

THE HIGHLAND COUNCIL

SOUTH PLANNING APPLICATIONS COMMITTEE
29 September 2015

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| Agenda Item | 7.2 |
| Report No | PLS/070/15 |

15/01130/FUL & 15/01131/LBC : Glen Mhor Ltd
Glen Mhor Hotel, 9-15 Ness Bank, Inverness

Report by Area Planning Manager - South

SUMMARY

Description : Demolition of existing public bar, erection of extension to create craft brewery pub, visitor centre & restaurant area

Recommendation - GRANT

Ward : 15 - Inverness Central

Development category : Local

Pre-determination hearing : N/A

Reason referred to Committee : Five or more objections.

1. PROPOSED DEVELOPMENT

1.1 This is a re-submission of previous planning and listed building applications for the same development originally considered by Committee in October 2014 under 14/01964/FUL and 14/02032/LBC. Members will recall that these were refused for several reasons, including parking provision, detrimental impact on the local road network and the location of the new building forward of the existing building line with a consequent detrimental impact on the Inverness (Riverside) Conservation Area. The applicant has sought to address the concerns of the Committee through the submission of several supporting documents, notably a Transport Assessment, Flood Risk Assessment and Drainage Assessment. The applicant has also submitted the following points:

- Advice has been received from a specialist brewery plant designer from Germany that there will be no noise or odour issues from the brewery.
- The original design was supported by Council officers, including the Conservation Officer.
- The rear boundary wall on to Haugh Road will be lowered to 1 metre within the applicant's ownership to improve visibility.
- Access roadways within the car park are now tarmac.
- Refuse storage will be within an existing gated pend opening on to Haugh Road, currently used for this purpose.

- All product from the brewery will be consumed on premises.
- The biomass heating system has been removed from the proposals.
- The Design Statement now includes examples of similar facilities in other urban locations.

- 1.2 The proposal is to create a new public bar/restaurant space with a craft brewery and visitor attraction. The Glen Mhor hotel is grade “C” Listed and the proposal involves the demolition of the existing public bar, two bedrooms and a storage facility. Internal works will also be carried out to the hotel involving the conversion of the existing reception area/lounge into part of the new brewery/bar area. A new building will be inserted into the existing space between the main Glen Mhor Hotel and the annexe to the south. The new building will include a beer hall and tasting cellar, bar/restaurant and new reception area on the ground floor. The first floor consists of the brewery and a mezzanine bar area. The proposal incorporates a secondary entrance from the car park. The main entrance to the complex will remain off Ness Bank.
- 1.3 The scheme includes the upgrading of the existing car park. This provides a total of 31 car parking spaces, including four disabled, and a service van/luggage drop-off bay. The scheme also allows for 24 bicycle spaces. The layout includes an area of landscaping close to Haugh Road. At present, the hotel stores its bins within a pend opening to Haugh Road. The new proposal will also make use of this facility.
- 1.4 The proposed building is identical to that previously submitted. It is just over 45 metres long with the width varying between 8 metres and 22 metres. The total ground floor area is 705 sqm with the first floor extending to 518 sqm. The bulk is reduced by means of two separate dual pitched roofs split by a 1.5 metre wide flat roof valley. The Ness Bank frontage consists of a 2 storey fully glazed gable approximately 8 metres by 6.5 metres. There will also be a 1.5 metre wide entrance vestibule between the main brewery building and the existing annexe. The gable is proud of the Glen Mhor building line by approximately 2.4 metres. It attaches to the hotel by a timber board panel set back on the original building line. The Haugh Road frontage consists of the two gables formed by the dual pitched roofs. The south elevation to the car park will also have extensive glazing with the roof containing photovoltaic panels. The building will be a steel portal frame with insulated timber frame panels. Finishes will be a mix of glass, off-white render and natural/stained timber.
- 1.5 The application contained several supporting documents: Visual Information, Design Statement, Transport Statement, Flood Risk Assessment and Drainage Statement.
- 1.6 **Variations:** Minor modifications to the design to incorporate flood resiliency and replacement of the biomass heating system with a standard gas heating system.

