer and Lochalsh

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 The application seeks full planning permission to site two pods for holiday letting with associated works comprising decking, separate sauna buildings, a parking and turning area, permeable footpaths to access each pod, a bike store, a bin store, screen fencing, landscaping, a foul water treatment plant and soakaways and a passing place. Each pod would have one bedroom, its own bathroom facilities and a kitchen/ living room area. The pods measure approximately 7.8m in length by 4.2m in width and 3.0m in height and have a curved roof which would be clad with a grey tile from ground to ridge level. The end elevations would be finished with treated timber cladding. The entrance would be on the southeast facing elevation and the northeast elevation would contain a window.

1.2 The pods would be sited to the west of the existing access track set back to reflect the established linear pattern of development set by the buildings to the north and south of the site. A small timber clad building containing a sauna would be installed at each pod at the end of the decking closest to the side boundary at each respective pod. This would measure approximately 2.2m in length, depth and height. A small, covered bike store would be provided next to the parking area. Sections of timber screen fencing would be installed to enclose the south side of the parking area and the south side of the pod and sauna building closest to the neighbouring house at No 13, and a screen fence would be erected to enclose the north side of the site in line with the proposed sauna building and pod. This fence would sit between the pod and the embankment.

1.3 Both pods will be connected to a new private package treatment plant and soakaway within the site. All hard landscaping will be constructed from permeable materials, and the pods will be surrounded by a gravel border to allow roof run-off to easily infiltrate the ground. The development would provide parking for up to 4 vehicles and would include EV charging points for guests and a disabled parking bay. The Layout Plan includes details of proposed landscaping within the site comprising native tree planting between the pods and parking and the nearest properties which would supplement the existing planting along these site boundaries. The remaining area of grassland within the site to the west of the proposed pods would be retained and managed to maintain a varied sward habitat and include additional wildflower planting to enhance the biodiversity value of the existing grassland. The proposed external lighting would comprise three low level lighting bollards (40cm high) located at the entrance to each pod and at the parking area. The lamps would direct light downwards and would incorporate motion sensors which would trigger light for short time periods.

1.4 The existing access track from the B8021 is a shared single width hardcore track which the applicant has right of way over. There is a gate across the track some 16m from the edge of the carriageway which provides sufficient space for vehicles to turn off the road before opening the gate. The track runs straight for approximately 140m from the B8021 and then turns 90 degrees to run roughly straight for approximately 110m and to the east of No 13 Melvaig to reach the site. There is space for vehicles to pass where the track turns 90 degrees, and this is where the accesses to the houses at No 13 and No 1 diverge from the track. The existing access from the public

road is a shared track servicing four properties, one owned by the applicant, and also the croftland to the south and west of the track.

1.5 The applicant has stated that the pods are intended to operate all year-round. The applicant also owns and manages the neighbouring cottage 'Rona', as a short term holiday let. It lies immediately to the north of the house known as Raasay which abuts the north boundary of the site. Raasay is also currently used as a short term letting unit.

1.6 The applicant has stated that the pods would be operated and managed in accordance with a strict management plan which would include a noise management plan to ensure there is no noise pollution and no disruption to neighbouring properties.

1.7 Pre-Application Consultation: None

1.8 Supporting Information: Preliminary Ecological Assessment, Drainage Layout Plan, Design and Access Statement, Market Research, Lighting Plan

1.9 Variations: Layout amended to; move parking area to central part of site further from property at No 13; sections of screen fencing included enclosing the parking area and pod closest to the boundary with No 13; footpath to access pod closest to No 13 moved from south side of pod to north side of pod and sauna building moved to south end of decking; passing place added at southeast edge of the plot close to the bend in track; bin store added next to parking area.

2. SITE DESCRIPTION

2.1 The site is located at Melvaig, approximately 10km northwest of Gairloch. It is part of croft land at 14 Melvaig which has been decrofted and is located between 2 houses to the north (known as Raasay and Rhona and used for holiday letting) and a house to the south at 13 Melvaig (known as An Caorann). The remaining area of the croft lies to the northeast and west of the site. The east boundary abuts a private access track which connects the croft and the 3 houses to the public road at an access next to the house at 2 Melvaig which is approximately 250m from the site. The track also serves a house known as Fernbank and crofting land situated to the south of 13 Melvaig.

2.2 The site is covered in rough grazing and generally level, with a slight fall from southeast to west. There is a bund along the north boundary of the site approximately 1.2 metres high which contains a willow hedge. There is a continuous line of trees within the neighbouring property at No 13 which run along the south boundary of the site. The land rises to the northeast of the site towards the B8021.

3. PLANNING HISTORY

3.1	18/08/2016	16/02430/S42 - Application under Section 42 to remove Condition No 1 of planning permission 04/00913/FULRC which prevented permanent residence of the houses.	Granted

3.2	16/12/2004	04/00913/FULRC – Erection of 2 Houses	Granted

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour

Date Advertised: 22 August 2025 and 24 July 2026

Representation deadline: 5 September 2025 and 7 August 2026

4.2 Timeous representations: 6 (from 6 households) including 4 further responses to amended plans.

4.3 Late representations: 0

4.4 Following receipt of amended layout drawings in July 2026, the application was re-advertised, notifiable neighbours were re notified and the Community Council and the three objectors who were not notifiable neighbours were contacted to make them aware of the amended drawings. This resulted in responses from one of the notifiable neighbours and the three other objectors. The responses maintained their objections and considered the amended layout and additional details did not adequately address their previous concerns.

4.5 Material considerations raised are summarised as follows:

a) The access track must remain fully accessible at all times for other users of the track. Any damage to the track caused by construction reacted vehicles should be repaired by the developer to their original condition.

Officer Comment – rights of access or remedy of damage cannot be regulated by a planning permission. However, a condition is attached to require the submission and approval of a Construction Management Plan which will require details of the arrangements to manage access on the track and minimise environmental impacts during the construction period. This will include measures to maintain the track in a safe condition during the construction period.

b) The access is unsuitable and the junction onto the public road is narrow, opposite a junction and visibility is blind and near a bend. The section of track to the east of No 13 is unsuitable to accommodate more traffic. Previous developments have had to provide an access with splays, bin store and access road. The track is not designed for vehicular traffic, and the proposal would increase the number of units from 4 to 6, (50%) increasing traffic by around 50% too. The pods may be rented on a nightly basis rather than weekly and the impact for traffic could be significantly greater with guests and servicing. It is already subject to heavy traffic use, and it is used several times a year to move sheep. Commercial development is not considered appropriate.

Officer Comment – The existing access from the public road will be used which serves the 4 four properties at 1 Melvaig, 13 Melvaig and the cottages at Raasay and Rona and the croftland. While the access is constrained in terms of its width and the visibility to the south is partly reduced by the boundary enclosure at the adjoining property, road speeds at this location are low due to the character of

the single track road and the bend some 55m to the south of the access point. Traffic numbers are also not high at this location. The access is opposite a junction where a minor road meets the B8021. However, on balance, the potential change in risk to road safety associated with the number of additional traffic movements the development is likely to generate is not considered to be significant enough to justify withholding permission. There is also limited scope to undertake any alteration to the access to improve visibility or change its geometry without affecting land outwith the control of the applicant. The scale of impact on road safety is not considered to be significantly greater if bookings were for short stays as the overall traffic generation would be similar.

c) The current waste management arrangements for properties served by the track relies on the goodwill of resident homeowners rather than any arrangements put in place by the applicant in relation to their holiday let. The arrangement is not considered reasonable or sustainable in the future. Bins have to be presented at the roadside, and residents manually move the bins from the storage location at the south side of the track next to the house at No 2 Melvaig to the roadside. This currently comprises 12 bins including the adjacent house and space is already limited, and this would increase to 18 creating obstruction and safety concerns at the junction.

   Officer Comment – the applicant has amended the proposal so that bins would be stored close to the pods and not next to 2 Melvaig. The member of staff who maintains the applicants holiday cottage (Rona) will move the bins to the roadside for collection and return them after collection. They have advised that they can undertake this approach and this would address the concerns raised in the objections. A condition is attached which requires the arrangements to store and collect waste to be submitted and approved to formalise the proposed arrangement. It is acknowledged that the arrangement would help address the concerns raised in the objections and this will be reflected in the terms of the decision. However, it is considered that storing bins to serve the proposed development where the existing bins are stored would not provide on its own sufficient grounds to withhold permission for the development.

d) There is no on-site manager so local residents are left to deal with misuse of the recycling bins as incorrect waste placement means the bin is not emptied. Given the monthly collection dates this could pose a health risk.

   Officer Comment – it is considered that issues with separation of waste for recycling would not provide sufficient grounds to justify withholding planning permission. However, the proposed arrangements to store bins close to the pods and for an employee to move the bins for collection and return are more likely to ensure waste would be suitably presented for collection.

e) There is no glass recycling collection, and glass must be transported to Gairloch. A plan for glass recycling should be developed as part of a waste strategy.

   Officer Comment – Any glass requiring disposal would remain the responsibility of the guests to take to a suitable disposal point such as Gairloch Community Centre where there is an existing recycling point. This would be comparable to

the arrangements for residents as well. The location would be relatively convenient on the route to and from the site.

f) The justifications set out in the Design and Access Statement are not accepted. The development is described as small scale, but it is not and comprises a dense layout.

Officer Comment – the proposal is not considered to be over development of the site or overly dense. The area of croft land is approximately 2100sqm and the footprint of the pods, decking, bike store and parking area would cover approximately 10% of this area with the rest comprising open grassland and landscaping. It is acknowledged that the pods size and scale would be relatively small.

g) It is claimed the pods would be operated year-round, but this is unlikely as demand for pods is likely to be low in the winter,

Officer Comment – the application will be determined on the basis of operating all year round but if the pods were operated seasonally this is not considered to result in any impacts which would alter the recommendation to approve.

h) There is little evidence that the development would benefit the area and local community which is referred to in HwLDP Policy 28. The contribution referred to in the information appears exaggerated. The possibility of additional employment seems unlikely.

Officer Comment – the existing holiday cottage business employs someone who is a resident living locally. The addition of the two pods would generate additional work associated with servicing and maintenance.

i) The development would tip the balance in the area from properties that are holiday lets and residential use. Planning policy seeks to create sustainable communities and safeguard the natural environment. The Local Place Plan highlights a priority for affordable housing and improved management of Short Term Lets.

