

ANGUS COUNCIL

DEVELOPMENT STANDARDS COMMITTEE – 14 FEBRUARY 2023

PLANNING APPLICATION – LAND 376M EAST OF NETHER CRAIG CARAVAN PARK,
ALYTH
GRID REF: 326944 : 752922

REPORT BY SERVICE LEADER – PLANNING & SUSTAINABLE GROWTH

Abstract: This report deals with planning application No. [22/00287/FULL](#) submitted by Nether Craig Holiday Park Ltd for the extension to Nether Craig Holiday Park for an additional 79 caravan pitches and other ancillary works on land east of Nether Craig Caravan Park, Alyth. This application is recommended for conditional approval.

1. RECOMMENDATION

It is recommended that the application be approved for the reason and subject to the conditions given in Section 10 of this report.

2. ALIGNMENT TO THE ANGUS LOCAL OUTCOMES IMPROVEMENT PLAN/CORPORATE PLAN

This report contributes to the following local outcome(s) contained within the Angus Local Outcomes Improvement Plan and Locality Plans:

- Safe, secure, vibrant and sustainable communities
- A reduced carbon footprint
- An enhanced, protected and enjoyed natural and built environment

3. INTRODUCTION

3.1 The applicant seeks full planning permission for an extension to Nether Craig Holiday Park to provide an additional 79 caravan pitches and other ancillary works on land to the east of Nether Craig Caravan Park, Alyth. A plan showing the location of the site is provided at Appendix 1.

3.2 The application site extends to around 4.77ha, however the area subject to construction activities is limited to around 1.2ha. It comprises a generally flat grassland area to the east and south of the existing caravan park. The north, east and south boundaries are defined by mature tree belts with the west boundary partly comprising a landscaped bund. The existing caravan park accommodates 50 touring caravan pitches and 60 static caravan pitches. The site takes access from the U387 Auchrannie Road which connects to the B954 Muirhead - Alyth – Glenisla Road around 1.6km to the west. Surrounding land is predominantly in forestry and agricultural use but there are a number of residential properties located along the Auchrannie Road.

3.3 The extension would accommodate 79 caravan pitches. 74 of the pitches would be sited on the land to the east with access to this area provided by two connections from the existing caravan park to the west. The remaining five pitches would be located to the south of the existing caravan park with access provided by a new link to the existing internal access road. The proposed pitches measure around 6m x 12m and consist of compacted hardcore with a concrete plinth of 3.3m x 6m. The

proposed access roads would be of a compacted hardcore construction with the areas in between the pitches remaining as grassland. The development would connect to the public water supply with foul drainage for the development dealt with by an extension to the existing sewage treatment plant serving the existing caravan park which discharges to the River Isla. Surface water drainage would be attenuated through the natural gravitational flows of the site that are conveyed to the River Isla.

- 3.4 The application has not been subject of variation.
- 3.5 The application has been subject of statutory neighbour notification and was advertised in the press as required by legislation.

4. RELEVANT PLANNING HISTORY

- 4.1 Planning permission was granted on 23 September 2008, for the extension of Nether Craig Caravan Park to accommodate 60 static caravan pitches and associated works (Appn Ref: [08/01004/FUL](#) and Report No. 922/08 refers). That planning permission has been implemented.
- 4.2 Planning permission [08/01004/FUL](#) was granted subject to a condition requiring provision of passing places along the public road between the site and the B954 Muirhead - Alyth - Glenisla Road (Auchrannie Road). Enforcement action was taken to secure their provision.
- 4.3 Planning permission was granted on 10 March 2009, for alterations to an existing workshop and storage building to form caravan site managers accommodation and extension to form a reception and shop at the caravan park (Appn Ref: [08/01170/FUL](#) refers). That planning permission has been implemented.

5. APPLICANT'S CASE

- 5.1 The following documents have been submitted in support of the application: -
- Planning Supporting Statement; and
 - Static Caravan Pitch Detail.
- 5.2 The information submitted in support of the application is available to view on the [Public Access](#) system and is summarised at Appendix 2.