2. SITE DESCRIPTION

- 2.1 The site consists of a large open area between the original Glen Mhor Hotel and the annexe to the south and incorporates the existing car park that now includes land to the rear of the Alexander and Brae Ness properties. Surrounding uses are the hotel itself, the River Ness to the west and residential flats to the east across Haugh Road.

3. PLANNING HISTORY

- 3.1 The hotel has been the subject of a number of planning and listed building applications over the years. These include 07/00606/FULIN and 07/00607/LBCIN for alteration and extension and formation of vehicular access. Both applications were granted and included the erection of an extension on the present site, although this was single storey with a lower profile. As noted above, Committee refused applications 14/01964/FUL and 14/02032/LBC.

4. PUBLIC PARTICIPATION

- 4.1 Advertised : Schedule 3 development; Section 65 – Affecting a Conservation Area
Representation deadline : 01.05.2015
Timeous representations : 5
Late representations : 0
- 4.2 Material considerations raised are summarised as follows:
- Concerns over design. Riverside is a significant asset to the city. The present application fails to contribute to the river frontage and resolve height differences.
 - Concern over maintenance of glass structure.
 - Timber cladding not sufficiently robust for city centre location.
 - Concerns over the operation of the biomass boiler.
 - Industrial process not suitable for a location within the Conservation Area.
 - Detrimental impact on the local road network.
 - Inadequate car parking.
 - Design not in keeping with the Conservation Area.
 - Impact on sewage network.
 - Potential flood risk.
 - Potential disruption during construction.
 - Concerns over coach parking disrupting traffic.
 - Overdevelopment.
 - Brewery will use hazardous substances producing unpleasant odours.
 - Fire risk from brewing process.
 - Narrow pavements not suited to pedestrian visitors.
 - Concerns over demolition of Nico's Bar – characterful building.
- 4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam. Access to computers can be made available via Planning and Development Service offices.

5. CONSULTATIONS

- 5.1 **Transport Planning** : No objection subject to: physical improvements to the road network, including improved pedestrian signage and road crossings; financial contributions to additional physical measures; detailed Travel Plan; and visibility improvements.
- 5.2 **Environmental Health** : No objection subject to conditions on odour, noise and waste management.
- 5.3 **Flood Team** : No objections subject to appropriate condition in relation to drainage.
- 5.4 **Conservation Officer** : No objection. Confirms previous advice as set out under 14/02032/LBC. Considers that the limited impact on the historic environment is acceptable. Conditions are required in relation to detailed finishes, landscaping and the details of the junction between the new building and the historic building.
- 5.5 **Crown Community Council** : No objection subject to the satisfactory resolution of transport matters.
- 5.6 **SEPA** : No objection.

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 Highland-wide Local Development Plan 2012

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| Policy 3 | City Centre Development |
| Policy 28 | Sustainable Design |
| Policy 29 | Design Quality and Place Making |
| Policy 34 | Tourism |
| Policy 56 | Travel |
| Policy 57 | Natural, Built and Cultural Heritage |
| Policy 64 | Flood Risk |
| Policy 66 | Surface Water Drainage |

6.2 Inner Moray Firth Local Development Plan

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| Policy 1 | Promoting and Protecting City and Town Centres |
| General Policy | Settlement Development Area |

7. OTHER MATERIAL CONSIDERATIONS

- 7.1 **Highland Council Supplementary Planning Policy Guidance**
Inverness City Centre Development Brief

Inverness City Vision
Highland Historic Environment Strategy
Managing Waste in New Developments
Developer Contributions
Public Art Strategy
Flood Risk and Drainage Impact Assessment

7.2 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy
Managing Change in the Historic Environment
Scottish Historic Environment Policy
PAN 71 Conservation Area Management
Historic Environment Circular 1

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.