Officer Comments – the introduction of the two pods would not reduce the number of residential properties available in the local area. The development would increase visitor accommodation, but it is considered that their introduction would not result in an unacceptable adverse impact on the established character ad amenity of the area and could operate without any significant detrimental impact on the residential amenity of neighbours and crofting activities on surrounding land. The Gairloch Local Place Plan is not part of the statutory Development Plan, but it is a material consideration. The Plan does support the building of more affordable homes, but the development is not considered to conflict with this objective or contribute to housing not being occupied. The proposal is also considered to accord with the Plans objective to protect areas of natural beauty.

j) The siting and design of the proposals are not compatible with the landscape character of the area. The pods do not reflect other buildings in the area as there are no round timber clad buildings. The proposals would be overdevelopment of the National Scenic Area (NSA) and would not accord with HwLDP Policy 36.

Officer Comment – the site is within the established, albeit dispersed, community of Melvaig. The site sits well below the public road and there is a linear pattern of development at this lower area, and the proposal would infill between existing buildings. The existing willow hedge along the north side would be retained and there is tree planting to the south of the site and to the east beyond the track. Additional tree planting is also proposed to strengthen the screening between the development and neighbouring properties and to enhance the amenity and character of the immediate area. The topography and existing and proposed planting are considered to visually contain the development with visual and landscape impacts limited to a localised area close to the development. While the curved roof design does not reflect traditional forms of building, but they only are approximately 3m in height and the planting described above would effectively screen them. Consequently, it is considered that the development would not adversely affect the established character of the area including the objectives for designation and overall integrity of the Wester Ross NSA.

k) The proposals would adversely affect the residential amenity and privacy of neighbours in the area including the property at No 13 Melvaig and Raasay. The owner of the latter has indicated it is intended to use it as a permanent residence in the future. There would then be three residential properties accessed by the track and the proposed use would be more out of character. In relation to No 13, the development, including the decking would be visible for lounge and dining room windows through gaps in the trees. The development would be visible by neighbouring residents. There would be noise disturbance from vehicles, car doors, increased vehicle movements, building work and guests as well as possible glare form car headlights. It is a relatively quiet area. These increased impacts will negatively impact on health. The development could result in light pollution. The property known as Raasay sits between the site and the applicants existing holiday cottage known as Rona. The supporting information states that the pods and Rona could be booked together and this could exacerbate possible disturbance and noise impacts on Raasay. Also, the experience of the running of applicant's holiday cottage at Rona suggests the pods may not be well managed and no guarantee any management plan would be effective as the owner will not be on site or lives locally and neighbouring residents have had help guests as the owner was not contactable.

Officer Comment - the applicant has amended the layout at the request of the Service, and the amended layout and design is compatible with the neighbouring property at No 13 as well as the property known as Raasay. The pod nearest to No 13 would be gable on to the property and the layout has been amended so that the sauna building would enclose the end of the decking to screen any views from or towards the deck from No 13. The pod would be 10m from the boundary fence at No 13 and 35m from the nearest part of the house at No 13 which contains the dining and living room. The

footpath access to this pod has also been moved to the north side of the pod on the opposite side from No 13. The parking area has also been moved north to be further from No 13 so that the distance to the curtilage boundary has been increased from 5.5m to 23m and the distance to the nearest part of the house increased from 26m to 46m. The pod nearest to Raasay would be approximately 20.5m from the nearest part of the building and the parking area would be 27m from the nearest part of Raasay from the previous 42m. However, the pod and parking area would also be screened from Raasay by the intervening bund and hedgerow, and a screen fence is also proposed along the length of the bund and a section of screen fence between the southern pod and the house at No 13. Tree planting would also be undertaken to help screen the development from the properties to the south and north of the site. Having regard to; the effects of the changes to the siting and layout described above; the additional screening from the proposed tree planting and screen fencing which would enclose existing gaps; the existing barrier and screening provided by the bund on the north side of the site and the tree planting within the garden at No 13 along its north boundary; it is considered that the siting and use of the pods and parking area would not result in unacceptable impacts on the standards of residential amenity and privacy enjoyed by the properties at No 13 and Raasay including if the use of Raasay reverted to permanent residential use. The degree of screening of the pods, and the likely impacts associated with pedestrian movements between Rona and the pods, if the pods and Rona were booked by one group, are not considered to increase the overall impacts from activity, noise or disturbance to an unacceptable level whether the property continues to be used as a holiday accommodation or is occupied as a permanent home in the future. In relation to the residency of the applicant, there is no reason on planning grounds why the operator has to live locally. The applicant has advised that there is an existing employee who is currently maintaining the existing holiday let at Rona while they have an arrangement with someone living nearby who would be available in any emergencies.

l) the development would adversely affect the environment. The site has been the breeding place for several bird species including skylark and meadow pipits while Croft 14 has seen the return of red grouse and a recent sighting of a corncrake. The development will not increase habitats on site for wildlife as the site is in a natural state at present

Officer Comment – the applicant has submitted a Preliminary Ecological Appraisal. This included a preliminary bat roost assessment and extended bird survey and concluded that the development was unlikely to have any adverse impact on protected habitats or protected species subject to the application of mitigation measures outlined in the document mainly covering the construction period. The proposed external lighting would accord with the advice in the document. The developed areas would result in loss of neutral grassland habitat, but the area involved is small and the prosed landscaping and biodiversity enhancement measures would compensate for this and avoid any significant adverse ecological impact. The document also included potential measures to enhance biodiversity. The mitigation and biodiversity enhance measures have been regulated using planning conditions.

m) The proposed soakaway for drainage could affect drainage on surrounding land.

Officer Comment – the drainage proposals are considered to be satisfactory. The foul drainage would be regulated through the Building Regulations and SEPA.

n) No Notice to Neighbours was received although the property abuts the site.

Officer Comment – this has been rectified and a Notice to Neighbours was served by the Council on the neighbouring party (at No 2). The Service is satisfied that the statutory publicity requirements have been satisfactorily undertaken.

o) The Notices to other landowners within the site boundary as stated on Certificate of Site Ownership do not appear to have been received nor the Melvaig Grazing Committee who manage a section of the track near the development been notified. The Committee would need more time beyond the statutory period to respond as it was not initially notified.

Officer Comments - The applicant re served Notices to Owners including members of the Melvaig Grazings Committee providing the Committee, and other owners with the opportunity to comment. The Committee is not a Notifiable Neighbour however and there was no statutory requirement for the Planning Authority to consult the Committee

p) The croft is not managed and is not used for keeping of livestock or for crops and the owner is absent which undermines the comment that the development would be managed and maintained. The evidence to date does not suggest any interest in rural development.

Officer Comment – The site is on land which has been de-crofted. The development is not considered to adversely impact the ability to manage the remaining part of the croft. The attitude or residency of the owner are not considered to be a material planning consideration in the determination of the current application.

q) The amendments proposed to the original siting and design do not address the concerns raised in the original objections.

Officer Comments – the Service's assessment has taken account of the further comments.

4.6 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 **Gairloch Community Counci**l: Made comments neither objecting to nor supporting the application. They have noted concern on having received several reports from residents of apparent failure to deliver timely neighbour notifications in relation to the application. They also are concerned that there was no apparent notification or consultation of the Melvaig Grazings Committee. They also highlight that they received no response to their request made in writing to be formally consulted on the application.

Officer response: It was established that the owner/occupier at No 2 Melvaig had not been included as a notifiable neighbour and the neighbour notification process was re-done by the Service to include No 2 Melvaig and the other 2 notifiable parties who had been notified originally. In response to the queries raised, the Service also required the applicant to update the Certificate of Site Ownership and serve notices on any parties who may also have an interest in the land within the site which includes the access track. The Certificate of Site Ownership was updated and notices sent to 7 parties which included those who have properties accessed from the track and members of the Melvaig Grazing Committee. Following these processes, the Service is satisfied that the application has been publicised and parties notified in accordance with the relevant planning regulations. The application was also publicised in the local newspaper and the neighbours re notified on receipt of the amended drawings.

5.2 **Environmental Health**: No objection to the proposed development. An Informative to the Applicant should be attached to any consent to advise them that it is a legal requirement to obtain a Short Term Let Licence.

5.3 **Corporate Address Gazetteer**: No objection. Each property should have its own unique property reference number (UPRN). It is therefore requested that the applicant/agent notifies CAGRequests@highland.gov.uk when the proposed short term letting units are erected so that the necessary changes to the Councils Corporate Address Gazetteer can be made.

5.4 **Ecology Team**: The Team reviewed the Preliminary Ecological Appraisal and advised that its methodology and scope were competent and its conclusions reliable.

5.5 **Scottish Water**: No objection. They advise there is currently sufficient capacity at Poolewe Water Treatment Works to service the development. However, a formal connection application will have to be submitted to Scottish Water, and further investigations may be required at that stage. According to Scottish Water records there is no public wastewater infrastructure within the vicinity of this proposed development therefore the applicant is advised to investigate private treatment options.

5.6 **Crofting Commission**: No response received at the time of compiling this Report.

5.7 **NatureScot**: Advise the nature of the proposed development does not meet their criteria for consultation, and they have no comment on the application.

6. DEVELOPMENT PLAN POLICY

6.1 The following policies are relevant to the assessment of the application

National Planning Framework 4 (2023) (NPF4)

6.2
Policy 1 - Tackling the Climate and Nature Crises
Policy 2 - Climate Mitigation and Adaptation
Policy 3 - Biodiversity
Policy 4 - Natural Places
Policy 5 - Soils
Policy 6 - Forestry, Woodland and Trees
Policy 13 - Sustainable Transport
Policy 14 - Design Quality and Place
Policy 20 - Blue and Green Infrastructure
Policy 22 - Flood Risk and Water Management
Policy 23 - Health and Safety
Policy 29 - Rural Development
Policy 30 - Tourism

Highland Wide Local Development Plan 2012 (HwLDP)

6.3 28 - Sustainable Design
29 - Design Quality and Place-making
36 - Development in the Wider Countryside
44 - Tourist Accommodation
47 - Safeguarding Inbye/Apportioned Croftland
49 - Coastal Development
51 - Trees and Development
56 - Travel
57 - Natural, Built and Cultural Heritage
58 - Protected Species
59 - Other important Species
60 - Other Importance Habitats
61 - Landscape
63 - Water Environment
64 - Flood Risk
65 - Waste Water Treatment
66 - Surface Water Drainage
72 – Pollution

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

No specific policies apply.