6. CONSULTATIONS

- 6.1 **Angus Council – Roads** – no objection in relation to impacts on the road network subject to conditions.
- 6.2 **Angus Council – Environmental Health** – no objection.
- 6.3 **SEPA** – no objection.
- 6.4 **NatureScot** – has advised it has no comments on the proposal.
- 6.5 **Scottish Water** – has offered no objection and advises there is sufficient capacity at the local water treatment works in terms of water supply. It also advises there is no public waste water infrastructure within the vicinity of this proposed development and private arrangements would be required for foul drainage.
- 6.6 **Kirriemuir Landward West Community Council** – has objected to the application. Specific concerns include the development being contrary to policies of the local development plan and unacceptable access arrangements. *The full representation*

from the community council is provided at Appendix 3 and is available to view on the council's [Public Access](#) system.

7. REPRESENTATIONS

7.1 12 letters of representation have been received raising objection to the proposal. Those letters are provided at Appendix 3 and are available to view on the council's [Public Access](#) website.

7.2 The following matters have been raised as objections: -

- **Proposal is contrary to local and national planning policies;**
- **The location of the development does not promote sustainable development;**
- **The scale of the development is not appropriate for the area;**
- **Unacceptable impacts upon the rural character and sense of place of the area;**
- **Unacceptable impacts upon adjoining agricultural land;**
- **Adverse impacts upon amenity;**
- **Unacceptable impacts from construction of the development;**
- **Road network is unsuitable for increased traffic/ construction traffic, lack of footway and passing places, and overall adverse impact upon safety;**
- **Economic benefit likely to be less than claimed; and**
- **Unacceptable impacts on existing services.**

7.3 Material planning issues are addressed below but the following matters are addressed at this stage: -

- **An extension to the park in these times appears unnecessary** – planning case law has determined that lack of need is not a valid reason in itself for refusing permission, unless the lack of need is relevant because of the detrimental effects of the development. However, national and local planning policies generally seek to support new tourism accommodation in appropriate locations. Available information indicates that there is an increasing demand for tourism accommodation in Angus from a growing market.
- **Lack of neighbour notification on the application** – The neighbour notification and advertisement of the application has been undertaken in accordance with the provisions of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. In addition, details of the application have been published on the council's Public Access system.
- **Question if planning conditions attached to 08/01004/FULL are still applicable** – the planning conditions attached to 08/01004/FULL still apply to the land covered by that permission.
- **Increased anti-social behaviour, littering and fly tipping and impacts upon property security in the area** - it is not the purpose of the planning system to regulate crime, anti-social behaviour or littering and there is no evidence to suggest that the provision of an extended holiday caravan park at this site would result in anti-social or criminal behaviour. Appropriate waste facilities would be provided at the site.

8. PLANNING CONSIDERATIONS

8.1 Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that planning decisions be made in accordance with the development plan unless material considerations indicate otherwise.

- 8.2 In this case the development plan comprises: -
- [National Planning Framework 4](#) (NPF4) (Published 2023)
 - [Angus Local Development Plan](#) (ALDP) (Adopted 2016)
- 8.3 The development plan policies relevant to the determination of the application are reproduced at Appendix 4 and have been taken into account in preparing this report.
- 8.4 The ALDP was adopted in September 2016 while NPF4 was adopted on 13 February 2023. Planning legislation indicates that where there is any incompatibility between the provision of the national planning framework and a provision of a local development plan, whichever of them is the later in date is to prevail.
- 8.5 The application site is not allocated or otherwise identified for development in the ALDP. Policy DS1 of the ALDP states that outwith development boundaries proposals will be supported where they are of a scale and nature appropriate to their location and where they are in accordance with relevant policies of the ALDP. The policy promotes the redevelopment of brownfield land in preference to greenfield sites. NPF4 Policy 9 indicates that proposals on greenfield sites will only be supported where the site is allocated for development, or the proposal is explicitly supported by policies in the LDP.
- 8.6 NPF4 seeks, amongst other things, to promote rural revitalisation by encouraging sustainable development in rural areas, recognising the need to grow and support rural communities. The strategy of the ALDP seeks, amongst other things, to provide opportunities for appropriate diversification of the rural economy. Both documents also seek to safeguard the environment. Policy 29 *rural development* is supportive of development proposals that contribute to the viability, sustainability and diversity of rural communities and the local rural economy including development of existing businesses. In relation to tourism development Policy 30 *tourism* is supportive of development proposals for new or extended tourist facilities or accommodation, including caravan sites where the development contributes to the local economy; is compatible with the surrounding area; minimise impacts on the local community; provide opportunities for sustainable travel; accessibility for disabled people; minimise carbon emissions and provide access to the natural environment.
- 8.7 The ALDP indicates that the tourism sector constitutes an important part of the Angus economy as it provides a major source of income, employment and in particular supports rural areas. The ALDP indicates that proposals for new or improved tourism related facilities and accommodation outwith development boundaries will be supported where it has been demonstrated that the proposal cannot be located within a development boundary; or there is a justifiable locational requirement for the development; and the scale and nature of the development is in keeping with the character of the local landscape and pattern of development; and there is no unacceptable impact on the built and natural environment, surrounding amenity, traffic levels, access or infrastructure. The ALDP also indicates that occupancy conditions will be attached to planning permissions to prevent tourist accommodation being occupied as permanent residential accommodation. NPF4 Policy 30 indicates that proposals for new or extended tourist accommodation, including caravan sites will be supported in locations identified in a local development plan. The policy identifies a number of matters that should be considered which include contribution to local economy, compatibility with surround area, impacts on communities, opportunities for sustainable travel, and opportunities to provide access to the natural environment.
- 8.8 The site is greenfield in character, but it is not prime quality land, and it is not in productive agricultural use. There is no brownfield land in the vicinity that could