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.

8.3 Development Plan Policy Assessment

Scottish Planning Policy makes clear that the planning system should support economic development in a variety of ways, including taking account of the economic benefits of proposed developments; promoting development in sustainable locations, particularly in terms of accessibility; and supporting development that provides new employment opportunities. It also promotes town centre developments, particularly retail and leisure uses, and supports a diverse range of commercial and community activities. The Policy further advocates improvements to town centres through high quality development, well designed public spaces and promoting the evening economy. The goal is to improve the health, vitality and economic potential of city centres. In relation to the historic environment, the policy promotes both the care and protection of the historic environment and support for positive change that is sensitively managed. The present proposal meets many of these objectives through supporting a key business within the city centre, generating new employment, boosting the evening economy and adding to the city's tourist attractions. In relation to the historic environment, Members will note that the Conservation Officer is supportive of the project considering that the proposal will not have a detrimental impact on the conservation area or listed buildings.

- 8.4 The local policy context for assessing the proposal involves the adopted Highland-wide Local Development Plan (HwLDP), the Inner Moray Firth Local Development Plan (IMFLDP) and the Inverness City Centre Development Brief (ICCDB). The policies in these documents are generally supportive of the principle of the development. Policy 3 of the HwLDP outlines support for developments within Inverness City Centre which maintain and strengthen its vitality and viability. Policy 28 supports developments that promote and enhance the social, economic and environmental wellbeing of the people of Highland. The section on tourism highlights the need to “enable growth in high quality tourism development”. The IMFLDP does not specifically identify the site but Policy 1 directs development which generates footfall to Inverness City Centre in the first instance. The Settlement Development Area general policy supports proposals that comply with Policy 28 of the HwLDP and are compatible with the existing pattern of development, existing land uses and the built and cultural heritage. Policy 57 on the natural, built and cultural environment states that, where features of local/regional importance are involved, the Council will allow developments if it can be satisfactorily demonstrated that they will not have an unacceptable impact on the natural environment, amenity and heritage resource. On the basis of these policies, the development plan is supportive, in principle, of city centre commercial/leisure/tourist developments.
- 8.5 The Inverness City Centre Development Brief forms a statutory part of the development plan. Among its key aims are improving the commercial vitality and viability of the City Centre; making the City Centre the most attractive and desirable place for businesses to locate; and enhancing the user experience for tourists and other visitors. The proposal falls within the “River area” where the priority is to support development along the river frontage and within the City Centre as a whole which helps to open up and reconnect the river with the City Centre. The proposal will create an attraction to draw tourists from the High Street/Academy Street to the riverside. In this respect the proposal is considered to be in accord with the aims of the Brief through enhancing the attractiveness of the city centre, increasing footfall and improving tourism.
- 8.6 On the basis of the above assessment, therefore, the principle of creating a new visitor attraction and improving a city centre business is broadly supported by national and local policies and guidance. However, this broad support must be tempered by consideration of more detailed issues, including the design, impact on the transport network, flooding and drainage issues, impact on local amenity and the impact on the listed building and Inverness (Riverside) Conservation Area. These are addressed below.

8.7 **Material Considerations**

8.8 **Design**

The Design Statement submitted with the application states that “the aspiration was for a building design which would be an architectural statement in itself but which also fitted sensitively in to its surroundings”. There are differing views as to whether or not this has been achieved. The scheme was originally considered by PLACE – now known as the Inverness Design Review Panel. As the proposal has not significantly changed since the previous application, their comments are still considered relevant. The Panel’s report supported the principle of development on the site and acknowledged that it presented a design challenge not least because it is sandwiched between and attached to two listed buildings. The Panel expressed some concerns over the proposed scheme, particularly the resultant scale and massing of the building which is considered to have an uncomfortable relationship with the adjoining buildings. Additional concerns related to the building line, the double glazed gable and the external finishes. The agent sought to address some of these concerns after the Panel submitted their report and the front gable feature has been altered to remove the original projecting roof. However, the overall design concept remains generally the same. Inverness Civic Trust, whilst supporting the principle of developing the site, has also expressed concerns over the design. In particular, they do not consider that it is of sufficient quality for the site and fails to deal with the height differences.