6.5 **Highland Council Supplementary Planning Policy Guidance**

Green Networks (Jan 2013)
Highland's Statutorily Protected Species (March 2013)
Sustainable Design Guide (Jan 2013)
Trees, Woodlands and Development (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 Scottish Government Planning Policy and Guidance

Not applicable

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) the principle of development
c) siting and design
d) residential amenity
e) access and parking
f) environmental impacts and biodiversity
g) climate and nature crisis
h) drainage and water supply
i) any other material considerations

Development plan/other planning policy

8.4 All planning applications must be determined in accordance with the provisions of NPF4 and the existing Local Development Plan unless material considerations provide justification otherwise. In this case the Development Plan is comprised of NPF4, the West Highlands and Islands Local Development Plan (WestPlan) (although this has no site–specific policies of relevance to this application) and the Highland-Wide Local Development Plan (HwLDP). If there is any inconsistency between NPF4 policies and an LDP which was adopted before 13 February 2023, NPF4 prevails under Section 24(3) of the Town and Country Planning (Scotland) Act 1997 (as amended). Both the HwLDP and WestPlan were adopted before 13 February 2023.

8.5 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.

8.6 NPF4 Policy 4 states that development which by virtue of their scale, type or location would have an unacceptable impact on the natural environment will not be supported. The Policy also states that development within a National Scenic Area (NSA) will only be supported where the objectives or the designation and the overall integrity of the area will not be compromised. The site is within Wester Ross NSA. Policy 4 of NPF4 also seeks to protect protected species and requires impacts to be fully considered prior to determination of an application. HwLDP Policy 57 recognises the NSA as being of national importance. The Policy states that only developments which can be shown not to compromise the natural environment, amenity and heritage resource can be supported. Development should support communities in fragile areas given the difficulties in keeping population and services.

8.7 NPF4 Policy 5 seeks to protect valued and carbon rich soils and restore peatland and supports development where the disturbance of soil can be avoided or minimised.

8.8 NPF4 Policy 6 and HwLDP Policy 51 support proposals that will expand tree cover and will not adversely affect woodlands or valuable trees including fragmenting woodland habitats.

8.9 NPF4 Policy 13 (Sustainable Transport) states that proposals will be supported where the transport requirements generated have been considered in line with the sustainable travel hierarchy and where appropriate they; encourage, promote and facilitate walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably; provide low or zero emission vehicle charging points; supply safe and secure cycle parking; and have taken account of the transport needs of diverse groups including users with protected characteristics. HwLDP Policy 56 also requires proposals to be well served by the most sustainable modes of transport available in the locality at the outset, encourage walking and cycling, provide safe and convenient designs with appropriate mitigation when required and include appropriate levels of parking.

8.10 NPF4 Policy 14 and HwLDP Policies 28 and 29 seek to ensure developments are designed to improve the quality of an area whether in urban or rural locations and regardless of scale. Proposals consistent with the six qualities of successful places i.e. Healthy, Pleasant, Connected, Distinctive, Sustainable and Adaptable will be supported. Proposals should demonstrate sensitivity and respect towards the local distinctiveness of the landscape, architecture, design and layouts. Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

8.11 Policy 20 states that development that will result in fragmentation or a net loss in green and blue infrastructure will only be supported where it can be demonstrated that the proposal would not result in or exacerbate a deficit in blue or green infrastructure provision, and the overall integrity of the network will be maintained. HwLDP Policy 74 states that Green Networks should be protected and enhanced.

Proposals which include measures for new or enhanced blue/ or green infrastructure will be supported where these include effective management measures.

8.12 NPF4 Policy 22 and HwLDP Polices 64 and 66 seek to ensure development is; located outwith land at risk of flooding unless certain exceptional circumstances can be shown; is resilient to flood risk and does not increase flood risk elsewhere; seek to minimise areas of impermeable surface and rain and surface water is managed through sustainable urban drainage systems which should integrate with proposed and existing blue / green infrastructure. Proposals that can be connected to the public water mains will be supported.

8.13 HwLDP Policy 65 states that development should connect to the public sewer unless there are technical or economic reasons why a connection is not possible and the drainage would not be likely to result in significant environmental problems. Discharge from a private system to a land soakaway is preferred rather than to water.

8.14 NPF4 Policy 23 sets out a number of requirements to mitigate environmental harm, mitigate safety hazards and promote health and well-being. Of specific relevance to this development is that the policy states that development proposals that are likely to raise unacceptable noise issues will not be supported.

8.15 NPF4 Policy 29 supports proposals that will contribute to the viability, sustainability and diversity of rural communities and the local rural economy including diversification of existing businesses where these are suitably scaled, sited and designed to be in keeping with the character of the area. In remote rural areas such as this, the Policy supports proposals where it would support local employment, supports and sustains existing communities and is suitable in terms of location, access, siting design and environmental impacts.

8.16 NPF4 Policy 30 states that proposals for tourism related development will take into account the following factors; the contribution made to the local economy; compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors; impacts on communities, for example by hindering the provision of homes; opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural areas; accessibility for disabled people; measures taken to minimise carbon emissions; and opportunities to provide access to the natural environment. HwLDP Policy 44 recognises the importance of tourism development to the local economy and states that tourist accommodation within the open countryside will be supported where: it can be demonstrated that a demand exists for this type of accommodation; that it can be achieved without adversely affecting the landscape character or any natural, built or cultural heritage features of the area; and, it is consistent with the other guidance on siting and design set out in HwLDP Policy 36.

8.17 HwLDP Policy 36 requires proposal to be assessed for the extent to which they; are acceptable in terms of siting and design; are sympathetic to existing pattens of development in the area; are compatible with landscape character and capacity; avoid where possible the loss of locally important croft land; and could be serviced appropriately including drainage and road access. Regard also has to be given to

the extent they would help support communities in fragile areas in maintaining population and services. The site is within a fragile area.

8.18 HwLDP Policy 47 states that proposals are expected to minimise the loss of in bye/apportioned croft land. Proposals should avoid siting on any better part of the croft in terms of agricultural value or impeding use of the remaining croft**.** The site has been decrofted and is not classified as prime agricultural land while the use of part of a croft for a small number of holiday letting units is recognised as being a purposeful use associated with diversification and income generation for a croft. The applicant has demonstrated that access would still be available to the applicant`s croft land west of the site.

8.19 HwLDP Policy 49 states that development will be promoted on the landward side of the road here proposals on the coastal side would otherwise interrupt scenic views over open water, unless a coastal location is necessary, or if the effect would be a conflict with the existing settlement pattern. The site should not be at risk from coastal flooding or erosion.

8.20 For the reasons set out below, the proposal is considered to comply with the Development Plan.

Principle of Development

8.21 Tourism is an important component of the local economy, and the development would add, expand and diversify an established holiday letting business and create another tourism accommodation facility to the area. This will make a positive contribution to local employment and attract visitors to stay and spend in the area and enjoy the qualities of the area. Given the relatively modest scale of development proposed and the degree of separation and screening with neighbouring properties, it is considered that this development is compatible with the surrounding land uses and would not result in an unacceptable impact on the standards of amenity and privacy or access. The site is relatively well screened from neighbours and the wider area by the surrounding landform and planting, and this can be strengthened by the proposed tree planting. The development would not appear as an isolated development nor adversely affect the special qualities of the Wester Ross NSA. Sustainable travel measures have been incorporated, and suitable biodiversity enhancement measures are proposed. The development is considered to be appropriately sited and laid out and as is addressed in more detail below will not result in unacceptable adverse impacts in relation to amenity, access or servicing. The proposals are therefore considered to be accord with NPF4 Policies 29 and 30 and HwLDP Policies 36 and 44.

Siting and Design

8.22 The two pods are of a curved roof design which will be clad with a textured grey slate effect cladding to the curved roof areas and timber cladding to the gables. The design and materials are typical of development of this nature. The sauna buildings would have a spruce wood cladding and grey coloured shingle tiles on the upper half of the side elevations. The bike store would have timber cladded walls and a grey felt roof. The surrounding buildings are modern single storey houses with traditional proportions and render walls and concrete tiled roofs. The tallest of the prosed

buildings would be the pods which would be approximately 3.0 metres in height. The pods and associated saunas, decking and parking area would not be incongruous or have a significant adverse impact on the established visual amenity or landscape character of the surrounding area. As discussed at section 4.5(j) above, the development is considered to be appropriately designed and it is considered that the development would not adversely affect the established character of the area or the most relevant special qualities of the NSA, comprising “the superb coast and coastal views” and “the distinctive and populated coastal settlements” or the overall integrity of the Wester Ross NSA.

8.23 The application has also been considered against the requirements of HwLDP Policy 49 in terms of any impact on scenic views over water. The site is on the coastal side of the B8021 however, the settlement pattern includes houses and buildings along this coastal side while the site is approximately 165m to the west of the road and sits at a lower level. This relationship as well as the degree of screening of the proposed development by existing and proposed landscaping, and the scale and low height of the pods, would not result in the development interrupting scenic views over the water. The application is not considered to be contrary to NPF4 Policies 4, 14 or HwLDP Policies

Residential Amenity

8.24 There are houses to the north and south of the site. The houses to the north are currently used for holiday letting and the northernmost one is owned by the applicant. The house to the south is in use as a permanent residence. The site layout has been amended to reduce the potential impact from activity and noise on the amenity of No 13 and their privacy. These changes have increased the separation distances and introduced more screening. The distances are summarised in section 4.5(k) above. The changes have resulted in the parking area bin closer to the property at Raasay. The development will generate noise and activity, and the area is relatively quiet, albeit the site is adjacent to two houses used for holiday letting. However, the level of separation and the screening and attenuation provided by the existing trees and hedgerows, bund, and the proposed planting and screen fencing are considered sufficient to ensure the neighbouring properties still enjoy an acceptable standard of amenity and privacy whether occupied as holiday or permanent residential accommodation. The applicant has also responded to concerns raised by objectors about the arrangement for storing waste and its roadside collection. Having considered possible alternatives, they have advised that rather than store bins at the same location as the other four properties that are accessed from the track (at the top of the track), waste bins will be stored at the site and the business employee will transport the bins to the roadside for collection and return them after collection. While it is considered that there is physical space to store the bins at the top of the track, the proposed arrangement would address some of the issues raised in the objections. A condition has been attached which would require details of the arrangements to manage waste including storage and collection, to be submitted for approval by the Service. The application includes information on the proposed external lighting design which is considered suitably designed to not result in nuisance to neighbours or adversely affect the character of the area or protected species.