accommodate the development proposed. The proposal provides for an extension of the existing caravan park and the nature of the proposal provides justification for the location. Development plan policy is broadly supportive of proposals to expand existing tourism facilities, and it is reasonable to conclude that the proposal would assist the financial viability of the existing business and visitors are likely to make some positive contribution to the local economy.

- 8.9 The application site is reasonably well contained in landscape terms and benefits from established planting around most of its periphery. Views of the development would be relatively limited and predominantly in locations close to the site or from elevated land at considerable distance. The site could accommodate the development without any significant adverse impacts on the character of the local landscape or pattern of development.
- 8.10 The introduction of an additional 79 caravans would result in some increase in terms of the level of noise and activity in and around the site. However, the caravan site extension would be further from the closest neighbouring residential property than the existing caravan park. It is not unusual for holiday caravan parks to be located close to residential property without giving rise to significant or unacceptable amenity impact.
- 8.11 The extension would be accessed from the U387 Auchrannie Road which serves the existing caravan park and surrounding buildings including a number of residential properties. The unclassified access road is a single track, rural road which is subject to national derestricted speed limit. Passing places were provided on Auchrannie Road between the site and the B954 in connection with planning permission 08/01004/FUL. The proposal would generate more traffic movement on the road network and in the vicinity of homes, including those on the Auchrannie Road. The increased vehicle movement has potential to impact on road safety, recreational amenity, and general amenity in the area.
- 8.12 The roads service has considered the proposal and the likely additional vehicular traffic that would be generated and has had regard to the concerns regarding road safety raised in letters of representation. It has concluded that the road has capacity to safely accommodate the additional traffic subject to the provision of improvements that include provision of signed passing places at maximum intervals of 150m, and the provision of pedestrian step-off areas in accordance with details approved by the council. In addition, it has suggested that a construction traffic management plan should be required to ensure that construction traffic and delivery of abnormal loads can take place in a safe manner. The applicant has provided information to confirm that additional passing places and pedestrian step-off areas could be achieved within the road verge and the roads service has requested a planning condition to ensure that they are formed in a timely manner.
- 8.13 The public roads in the vicinity of the site are used for recreational purposes by walkers and cyclists, but that is typical of roads throughout the rural area, including narrow roads in the glens. Many of the narrow roads throughout the rural area, particularly those leading to tourist attractions or areas of natural beauty, commonly experience increased volumes of traffic from time to time. That typically takes place without significant adverse impact on recreational use or the overall amenity of the routes. In this case the Auchrannie Road is not particularly heavily trafficked as it does not provide a through route for public vehicular traffic. That also limits its general recreational use predominantly to residents of the area or to those visiting the caravan park. Having regard to the advice provided by the roads service, and the requirement for some localised road improvement, the impact on recreational use is not considered untypical or unacceptable.
- 8.14 A number of residential properties along Auchrannie Road are close to the carriageway and they would experience some impact on amenity associated with

increased vehicle movement. The submitted information suggests that the greatest increase in movement would be in the AM peak hour (10am – 11am) when, on average, an additional 19 total vehicle movements might be anticipated. The overall level of vehicle movement on the road would remain relatively low in comparison to other roads in the wider area where houses can often be found close to the carriageway. Other than during the construction phase, the additional traffic is likely to be limited to private cars. Vehicular movement associated with the construction phase would be for limited duration and impacts would not be untypical of those that might be experienced with any development work or any period of intensive agricultural activity. The increase in traffic associated with the proposal and the resultant level of traffic on the road would be relatively modest. In such circumstance, overall impact on residential amenity as a consequence of the development is not unacceptable.