- 8.9 The applicant is keen to maximise the benefits of a river frontage location and considers that the design does address the challenges of the site. The submission states that “Given that to the north part of the site there is a 3 storey vertical emphasis structure and to the south a single storey domestic scale building we have taken the decision to opt for a two storey build. This we propose helps to provide a transition between the two differing scaled neighbouring buildings.” It also seeks to replicate the gable form of adjacent buildings and maintain a “stepped” form that is a feature of this section of Ness Bank. It is also considered that the scheme reduces the overall impact of the building, adds interest to the riverside, and the glass gable to Ness Bank matches the frontage of other parts of the hotel.
- 8.10 In terms of the scale of the building it is generally within the curtilage of the existing hotel and is considered not to be out of keeping with the area where there are other hotels with significant extensions. The Conservation Officer states in her response to the previous application that “although large the design of the proposal is such that its scale and massing in the streetscape is reduced to minimise its dominance. The building as proposed takes reference from surrounding buildings in terms of its form and this will also help to integrate with the established built form, particularly along the riverside frontage”.
- 8.11 The Haugh Road frontage has the dual pitched roof which reduces the mass and gives an impression of two separate buildings. The main southern elevation, which will be viewed from Haugh Road, is well broken up by the use of glass and does not form a continuous blank frontage. The 2 storey height is similar to other buildings in the area and lower than the flats on the other side of Haugh Road.

As the Design Statement suggests it will “create a positive termination to the existing building line found to the north on Haugh Road”.

8.12 Design remains, to a large degree, subjective as evidenced by the differing views above. It will be noted, for example, that the Conservation Officer is supportive of the design as presented and considers the details address the difficulties of securing a design which is appropriate for the particular site. Moreover, Crown Community Council is also supportive of the design. Others take a different view, considering that it is not of sufficient quality for a site along the river frontage. On balance, it is considered that the design is acceptable. The building steps down from the three storeys of the original hotel, is consistent with the street frontage in that there is no fixed building line but a stepped line, and the glass reduces the overall impact on the streetscape.

8.13 **Access / Servicing**

Access and servicing are, perhaps, the most contentious issues in relation to the proposal. The applicant has submitted a Transport Statement that seeks to address the transport issues with particular regard to the reasons for refusal of the previous applications. This concludes that:

- The hotel is accessible by sustainable forms of transport.
- Walking, cycling and travel by bus are all viable means of travelling to the site for staff (the majority of staff do not travel to work by private car).
- An indicative structure for a travel plan has been provided that could be enacted following the full occupation of the site and is complemented by suggested measures that could be pursued to encourage more sustainable travel behaviour amongst staff and guests.
- A vehicle management plan has been included within this report which has described how vehicles associated with the hotel will be managed. The inclusion within the design of the car park of a designated area for deliveries is considered to be an improvement upon the existing situation.
- The visibility splay to the south for the proposed car park can be improved.
- Since the city centre location of the hotel means that it is readily accessible by sustainable modes of transport the proposed number of car parking spaces is considered adequate.
- Alternative car parking locations have been identified and it is proposed that this information is made readily available to staff and guests.
- The estimated number of delivery vehicles for the new development is low and only slightly increases as a result of the proposals; the proposals are estimated to add an additional 5 deliveries per week. The deliveries will have a minimal impact on surrounding roads and junctions especially in light of the designated loading area within the car park.