Access and Parking

8.25 The site will be accessed from an existing junction onto the B8021 and by way of a private access track to reach the site. Issues relating to road safety and traffic generation have been raised in most of the objections and these have been carefully considered in the assessment of the application. The applicant`s ownership or interest in land is such that there is limited opportunity to undertake works which would widen the access or track if that was considered necessary to accommodate the development. However, it is concluded that on balance, the additional traffic that would be likely to be generated by the development access and track access and track is not considered to result in a significant increase in risk to road safety at the junction onto the B8021 or along the length of the track that would justify withholding planning permission. This conclusion has had regard to; the established use of the access and track which serves four existing properties and croft land; the standard of the existing access in terms of width and visibility splays; traffic speeds being relatively low on the B8021 due to its single track design and the bend further to the south of the junction; traffic numbers being relatively low on the B8021; and the likely number of additional traffic movements the development would create and their likely effect. It is also considered that the additional traffic movements could be safely accommodated along the private track which comprises two straight sections connected by a ninety-degree bend roughly at the mid-point where vehicles would be able wait and pass. The westmost section lies beyond the driveway leading to No 13 and is enclosed by hedgerows, but a passing place has been added within the applicant`s land at the north end of this section of track which would allow vehicles to wait and pass at either end of this section if required. The width and surfacing of the track would help regulate vehicle speeds. Issues relating to rights of access and maintenance of the private track cannot be regulated by the planning permission and likewise measures to require guests to close gates. However, a condition has been attached to require details of a Construction Management Plan to be approved which will require details of the arrangements to manage access on the track and minimise environmental impacts during the construction period. This will include measures to maintain the track in a safe condition during the construction period.

8.26 The proposed parking would satisfy the Council`s relevant parking standards and will also include space for disabled parking and electric vehicle charging. The parking and turning area is considered satisfactory to service the development. A covered cycle store would also be provided to help promote active travel options. These elements are supported by NPF4 Policy 13, and the development is not considered to be contrary to HwLDP Policy 56 which requires proposals to be well served by the most sustainable modes of transport available in the locality at the outset and encourage walking and cycling.

Environmental Impacts and Biodiversity

8.27 A Preliminary Ecological Assessment (PEA) has been undertaken in support of the proposal. The assessment concludes that, subject to appropriate safeguards, the development is unlikely to result in significant adverse effects on habitats or protected species. The report includes a number of precautionary recommendations to avoid potential impacts during construction, including good practice measures in relation to construction works, protection of retained habitats, and timing of works

where necessary and engagement of Ecological Clerk of Works supervision. These measures can be secured through planning conditions to ensure their implementation.

8.28 The PEA also included proposals to create new habitats or supplement existing ones to enhance the biodiversity value of the site in accordance with NPF4 Policy 3. This includes retaining the willow hedge, managing the remining grassland to support biodiversity, tree and wildflower planting and bird boxes. The proposed tree planting measures would also enhance the character of the area and help mitigate the visual impacts of the development. The proposals are considered to be acceptable for the scale of the development proposed and the environmental impact it would have. As the plans and document do not contain a detailed specification of the landscaping and habitat works, a condition is attached which requires a detailed specification together with the arrangements for establishment, protection and management to be submitted for approval.

8.29 Subject to the recommended condition the proposal will provide sufficient landscaping and adequate biodiversity enhancement. The development is a small scale local development for the purposes of the Council's Biodiversity Guidance and broadly meets the requirements of the Guidance. The Carbon and Peatland Map 2016 indicates that the soils within the site are mineral soils and not peat while the site is shown on the Land Capability Map for Agriculture as within Class 5,1 which is not prime agricultural land. The development is considered to accord with the requirements of NPF4 Policies 3, 4 and 5 and HwLDP Policies 57, 58, 59, 60 and 61.

Climate and Nature Crisis

8.30 NPF4 policies 1 and 2 require significant weight to be given to the climate and nature crises in the assessment of all applications and requires climate mitigation from all development. In this case the development is relatively small scale and considered to be low impact. The units are prefabricated and designed to be energy efficient and installed using ground screws rather than concrete foundations. Furthermore, as is noted above, biodiversity measures are to be incorporated. The applicant has also provided information on waste would be managed which would include separation for recycling. The proposal is considered to accord with the requirements and objectives of NPF4 Policies 1 and 2 and HwLDP Policy 28.

Drainage and Water Supply

8.31 NPF4 Policy 29 supports proposals that will contribute to the viability, sustainability and diversity of rural communities and the local rural economy including diversification of existing businesses where these are suitably scaled, sited and designed to be in keeping with the character of the area. In remote rural areas such as this, the Policy supports proposals where it would support local employment, supports and sustains existing communities and is suitable in terms of location, access, siting design and environmental impacts.

Other material considerations

8.32 There are no other material considerations.

Non-material considerations

8.33

- The gates along the track must be kept closed at all times to contain livestock in the fields.
  Officer Comment – such a requirement could not be regulated or enforced under the terms of a planning permission. The track is also used by multiple users.
- There are already 6 established businesses providing a range of accommodation offers in the locality and developments being built nearby for a house and two chalets and for two pods at No 16. These businesses support local residents. The demand for accommodation is lower in this area given its distance from the NC500 and there is not demand to attract more visitors. Additional accommodation could adversely affect the existing businesses which support people resident in the community and may affect their ability to remain.
  Officer Comment – the regulatory planning process cannot consider the impact on other similar businesses from competition or the residency of the business operators in determining the planning merits of the application. The planning system operates in the long-term public interest rather than protecting an individual business from the commercial competition or activities of another business. Whether a new development would harm the trade of an existing nearby business is not something that planning authorities can take into account when determining applications. Development Plan policies support the principle of tourism related development and in the absence of identified conflict with the development plan, there is no policy basis to withhold permission on the grounds of claimed overprovision of accommodation locally.
- The proposed environmental features have not been provided at the applicant's existing property.
  Officer Comments – the environmental standards of the property at Rona is not material to the determination of the merits of the proposed development for two pods. It is noted that the proposed development would provide EV charging as well as secure and covered storage for cycles.

Matters to be secured by Legal Agreement / Upfront Payment

8.34 None.

9. CONCLUSION

9.1 The proposal is for siting of 2no. pods for short term letting purpose with associated infrastructure. It is considered to be sited and designed in a manner that is appropriate to the surrounding area and will not give rise to unacceptable amenity or landscape impacts. The proposal adequately addresses access, design, biodiversity and drainage issues and has demonstrated that there will be no adverse environmental impact.

9.2 The concerns of local residents have been fully considered and are addressed above. It is concluded that the concerns raised would not provide sufficient or justifiable grounds to withhold 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	N
Notification to Scottish Ministers	N
Conclusion of Section 75 Obligation	N
Revocation of previous permission	N

Recommended to **GRANT** the application subject to the following conditions and reasons:

1. The development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

   Reason: In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. No development shall commence until a detailed landscaping and biodiversity plan has been submitted to and agreed in writing by the Planning Authority. For the avoidance of doubt the plans shall include all enhancements set out in the submitted Preliminary Ecological Appraisal (No 26 PEA 07 100 1.0) by ROAVR dated 20th August 2026 but shall also include a detailed specification for the proposed and retained landscaping annotated on the Proposed Site Layout Plan (Dwg No 250417-01-03) including the provision of native tree planting, grassland habitat and wildflower planting and retention of willow hedgerow along the northern edge of the site and provide details of all proposed boundary treatments. The specification shall include details of plant species, sizes, numbers, methods for protection and establishment and future maintenance and management. Thereafter all works shall be carried out in accordance with the approved scheme. All planting, seeding or turfing as may

be comprised in the approved details shall be carried out in the first planting and seeding seasons following the commencement of development, unless otherwise stated in the approved scheme. Any trees or plants which within a period of five years from the completion of the development die, for whatever reason are removed or damaged shall be replaced in the next planting season with others of the same size and species. All other biodiversity enhancements or boundary treatments shall be provided prior to the first occupation of any of the units hereby approved. Ongoing maintenance of all landscaping and biodiversity measure shall be implemented in accordance with the approved details.

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

3. No development shall commence until a waste management plan containing details of the arrangements and facilities for the storage and collection of waste, including the wheelie bins, have been submitted to and agreed in writing by the Planning Authority. Thereafter the development shall be implemented and operated in accordance with the approved details, unless otherwise agreed in writing by the Planning Authority. The approved facilities shall be provided prior to the first occupation of any of the pods hereby approved and retained as such in perpetuity.

   Reason: To ensure adequate facilities for waste management.

4. No development shall commence until the following details have been submitted to and approved in writing by the Planning Authority;

   i) details of the formation and surfacing of the passing place annotated on the approved Proposed Site Layout Plan (Dwg No 250417-01-03 Rev B).

   ii) details of access suitable for accommodating agricultural traffic, through the application site to the adjacent croftland to the west, generally as annotated in pink on the approved Proposed Site Layout Plan (Dwg No 250417-01-03 Rev B).

   iii) the design and timescale for implementation of the electric vehicle charging facility at the parking area.

   Thereafter, the development shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Planning Authority. The approved passing place and access to the croftland shall be provided prior to the first occupation of any of the pods hereby approved and retained as such in perpetuity.

   Reason: To retain control over these elements of the development in the interests of road safety, and to ensure that the development will not impede access to, or have an adverse impact on, the purposeful use of, another part of the croft or other croftland.