- 8.15 Public transport availability in the area is generally limited and the nature and scale of the development proposed would not support provision of additional services and is unlikely to make any meaningful impact in terms of helping sustain existing services. The development would likely be accessed by private car and would increase reliance upon the car as a means of transport. However, in circumstances where the proposal involves expansion of an existing site, that is not unacceptable. The location provides access to the natural environment with pedestrian connections to the wider landscape, the proposal is capable of providing appropriate on-site parking, and the development would be reasonably accessible for disabled people.
- 8.16 The space between the proposed caravans would be comparable to the relationship between other caravans found elsewhere on the site and spacing standards are governed by the caravan site licence. There is provision for waste and recycling storage and collection utilising existing arrangements at the wider site, but that is also a matter which is regulated by the caravan site licence. In general terms, the site is capable of providing a good environment for visitors, and the extension should not give rise to unacceptable impact on the amenity of residents in the area subject to the proposed planning conditions.
- 8.17 The site comprises grassland and information submitted suggests it has limited biodiversity value. It is not designated for any natural heritage reasons. The submitted information concludes that the development would not have significant impacts on any species or habitat. The existing caravan park discharges treated wastewater into the River Isla and the existing drainage system would be expanded to accommodate the proposed extension. The River Isla forms part of the River Tay Special Area of Conservation (SAC) which is noted for species of Atlantic Salmon, Lamprey and Otter. The wastewater discharge would continue to be regulated by a SEPA CAR license while SUDS would be used to attenuate surface water. Neither SEPA nor NatureScot has offered objection to the application in relation to its impact on natural heritage interests, including the water environment.
- 8.18 The area where the caravans would be located is not within an area identified as being subject to flood risk on SEPA flood maps. SEPA and the roads service have raised no concern and have offered no objection in relation to flood risk.
- 8.19 The supporting information suggests that the proposed development would help facilitate management of the surrounding woodland areas. It is indicated that the proposal would have a neutral impact on biodiversity, but a condition is proposed that requires a scheme of landscaping and appropriate landscaping could help secure some biodiversity improvement.
- 8.20 The application site is not subject of any built heritage designation and the proposal does not give rise to any unacceptable impacts in terms of built environment considerations.

- 8.21 In terms of impacts upon utilities and services Scottish Water has indicated that there is currently sufficient capacity within their network to provide mains water to the proposed development. The environmental health service requires the development to be served by mains water and a planning condition is proposed to deal with this matter. There are no requirements for developer contributions towards improvements to community infrastructure for a development of this scale and nature in terms of the council's developer contributions and affordable housing supplementary guidance.
- 8.22 The proposal does not give rise to any significant issues in terms of other development plan policy. The proposal would support an existing rural business and would provide some local economic benefit. In circumstances where the proposal does not give rise to unacceptable impacts on amenity, environment, or infrastructure, it is broadly compatible with the strategy of the development plan.
- 8.23 In relation to material considerations it is relevant to have regard to the planning matters raised in representations.
- 8.24 Issues regarding compatibility with development plan policy are addressed above. As with any proposal, it attracts support from some policies and is not entirely compatible with others. However, when those matters are balanced and considered in the round, the proposal is in general compliance with the development plan. The proposal would facilitate access to nature for holidaymakers and while it would rely largely on the private car for access, increased tourism accommodation may facilitate increased staycation with associated environmental and economic benefit.
- 8.25 The development is well screened from the surrounding area and its impact on the character of the area would be comparatively limited. The proposal does not affect prime quality agricultural land and it is not unusual for caravan sites in rural area to be located adjacent to agricultural fields. The submitted plan identifies proposed stances located close to the southern boundary, but those are stances rather than caravans, and the caravans themselves are likely to have some separation from the adjacent field. A condition is proposed that requires hedge and tree planting on that boundary.
- 8.26 As discussed above, the extension area would be separated from the closest residential properties by the extent of the existing caravan park. Amenity impacts associated with the extension are unlikely to be significant and are not unacceptable. There may be some disturbance during the construction period, but that is generally true for any development and the nature of activity associated with the formation of caravan site roads and pitches is unlikely to be particularly onerous. A condition is proposed that seeks to ensure construction traffic does not give rise to significant impact.
- 8.27 Concerns regarding road safety are understandable, but the road is relatively lightly trafficked. The increase in traffic would be relatively modest and the roads service has indicated that the additional traffic is unlikely to compromise safety. The roads service has confirmed that its database does not record any accidents resulting in injury in the locale during the 3-year period ending the date of provision of its response in July 2022. Conditions are proposed to mitigate the impact of construction traffic and to provide some benefit in terms of improved passing place provision.
- 8.28 Third parties question the stated economic benefit associated with the proposal and it is recognised that the information provided is an estimate. That information suggests the proposed extension would contribute positively to the local economy by generating £244,900 of on-site and £902,101 of off-site direct expenditure per year. If approved the whole caravan park has the potential to generate around £3 million for the local economy annually and support over 50 jobs in the local economy. That information does not assume year-round or continual occupation of all units. While the precise economic benefit of the proposal is difficult to quantify, the council's