8.14 The Transport Assessment has been considered by the Transport Planning Team. Whilst they are satisfied with the general content of the Assessment, there are areas where they have concerns, notably in relation to the accessibility of the site by sustainable modes of transport and the fact that the parking provision is significantly below Council Guidelines. Members will note, however, that they are satisfied with the proposal for a competent Travel Plan and a Travel Plan Co-Ordinator and this forms part of conditions 10 and 11 below.

However, they also conclude that further mitigation is required before the proposal can be supported for the reasons set out below.

- 8.15 With respect to car parking, the proposal includes 31 car parking spaces, including four disabled spaces. Transport Planning have calculated a requirement for 141 spaces for the existing facility plus the new brewery, visitor centre and bar/restaurant. There is clearly, therefore, significant under provision. Notwithstanding the fact that the site is within the city centre as defined in the Inner Moray Firth LDP, Transport Planning conclude that the hotel and brewery complex will need to make use of alternative car parking provision remote from the site, particularly during busy periods. These car parks tend to be busy during the day but Transport Planning conclude that opportunities do become available for off-site parking in the evenings that could be used by visitors and staff of the hotel and brewery complex. The use of these facilities will need to be managed carefully, to avoid adverse impacts on existing users or breaching existing parking restrictions. Effective use of these existing facilities by staff and guests will also depend on the successful implementation of their Travel Plan and an increasing proportion of trips to the brewery and wider hotel complex by non-car modes. It is these limitations in alternative parking provision in the local area, particularly during the working day, together with the high levels of modal split needed to avoid impacting on these limited parking alternatives, that support the recommendations for additional physical measures to supplement the proposed Travel Plan by enhancing facilities to access the site by non-car modes.

In relation to the car park layout, this has not changed from the previous application, meaning that the size of bays in some situations is slightly less than the recommended size. However, any increase in bay sizes would reduce the number of spaces, which would not be acceptable. It is considered, therefore, that the overall design and layout can be supported.

- 8.16 The Transport Statement has confirmed that coach drop off and pick up will be from Ness Bank, which is how the current hotel is served by coach parties. It suggests that between 0 and 4 coaches could be serving the hotel and new brewery complex during high season, which is similar to the current hotel situation. However, the Transport Statement states that the propensity of days when 4 coaches could be servicing the complex is likely to increase. It is suggested that short stay parking of coaches would be on Ardross Street or Bught Road, with overnight stays making use of the coach park on Longman Drive. There are currently no formal coach parking facilities on Bught Road and the facilities on Ardross Street have recently reverted to drop-off and pick up only (1 hour maximum wait), following an identified capacity issue during high season. Given this lack of short stay-parking facilities in the area and the proposed increased demand from the new brewery facility for short to medium stay facilities, Transport Planning have recommended that a contribution is secured towards formalising new short-stay coach parking facilities in the Bught Road area of the City (estimated contribution of £5k).

Coach parking has been a contentious issue in the city centre. However, the city relies extensively on tourism and a significant part of that trade is through coach parties. There will always be an element of conflict between large coaches accessing the city centre and the need to ensure the free flow of traffic and road safety. In this instance the proposal to continue the present regime appears reasonable with coaches stopping for a short time on Ness Bank and then parking at the dedicated coach bays in the city.

8.17 The Transport Statement has set out the anticipated number of trips from vehicles serving the site (an average of 5 deliveries a day), suggesting that this will not be significantly different to the existing trip numbers (an increase of 5 deliveries a week). The Transport Statement also suggests that the majority of deliveries will happen between 07:00 and 12:00 noon between Monday and Saturday and on average are only parked for 10 minutes or less. This suggests that deliveries can be accommodated within the single service bay proposed in the car park off Haugh Road, provided that the arrival of deliveries is carefully managed. Transport Planning consider, however, that no matter how well the delivery process is managed, this quantum of deliveries will generate situations when there will be more than one delivery vehicle arriving at the site at any one time. They recommend, therefore, that any Travel Plan condition includes a requirement to clarify what will happen when this situation arises. The applicant has confirmed that all produce from the brewery will be consumed on-site. He has also confirmed that refuse collection will not change from the current system whereby refuse is stored and collected from a pend opening on to Haugh Road. This is considered acceptable.