5. No development shall commence until details of an Ecological Clerk of Works and their terms of reference to supervise the approved construction works shall have been submitted to and approved in writing by the Planning Authority. Thereafter, the development shall only be implemented and construction work proceed in accordance with the measures set out in the Preliminary Ecological Appraisal (Ref 26 PEA 07 100 1.0) by ROAVR dated 20th August 2026. This shall include;

   i) The mitigation measures set out in Table 6.01 in Section 6 of the document including the retention of the willow hedgerow on the north boundary,

   ii) Supervision of construction works by the approved Ecological Clerk of Works

   iii) The terms of the Miitgation Strategies set out in Section 8.2 of the document.

   Reason: To safeguard biodiversity and the amenity of the area.

6. No development shall commence until a construction phase Traffic Management Plan has been submitted to, and approved in writing by, the Planning Authority. The Plan shall include arrangements to; minimise the environmental and road safety impact of the construction works and associated traffic movements to and from the site on neighbors and the surrounding area; and monitor the condition of the section of track and repair any damage attributable to construction traffic. The approved traffic management plan shall be implemented prior to development commencing and remain in place until the development is complete.

   Reason: In the interests of road safety and amenity.

7. The development shall only be implemented in accordance with the details for foul and surface water drainage contained on the drawing titled Proposed Drainage Plan (Dwg No 250417-01-04 Rev A). All drainage provision shall be completed prior to the first occupation of any of the pods hereby approved and maintained thereafter.

   Reason: To ensure that foul and surface water drainage is provided timeously; in order to protect the water environment.

8. The development shall be implemented and maintained thereafter in accordance with the details for external lighting contained on the drawing titled Proposed Lighting Plan (Dwg No 250417-01-07 Rev A). The lighting units shall be designed to minimise light spill including outwith the site boundary, avoid light spill towards the willow hedgerow and operate by motion sensors set on a short timer (maximum 2 minutes).

   Reason: In order to minimise any impact on ecological features and to safeguard the character of the area and the amenity of neighbouring properties and occupants.

9. Prior to the first occupation of any of the pods hereby approved, the car parking and turning arrangements, bike store and sections of screen fencing detailed on approved Proposed Site Layout Plan (Dwg No 250417-01-03 Rev B) and Bike Store Plan (250417-01-09) shall be completed in full and the parking made available for use. Thereafter, all car parking spaces, bike storage, turning space and screen fencing shall be retained and maintained for their respective uses in perpetuity.

   Reason: To ensure that the site is satisfactorily serviced, and that appropriate screening is available to maintain residential amenity, and to retain effective control over these parts of the development.

10. For the avoidance of doubt all timber cladding shall be unpainted or covered in a nature stain or painted a dark recessive colour.

    Reason: To protect the integrity of the National Scenic Area and the amenity of the area.

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

    Reason: To ensure that the development does not become used as separate dwellinghouses in recognition of the lack of private internal and external amenity space and in accordance with the use applied for.

12. The change of use of the land for the siting of two holiday letting units shall enure only in respect of the design hereby approved.

    Reason: To allow the Planning Authority to retain effective control over the development.

REASON FOR DECISION

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

INFORMATIVES

Initiation and Completion Notices

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion

of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.

2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

Flood Risk

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

Short Term Let Licence

Under The Civic Government (Scotland) Act 1982 (Licensing of Short-term Lets) Order 2022, it is a legal requirement for all short-term let operators to obtain a Short Term Let Licence. Short term let properties must comply with the licensing scheme and satisfy the licence conditions adopted by the Council for such properties.

Further information on short term lets can be found on the Highland Council website https://www.highland.gov.uk/info/20021/short_term_lets

Scottish Water

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

Septic Tanks and Soakaways

Where a private foul drainage solution is proposed, you will require separate consent from the Scottish Environment Protection Agency (SEPA). Planning permission does not guarantee that approval will be given by SEPA and as such you are advised to contact them direct to discuss the matter (01349 862021).

Local Roads Authority Consent

In addition to planning permission, you may require one or more separate consents (such as road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work

commencing. These consents may require additional work and/or introduce additional specifications, and you are therefore advised to contact your local Area Roads office for further guidance at the earliest opportunity.

Failure to comply with access, parking and drainage infrastructure requirements may endanger road users, affect the safety and free-flow of traffic and is likely to result in enforcement action being taken against you under both the Town and Country Planning (Scotland) Act 1997 and the Roads (Scotland) Act 1984.

Further information on the Council's roads standards can be found at: http://www.highland.gov.uk/yourenvironment/roadsandtransport

Application forms and guidance notes for access-related consents can be downloaded from:

http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2

Mud and Debris on Road

Please note that it 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:	Keith Johnstone
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - 250417-01-00 – Location Plan
	Plan 2 - 250417-01-01 – Location Plan
	Plan 3 - 250417-01-02 REV A – Proposed Site Layout Plan
	Plan 4 - 250417-01-03 REV B – Site Layout Plan
	Plan 5 - 250417-01-04 REV A – Drainage Layout Plan
	Plan 6 - 250417-01-07 REV A – Proposed General Plan – Lighting
	Plan 7 - 250417-01-05 – Proposed Pod Floor/ Elevation Plan
	Plan 8 - 250417-01-11 – Elevation Plan – Sauna
	Plan 9 - 250417-01-09 – Elevation Plan – Bike Store
	Plan 10 - 250417-01-06 REV A – Existing Access



OWNERSHIP BOUNDARY

SITE BOUNDARY

40 0 80 160 240 320 400

metres

NORTH

GLAMpitect

W: WWW.GLAMPITECT.CO.UK
E: CONTACT@GLAMPITECT.CO.UK
T: 0131 202 9002

Date	Description	Rev	By

Revision Description

Project:
Proposed Glamping Site - For Mr Goldberg
Land South of 14 Melvaig, Gairloch,
IV21 2EA

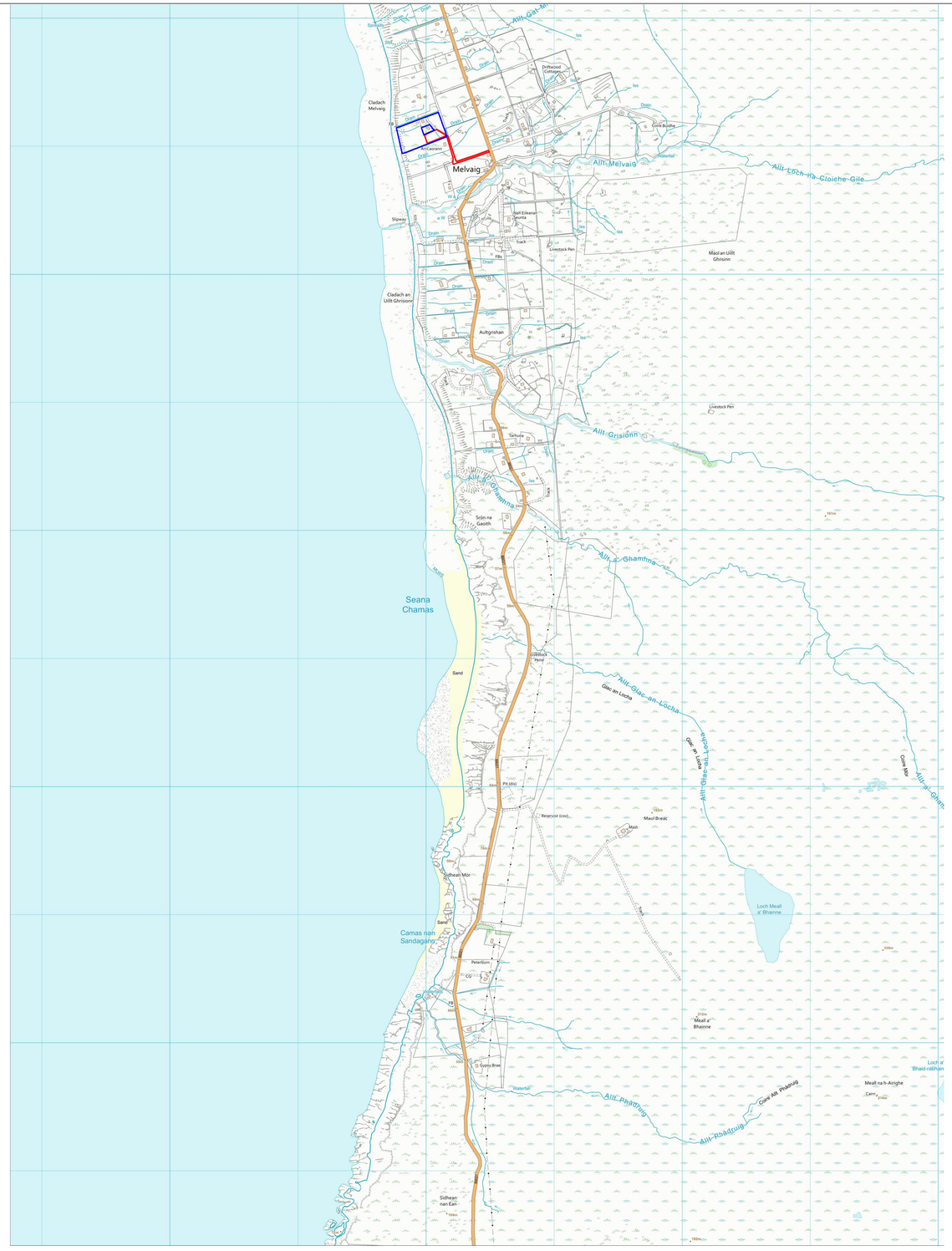
Drawing Title:
LOCATION PLAN

Drawing Number:
250417-01-00

Revision:	**-**
Date:	**04.06.2025**
Scale:	**1:2500 @ A2**
Drawn By:	**TA**
CAD Dwg File:	**-**
Checked By:	**EF**

Issue Status:
Full Planning Application

A2



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OWNERSHIP BOUNDARY

SITE BOUNDARY

100 0 200 400 600 800 1000

metres

NORTH

GLAmpitect
W: WWW.GLAMPITECT.CO.UK
E: CONTACT@GLAMPITECT.CO.UK
T: 0131 202 9002

Ordnance Survey
Licensed Data

Date	Description	Rev	By

Revision Description

Project:
Proposed Glamping Site - For Mr Goldberg
Land South of 14 Melvaig, Gairloch, IV21 2EA

Drawing Title:
RURAL LOCATION PLAN

Drawing Number:
250417-01-01

Revision:	-
Date:	04.06.2025
Scale:	1: 10,000 @ A1
Drawn By:	TA
CAD Dwg File:	-
Checked By:	EF

Issue Status:
Full Planning Application

A1



OWNERSHIP BOUNDARY

SITE BOUNDARY

10 0 20 40 60 80 100

metres

NORTH

GLAMpitect

W: WWW.GLAMPITECT.CO.UK
E: CONTACT@GLAMPITECT.CO.UK
T: 0131 202 9002

KEY TO SYMBOLS

- SIDE-ENTRY GLAMPING POD WITH DECKING AND SAUNA
- EXISTING FENCE
- NEW FENCE
- EXISTING TREE
- NEW NATIVE TREE
- EXISTING HEDGE
- NEW NATIVE SHRUBBERY
- NEW PERMEABLE SURFACE

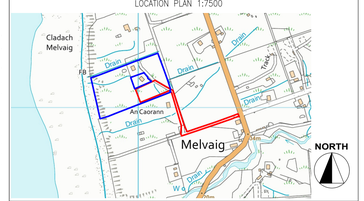
KEY

1. Existing access.
2. Existing gate.
3. Existing and shared access track.
4. Proposed parking area.
5. Bike store.
6. Permeable footpaths.
7. New native trees.
8. Proposed glamping pods.
9. Enhanced grassland/wildflowers.
10. Saunas.
11. Proposed passing place.