economic development unit has indicated that there is an increasing demand for tourism accommodation in Angus from a growing market and the proposal would contribute to this demand as well as helping to growing the rural economy. In circumstances where the proposal does not give rise to significant adverse impacts, there is no reason to consider that it should result in adverse impact to the local economy.

- 8.29 There is no evidence that additional tourism accommodation of the scale proposed would have any adverse impact on other services or facilities in the area. The council's developer contribution supplementary guidance does not identify any requirement for development of this nature to make contribution towards addressing issues in the area.
- 8.30 In conclusion, the proposal provides for an extension to an existing tourism facility in a rural location which is of a scale and nature appropriate to its location. Available evidence and consultation responses suggest that the proposal would provide some economic benefit to the area without giving rise to unacceptable impacts on the environment, amenity, or safety of the area. The representations submitted by third parties have been considered in the assessment of the application and preparation of this report. Where appropriate matters are addressed by proposed planning conditions which includes measures to mitigate impacts on the public road network. This proposal is compatible with development plan policy and there are no material planning considerations that justify refusal of planning permission.

9. OTHER MATTERS

HUMAN RIGHTS IMPLICATIONS

The recommendation in this report for grant of planning permission, subject to conditions, has potential implications for neighbours in terms of alleged interference with privacy, home or family life (Article 8) and peaceful enjoyment of their possessions (First Protocol, Article 1). For the reasons referred to elsewhere in this report justifying this recommendation in planning terms, it is considered that any actual or apprehended infringement of such Convention Rights, is justified. The conditions constitute a justified and proportional control of the use of the property in accordance with the general interest and have regard to the necessary balance of the applicant's freedom to enjoy his property against the public interest and the freedom of others to enjoy neighbouring property/home life/privacy without undue interference.

10. CONCLUSION

It is recommended that the application be approved for the following reason, and subject to the following condition(s):

Reason(s) for Approval:

The proposal is in accordance with the development plan as it will support an existing business and provide local economic benefit in a manner that is compatible with the locational criteria identified in the plan and that does not give rise to unacceptable impacts on amenity, natural and built environment, road safety or infrastructure, subject to the stated conditions. There are no material considerations that justify refusal of planning permission contrary to the provisions of the development plan.

Conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of its grant.

Reason: In order to clarify the duration of this permission in accordance with the requirements of the Town and Country Planning (Scotland) Act 1997 (as amended) and to ensure that it will lapse if not implemented within that period.

2. That no development in connection with the planning permission hereby approved shall take place until the following details have been submitted to and approved in writing by the planning authority: -

(a) A scheme of improvements to Auchrannie Road, between the site and the Muirhead to Alyth to Glenisla road (B954). The submitted scheme shall include: -

- (i) the widening of the public road and/ or provision of signed passing places at maximum intervals of 150 metres.
- (ii) hard landscaped pedestrian step-off areas, the minimum size of which shall be 2 metres by 2 metres. The step-off areas shall provide a safety zone where pedestrians can shelter off-carriageway while motor vehicles pass.

No works in association within this permission shall be undertaken until the scheme of improvements to Auchrannie Road have been completed in accordance with the approved details and to the standards of Angus Council.