8.18 On the basis of the above assessment Transport Planning consider that the following physical improvements to the road network are secured.

- Improved pedestrian and cyclist direction signage between the Brewery and existing City Centre Transport Hubs.
- Improved road crossing facilities for pedestrians and cyclists between the Brewery and the City Centre, particularly upgrading of the signalised junction at View Place/Castle Street.
- Traffic sign and road marking scheme warning drivers on Haugh Road of the potential for pedestrians in the road.

The above improvements will directly support the Travel Plan aspirations. However, other measures may be required if the Travel Plan aspirations are not met, notably:

- Changes to parking restrictions on public roads used to access the Brewery and on local roads where visitors to the facility may attempt to park in a way that could create new road safety or traffic management problems. This relates principally to Haugh Road and Haugh Court.

These measures would, therefore, be introduced if the measures in the Travel Plan were not fully successful in mitigating the traffic impacts.

- 8.19 The above improvements have been discussed with the applicant who is willing to commit to the necessary expenditure. On the basis that the Travel Plan is fully implemented and its aspirations are met and the physical improvements are secured through either a Section 75 Obligation or an agreement under Section 48 of the Roads (Scotland) Act, Transport Planning are satisfied with the proposal in terms of parking and servicing.
- 8.20 The existing access to the hotel from Haugh Road is substandard in relation to the Council's Guidelines for visibility. It is impossible to improve it to the north due to existing buildings. Transport Planning recommend, therefore, that consideration should be given to including a condition requiring the provision of a new traffic sign and / or road marking arrangement on Haugh Road to warn drivers of the potential for vehicles emerging from the concealed entrance. To the south, visibility is currently restricted to 27 metres. However, the proposals show a lowering of the existing boundary wall to one metre which would provide a further 29 metres. This would be reduced when a car parks in bay 10. However, the improvement is still to be welcomed and is acceptable to Transport Planning. Whilst the lowering of the wall will impact on the conservation area, Transport Planning are satisfied that the lowered wall is required for road safety reasons and the Conservation Officer has no objection. In these circumstances, it is considered that the lowering of the wall is acceptable.
- 8.21 The applicant is proposing cycle facilities for both staff and visitors. Twenty-four visitor spaces are shown at the entrance to the hotel, which is considered suitable. A new pedestrian access (approximately 1.2m wide) will be created from the site onto Haugh Road immediately adjacent to the existing vehicular access. Although Section 5.2 of the Transport Statement states that "Cyclists will access the car park from Haugh Road using the vehicular access", it is likely that some cyclists new to the facility will try and use this pedestrian access to avoid the barriers. Given this, Transport Planning recommend that any permission granted is conditioned with a requirement to make this access no less than 2m wide.
- 8.22 **Flood Risk**
- A Flood Risk Assessment has been submitted as part of the application. This study shows that the site may be at risk of flooding from a flood event greater than the 1 in 200 year return period flood as a result of fluvial flooding. The Assessment recommends that the new building is designed to be floodable and flood resilient thereby not reducing the flood water storage within the functional floodplain of the River Ness. It also recommends that the upper section of the development - i.e. the "non floodable floor" - should be constructed at least 0.6m above the calculated flood level with a minimum level of 6 metres AOD. In terms of flood resiliency, the submitted drawings indicate that the ground floor will be open plan to allow flood water to move around freely and that flood resilient materials and construction will be incorporated, including solid concrete floor with natural slate tiling and a galvanised steel frame structure. The drawings also show that the non floodable floor will be 8.4 metres AOD. The Assessment has been considered by the Council's Flood Team and SEPA and both are satisfied with the conclusions and proposals for flood resiliency.