Date	Description	Rev	By
06.04.26	Amendments per case officer's comments/requests.	A	TA

Revision Description

LOCATION PLAN 1:7500



Project:
Proposed Glamping Site - For Mr Goldberg
Land South of 14 Melvaig, Gairloch,
IV21 2EA

Drawing Title:
PROPOSED LAYOUT PLAN

Drawing Number:
250417-01-02

Revision:	**A**
Date:	**04.06.2025**
Scale:	**1:500 @ A1**
Drawn By:	**TA**
CAD Dwg File:	**-**
Checked By:	**EF**

Issue Status:

Full Planning Application

A1



OWNERSHIP BOUNDARY

SITE BOUNDARY

10 0 10 20 30 40 50

metres

NORTH

GLAMpitect

W: WWW.GLAMPITECT.CO.UK
E: CONTACT@GLAMPITECT.CO.UK
T: 0131 202 9002

KEY TO SYMBOLS

- SIDE-ENTRY GLAMPING POD WITH DECKING AND SAUNA
- EXISTING FENCE
- NEW FENCE
- EXISTING TREE
- NEW NATIVE TREE
- EXISTING HEDGE
- NEW NATIVE SHRUBBERY
- NEW PERMEABLE SURFACE

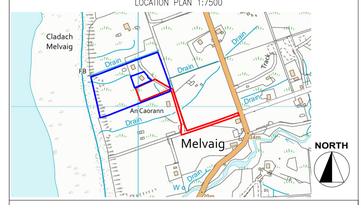
KEY

1. Existing access.
2. Existing gate.
3. Existing and shared access track.
4. Proposed parking area.
5. Bike store.
6. Permeable footpaths.
7. New native trees.
8. Proposed glamping pods.
9. Enhanced grassland/wildflowers.
10. Saunas.
11. Passing place.
12. Bin store.
13. Access route to croft land.

Date	Description	Rev	By
04.11.26	Access route annotated, as per request.	B	TA
06.04.26	Amendments per case officer's comments/requests.	A	TA

Revision Description

LOCATION PLAN 1:7500



Project:
Proposed Glamping Site - For Mr Goldberg
Land South of 14 Melvaig, Gairloch, IV21 2EA

Drawing Title:
PROPOSED LAYOUT PLAN

Drawing Number:
250417-01-03

Revision:	**B**
Date:	**04.06.2025**
Scale:	**1:200 @ A1**
Drawn By:	**TA**
CAD Dwg File:	**-**
Checked By:	**EF**

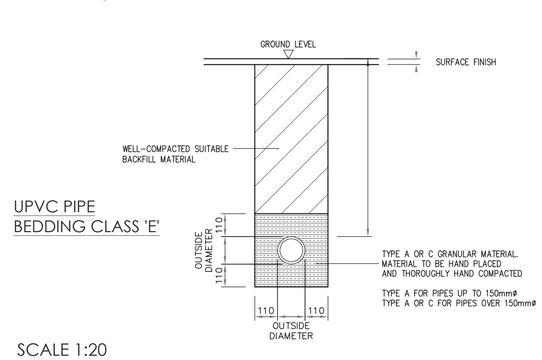
Issue Status:
Full Planning Application

A1

Water treatment plant
Suitably sized for 2no. pods with integrated sample chamber

Allow for new single phase power supply to treatment plant.

Cables to be a minimal 600mm below finished ground level in UPVC ducting with warning tape over.



UPVC PIPE
BEDDING CLASS 'E'

SCALE 1:20

All works to be carried out in accordance with the following:-

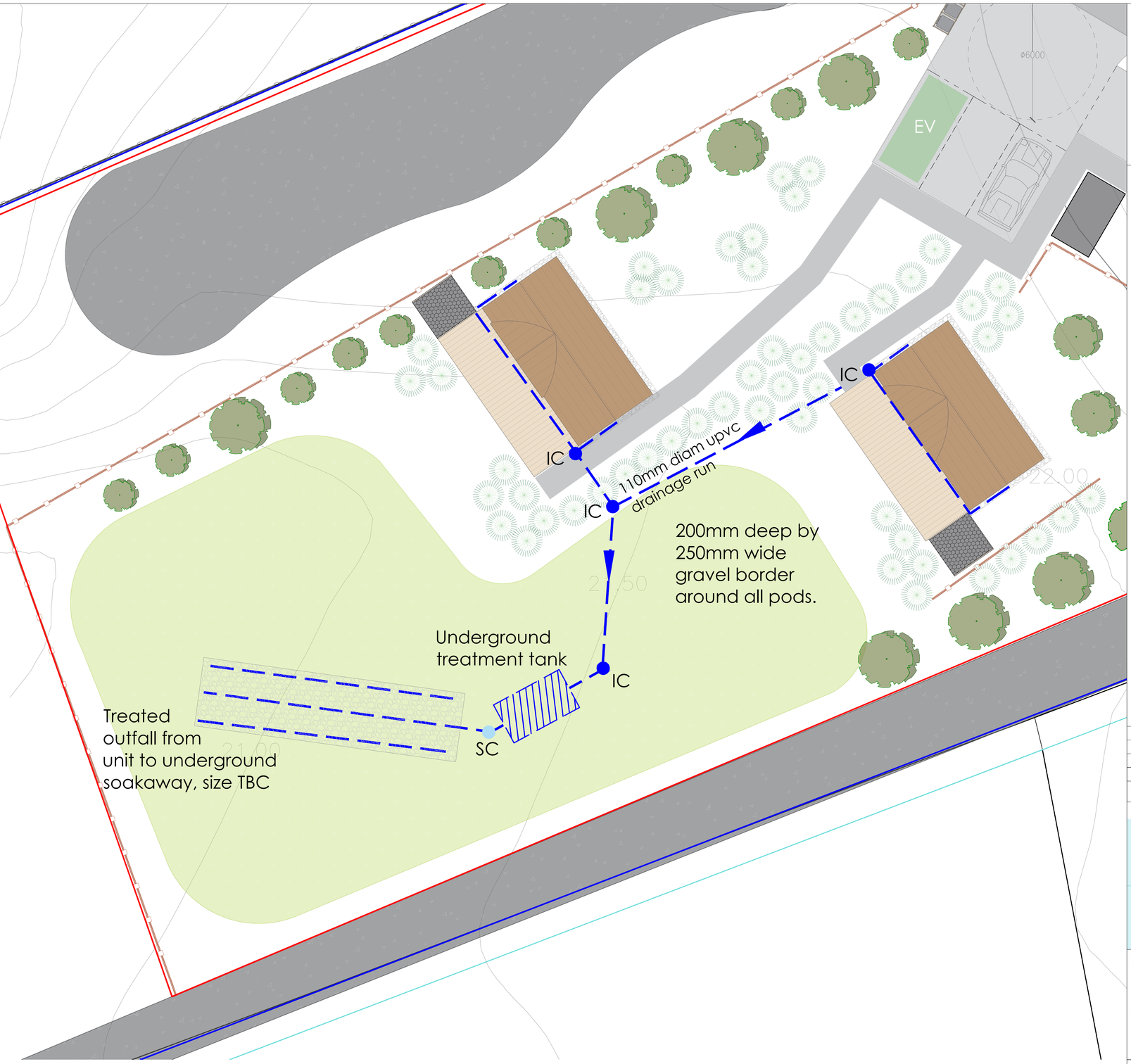
1. UK water industry research ltd. 'Civil Engineering Specification for the water Industry, 5th Edition.
2. Building Regulations Section 'H'
3. BS EN 752 Drain and Sewers Systems outside buildings.

- Foul Water: Falls in runs - 1:10 max - 1:60 min.
- All new drainage branches to be swept in direction of flow.
- All new drainage branches to be fitted with a RE.

SUDS

- All parking areas are to constructed with a porous build up on free draining stone.

- All pods to have a 250mm wide by a min 200mm deep gravel border to both draining sides.



OWNERSHIP BOUNDARY

SITE BOUNDARY

3 0 3 6 9 12 15
metres

NORTH

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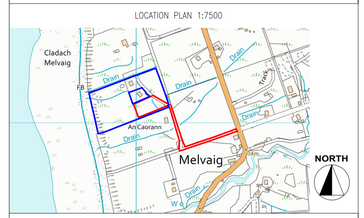
KEY TO SYMBOLS

- DRAINAGE RUN
- IC — INSPECTION CHAMBER
- RE — RODDING EYE
- SC — SAMPLE CHAMBER
- WATER TREATMENT PLANT
- SOAKAWAY

Date	Description	Rev	By
06.04.26	Amendments per case officer's comments/requests.	A	TA

Revision Description

LOCATION PLAN 1:7500


Cladach Melvaig
Drain
Drain
Drain

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KEY TO SYMBOLS

LB — LOW LEVEL LIGHTING BOLLARD 3 no. TO BE INSTALLED. LIGHTING SPREAD SHOWN AS 5m

Low Level Path Lighting

Lanea Path Lighting Bollard with PIR sensor.