(b) A Construction Traffic Management Plan (CTMP). The plan shall consider arrangements for the following: -

- (i) An agreement with the Roads Authority on the routing for any abnormal loads.
- (ii) The type and volume of vehicles to be utilised in the delivery to the site of construction materials and equipment, and static caravans and lodges associated with the proposed development.
- (iii) Any proposed accommodation works or mitigating measures affecting the public roads to allow for delivery loads, including carriageway widening, junction alterations, associated drainage works, protection to public utilities, temporary or permanent traffic management signing, and temporary relocation or removal of other items of street furniture.
- (iv) The timing of construction traffic to minimise impacts on local communities, particularly at school start and finish times, during refuse collection, at weekends and during community events.
- (v) A code of conduct for HGV drivers to allow for queuing traffic to pass.
- (vi) Contingency procedures, including names and telephone numbers of persons responsible, for dealing with vehicle breakdowns.
- (vii) The location, design, erection and maintenance of warning/information signs for the duration of the works at site accesses and crossovers on private haul roads or tracks used by construction traffic and pedestrians, cyclists or equestrians.
- (viii) Contingencies for unobstructed access for emergency services.
- (ix) Co-ordination with other major commercial users of Auchrannie Road.
- (x) Procedures for dealing with non-compliance with the approved plan.

Thereafter the development shall be undertaken only in full accordance with the details in the approved CTMP.

(c) Details for the management of foul drainage associated with the development including maintenance arrangements in perpetuity. Thereafter, no caravan shall be occupied until the approved means of foul

water drainage has been installed and the drainage system shall be managed and maintained for as long as it remains in use in accordance with the approved maintenance arrangements.

- (d) Details for the management of surface water drainage associated with the development. For the avoidance of doubt, surface water shall be managed by means of sustainable drainage. Thereafter, no caravan shall be occupied until the approved means of surface water drainage has been installed.
- (e) A scheme of hard and soft landscaping for the site which shall include new native tree and hedge planting (which shall be planted in a double staggered row with appropriate protection from grazing mammals) along the south boundary of the site adjacent to the caravan storage building; details of boundary treatments and tree protection measures for existing trees within or adjacent to the site. Thereafter the approved landscaping scheme, boundary treatments and tree protection measures shall be carried out/completed prior to the occupation of any caravan. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within 5 years shall be replaced by trees or shrubs of similar size and species to those originally approved in terms of this condition in the next planting season.
- (f) Details of existing and proposed ground levels across the site relative to a fixed datum. Thereafter the development shall be undertaken in accordance with the approved details.

Reason: In order that the planning authority may verify the acceptability of the specified details in the interests of road safety and ensure that any works required to the local road network to facilitate the development are undertaken in a timely manner; to ensure that foul and surface water drainage infrastructure is appropriately formed and that suitable maintenance arrangements are in place in order to protect the environment; and to ensure the retention and provision of appropriate landscaping, boundary treatments and finished ground levels in the interests of preserving and enhancing the character and visual amenity of the area.

- 3. That the development hereby approved shall be served by a connection to the public mains water supply and no caravan on the site hereby approved shall be occupied until that supply is provided.

Reason: In order to ensure that the development is undertaken in accordance with the detail upon which the application has been assessed and to ensure the development is served by an appropriate water supply.

- 4. That the number of caravans permitted within the site hereby approved shall not exceed 79 in total and access by touring vans to the area hereby approved shall not be permitted.

Reason: In order to ensure that the proposed development does not operate at a level which has not been considered as part of this application.

- 5. The caravan site hereby approved shall be used for holiday accommodation only and no person shall occupy any caravan or other structure as permanent residential accommodation or as a permanent or principal residence. No caravan shall be occupied between the period of 15 January to 14 February.

Reason: In order to define the consent and ensure that no permanent residence is formed at the site as this would be contrary to the council's policies for tourism development and residential caravans.

6. No caravan located within the application site shall be occupied by the same individual or group of individuals for a period exceeding a total of 12 weeks in any 26-week period. The operator of the site shall maintain a register of guests (including the name, address, dates of arrival and departure) of those staying at the site. On request, this guest register shall be made available to the Council as planning authority for inspection.

Reason: In order to ensure that no permanent residence is formed at the site as this would be contrary to the council's policies for tourism development and residential caravans.

NOTE: No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

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APPENDIX 1: LOCATION PLAN
APPENDIX 2: SUMMARY OF APPLICANTS SUPPORTING INFORMATION
APPENDIX 3: LETTERS OF REPRESENTATION
APPENDIX 4: DEVELOPMENT PLAN POLICIES
APPENDIX 5: PLANNING SERVICE PRESENTATION