8.23 **Drainage**

The applicant has also submitted a Drainage Assessment. This states that at present, surface water runoff from the roofs of properties that will be demolished is believed to discharge to the Scottish Water combined sewer, which also takes the foul water discharge. The Assessment states that permeability testing indicates that the underlying soil in the car park is suitable for infiltration of surface water runoff. The proposal is therefore to take surface water runoff to a shallow geocellular system within the car park before infiltrating into the underlying soil. It is anticipated that the foul water flow from the proposed visitor centre and pub into the combined sewer will be similar to the foul water flow from properties that will be demolished to construct the new development. However, the waste water discharge from the brewery will result in an increase of 3m³ twice a week in the flow into the combined sewer. This is a matter for the applicant to agree with Scottish Water. The Assessment has been considered by the Council's Flood Team, who are satisfied that the proposed solution can be achieved. However, there are matters of detail that need to be addressed, which can be covered by an appropriate condition.

8.24 **Amenity**

There are residential properties adjacent to the hotel, notably the flats across Haugh Road. There is potential to impact on their amenity through noise and odours and increased use of the hotel. The Design Statement asserts that craft breweries of the type suggested have very little odour. They are designed to operate in environments where there are visitors/customers. The Statement includes several examples of such schemes elsewhere in the country that operate within an urban environment. Environmental Health has no objection to the proposal on odour grounds but has suggested conditions in relation to odour and noise control.

8.25 **Listed Buildings and Conservation Area**

The Glen Mhor Hotel is Grade "C" listed. The impact on the listed building will generally be through the erection of the new building, the demolition of internal walls and the demolition of Nico's Bar. Members will note, firstly, that the Conservation Officer has no objection to the proposal. The consultation response also states that "the scheme proposes the demolition of some elements which are arguably of historic merit in their own right. However in this case the opportunity for expansion and development of the existing business and the contribution to the wider townscape and conservation area is such that it is considered that whilst they are unfortunate these demolitions are, in this instance, justified". On the basis of this advice, it is considered that the impact on the listed building is acceptable.

8.26 The Glen Mhor Hotel is within the Inverness (Riverside) Conservation Area. The Council has a duty of care for conservation areas under the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997 (as amended). In this instance, given the views of the Conservation Officer and the design of the extension, it is considered that the proposal does not detract from the overall character of the conservation area.

8.27 **Public Art**

The Council's policy on public art makes clear that, in appropriate circumstances, the Council will seek a contribution towards public art within the city. This can be financial or "in kind" through works within the project itself. Such a contribution has been sought in relation to other developments within the city centre. It would be appropriate, therefore, to agree a contribution. This matter can be covered by condition.

8.28 Public representations make reference to a number of issues, the majority covered in the above assessment. Other issues raised relate to: potential disruption during construction, use of hazardous chemicals, fire risk. There will always be a localised impact from construction activities. However, this can be mitigated to an extent through proper construction procedures. In this respect it is recommended that a Construction Management Plan is submitted that sets out how the site and construction procedures will be managed. The use of chemical substances and potential fire risk is a matter for other Authorities who have the appropriate expertise and the applicant will have to satisfy the relevant procedures and legislation.

8.29 **Matters to be secured by Section 75 Agreement**

Developer contributions towards parking/road/coach improvements should be secured through a Section 75 Obligation or other appropriate legal mechanism.

9. **CONCLUSION**

9.1 There is no doubt that the proposal will bring benefits to the city centre through job creation, increasing the tourism on offer by the city, providing an interesting new building along the river frontage and, potentially, linking to other attractions in the city centre. In this respect, it clearly complies with the overall local and national policies to safeguard and promote city centres.