Benefits:

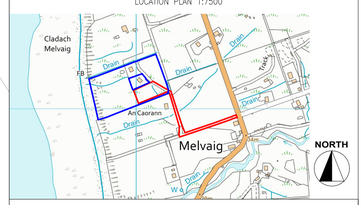
- LED mains wired.
- Low level height, only 40cm high.
- LED bulbs installed into this pillar lam are in such a manner that they shine downwards onto cascading reflectors, keeping all light at low level.
- Integrated PIR sensor, keeping light levels low and only on when required.
- Range 2-8metres, set at 5m as shown.
- Lighting duration (5 seconds to 6 minutes) are configurable.
- Detects movement at an angle of 90 degrees.



Date	Description	Rev	By
06.04.26	Amendments per case officer's comments/requests.	A	TA

Revision Description

LOCATION PLAN 1:7500



Project:
Proposed Glamping Site - For Mr Goldberg
Land South of 14 Melvaig, Gairloch,
IV21 2EA

Drawing Title:
PROPOSED LIGHTING PLAN

Drawing Number:
250417-01-07

Revision:	**A**
Date:	**04.06.2025**
Scale:	**1:200 @ A1**
Drawn By:	**TA**
CAD Dwg File:	**-**
Checked By:	**EF**

Issue Status:
Full Planning Application

A1

Raasay

An Caorann

Drain

Gate

EV

LB

LB

LB

22.00

21.00

20.00

19.50

23.00

22.50

24.00

24.50

25.00

23.50

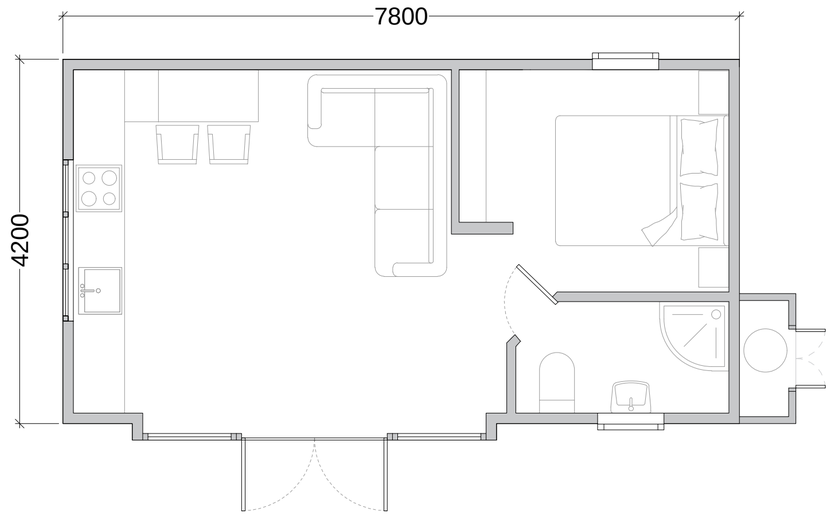
OWNERSHIP BOUNDARY

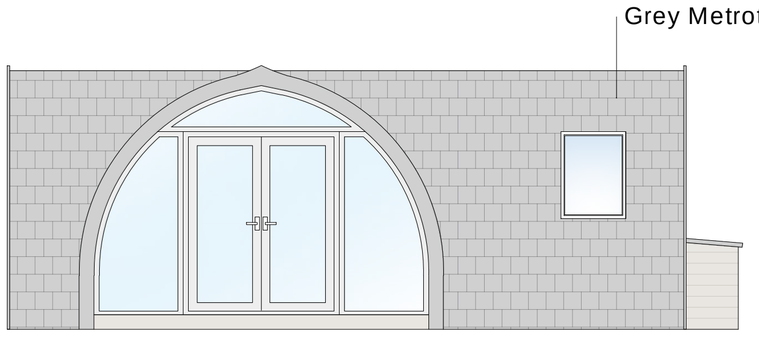
SITE BOUNDARY

10 0 10 20 30 40 50

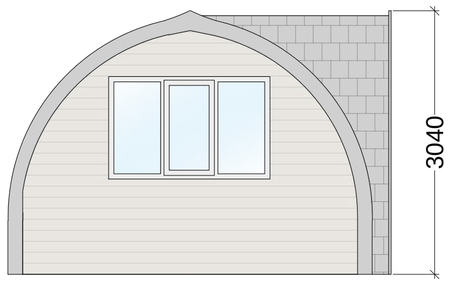
metres

NORTH

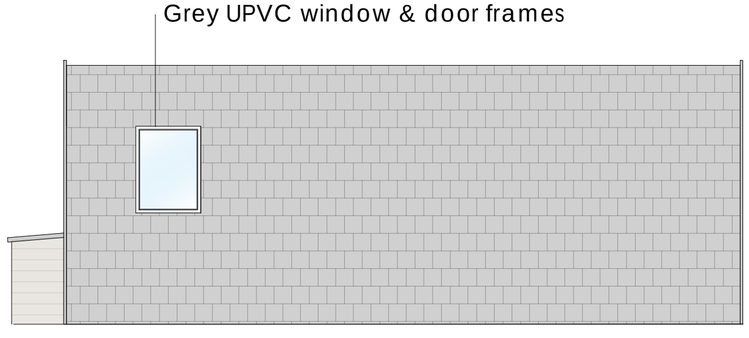




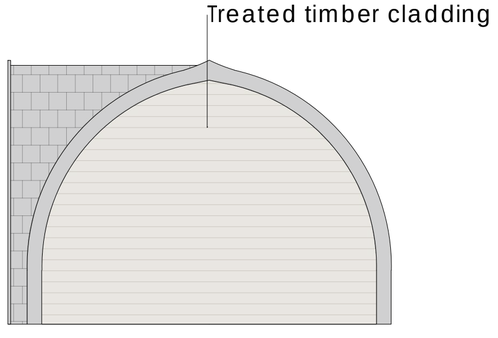
FRONT ELEVATION



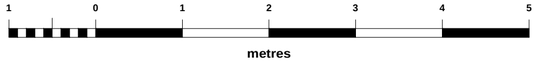
END ELEVATION



REAR ELEVATION



END ELEVATION



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Date	Description	Rev	By

Revision Description

Project:
Proposed Glamping Site - For Mr Goldberg
Land South of 14 Melvaig, Gairloch,
IV21 2EA

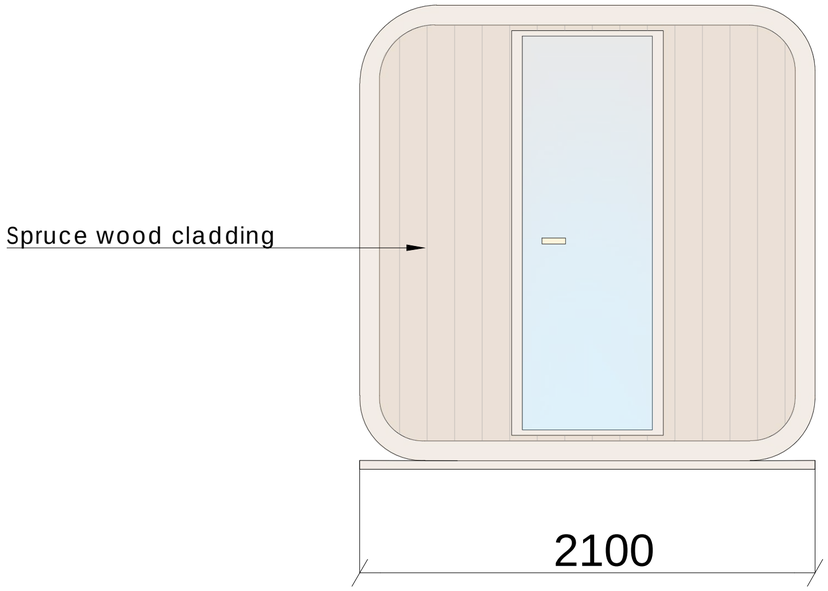
Drawing Title:
POD PLAN AND ELEVATIONS

Drawing Number:
250417-01-05

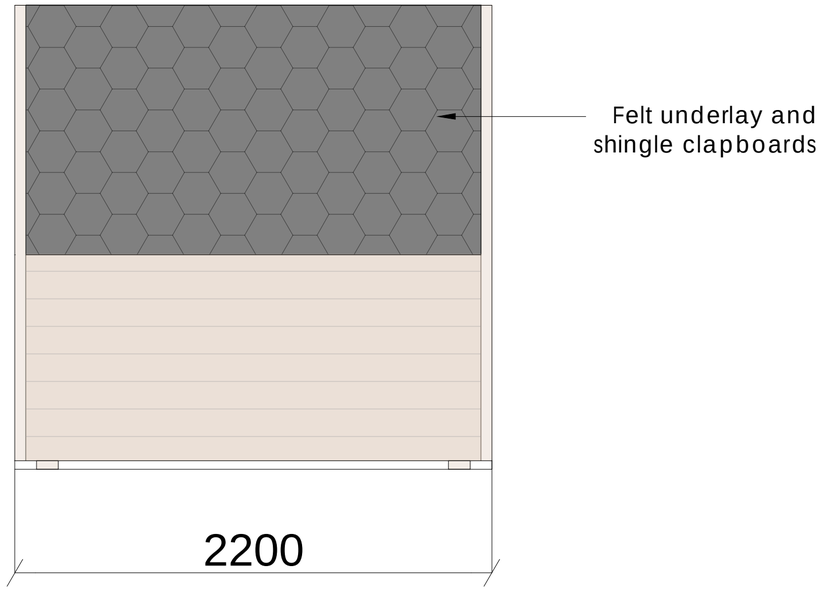
Revision:	**-**
Date:	**04.06.2025**
Scale:	**1:50 @ A2**
Drawn By:	**TA**
CAD Dwg File:	**-**
Checked By:	**EF**

Issue Status:
Full Planning Application

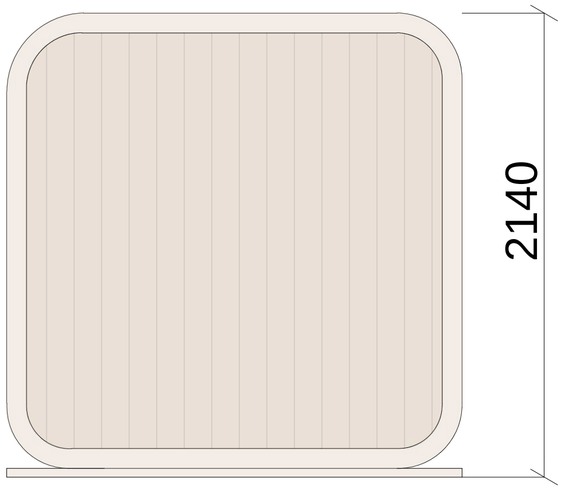
A2



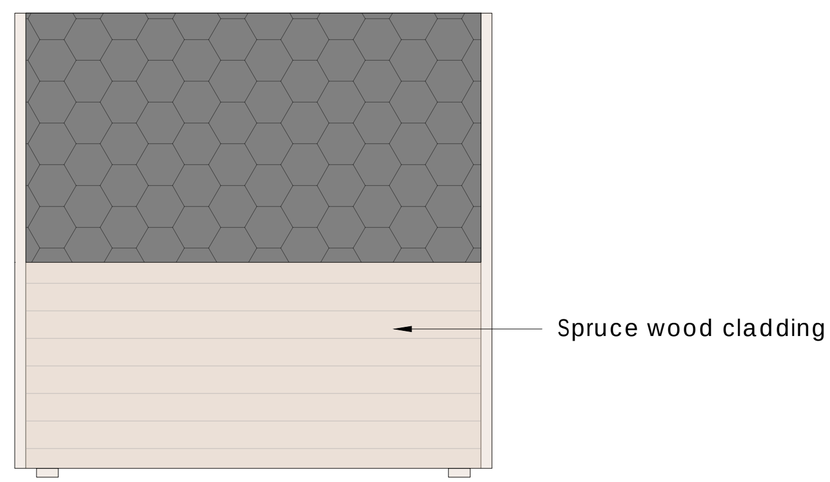
FRONT ELEVATION



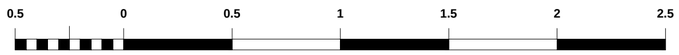
SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION



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Date	Description	Rev	By

Revision Description

Project:
Proposed Glamping Site - For Mr Goldberg
Land South of 14 Melvaig, Gairloch,
IV21 2EA

Drawing Title:
SAUNA ELEVATIONS

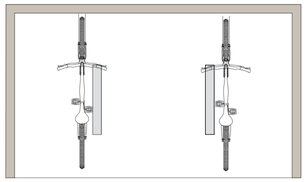
Drawing Number:
250417-01-11

Revision:	**-**
Date:	**04.06.2025**
Scale:	**1:20 @ A2**
Drawn By:	**TA**
CAD Dwg File:	**-**
Checked By:	**EF**

Issue Status:
Full Planning Application

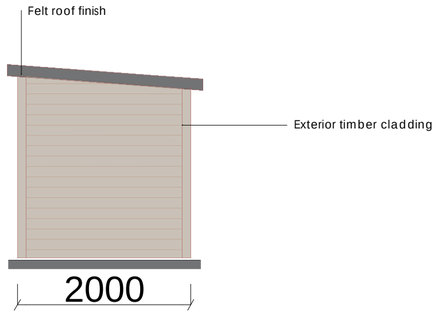
A2

Bike Store

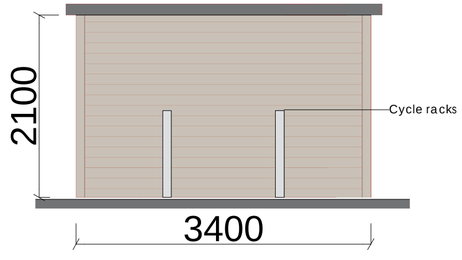


open to front

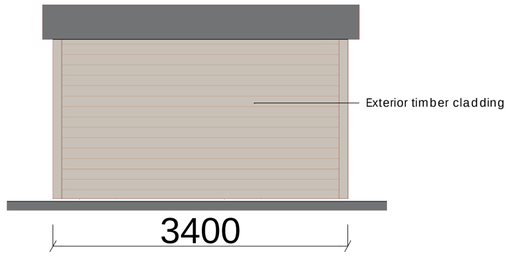
FLOOR PLAN



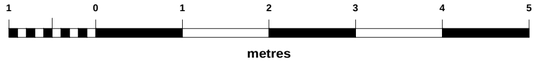
SIDE ELEVATIONS



FRONT ELEVATION



REAR ELEVATION



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Date	Description	Rev	By

Revision Description

Project:
Proposed Glamping Site - For Mr Goldberg
Land South of 14 Melvaig, Gairloch,
IV21 2EA

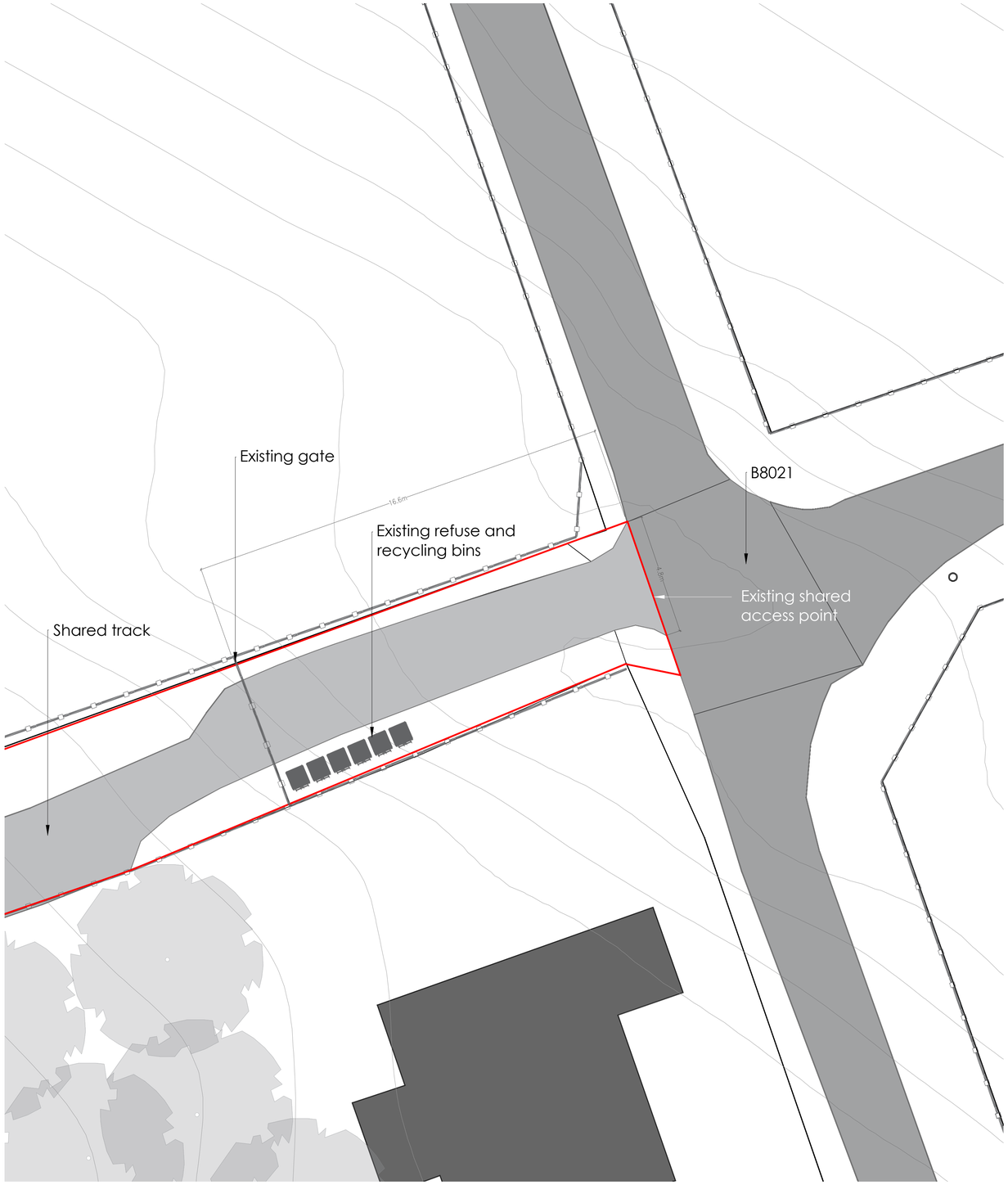
Drawing Title:
BIKE STORE ELEVATIONS

Drawing Number:
250417-01-09

Revision:	**-**
Date:	**04.06.2025**
Scale:	**1:50 @ A2**
Drawn By:	**TA**
CAD Dwg File:	**-**
Checked By:	**EF**

Issue Status:
Full Planning Application

A2





View 1. Existing access from the public road.



View 2. Facing north on the B8021 at the existing access point.



View 3. Facing south on the B8021 at the existing access point.

OWNERSHIP BOUNDARY

SITE BOUNDARY

5 0 5 10 15 20 25

metres

NORTH

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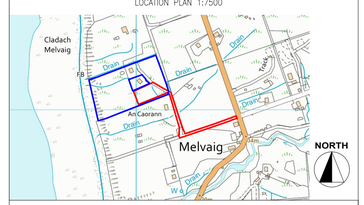
Notes:

- The existing access from the public road is a shared private track servicing multiple residential and holiday properties.
- Existing refuse and recycling bins are located along this track and are currently uplifted by the council. Concerns were raised by residents that there is no space for new bins here. Therefore private bins are proposed within the site away from communal spaces. A private uplift service will then be arranged for these.

Date	Description	Rev	By
06.04.26	Amendments per case officer's comments/requests.	A	TA

Revision Description

LOCATION PLAN 1:7500



Project:
Proposed Glamping Site - For Mr Goldberg
Land South of 14 Melvaig, Gairloch,
IV21 2EA

Drawing Title:
ROAD AND ACCESS PLAN

Drawing Number:
250417-01-06

Revision:	**A**
Date:	**04.06.2025**
Scale:	**1:100 @ A1**
Drawn By:	**TA**
CAD Dwg File:	**-**
Checked By:	**EF**

Issue Status:
Full Planning Application

A1