However, there are matters of detail that have given rise to concerns, notably the overall design of the new building and the servicing of the site. Whilst there is disagreement over the design, the conclusion is that it is of a high quality and will be an asset to the riverside and conservation area. In terms of servicing the site, there is a clear deficiency in car parking and potential impact on the road network through coaches and service deliveries. The applicant has sought to address these issues through the submission of a Transport Assessment. Transport Planning are generally satisfied with the Assessment subject to contributions from the applicant towards various road/transport improvements and the implementation of a robust Travel Plan and appointment of a Travel Plan Co-Ordinator, to which the applicant has agreed. Moreover, parking and service delivery are issues throughout the city centre and any deficiencies must be balanced against other gains, for example, in economic development and employment. On the basis that the design is acceptable, there are no objections from consultees in relation to servicing and infrastructure, and other matters can be controlled through conditions, it is considered that the proposal should be supported.

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.

The proposal accords with the duty of care as required by the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997 (as amended).

10. RECOMMENDATION

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|-----------------------------------------------|---|-----------------------------|
| Action required before decision issued | Y | |
| Notification to Scottish Ministers | N | |
| Notification to Historic Scotland | Y | Demolition within curtilage |
| Conclusion of Section 75 Agreement | Y | Developer contributions |
| Revocation of previous permission | N | |

Subject to the above, it is recommended that the applications are **Granted** subject to the following conditions and reasons / notes to applicant:

CONDITIONS ATTACHED 15/01130/FUL

1. Before development commences a Construction Management Plan shall be submitted to, and approved in writing by, the Planning Authority. Thereafter the contents of the plan shall be implemented as agreed. For the avoidance of doubt this shall be based upon BS5528 "Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1 – Noise". The CMP should detail how noise from construction activities will be managed, ensure that best practical means is used to reduce the noise and detail the noise mitigation measures which may be required, including for example restrictions of working hours and the use of low noise equipment.

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

2. All plant, machinery and equipment associated with this development shall be so installed, maintained and operated such that any associated operating noise does not exceed NR 20 when measured or calculated within any noise sensitive premises with windows open for ventilation purposes.

For the purposes of this condition, "noise-sensitive premises" includes, but is not necessarily limited to, any building, structure or other development the lawful use of which a) falls within Classes 7 (Hotels & Hostels), 8 (Residential Institutions) or 9 (Houses) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended), or b) is as a flat or static residential caravan.

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

3. There shall be no vehicle deliveries to, or the unloading or loading of delivery vehicles at the premises, outwith the hours of 07:00 to 17:00 Monday – Saturday inclusive, unless otherwise approved in writing by the Planning Authority as an exceptional instance for operating outwith these hours.

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

4. Any music, singing, speech, electronic video games or other amusement machines (whether amplified or not) originating from the operation of the premises shall be inaudible within any noise sensitive premises. For the purposes of this condition, "noise-sensitive premises" includes, but is not necessarily limited to, any building, structure or other development the lawful use of which a) falls within Classes 7 (Hotels & Hostels), 8 (Residential Institutions) or 9 (Houses) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended), or b) is as a flat or static residential caravan.

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

5. Notwithstanding the provisions of Article 3 and Class 14 of the Town & Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended, revoked or re-enacted; with or without modification), no development shall commence until full details of any temporary site compounds and storage areas (including their location, scale and means of enclosure) shall be submitted to, and approved in writing by, the Planning Authority. Thereafter, the site compounds and storage areas shall be formed in accordance with these approved details. Furthermore, all site compounds shall be maintained in a tidy, safe and secure fashion and be removed from the application site within one month of the development being completed.

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

6. No development shall commence until full details of any external lighting to be used within the site and/or along its boundaries and/or access have been submitted to, and approved in writing by, the Planning Authority. Such details shall include full details of the location, type, angle of direction and wattage of each light which shall be so positioned and angled to prevent any direct illumination, glare or light spillage outwith the site boundary. Thereafter only the approved details shall be implemented.

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

7. No development or work shall commence until a detailed specification for all proposed external materials and finishes (including trade names and samples where necessary) has been submitted to, and approved in writing by, the Planning Authority. Thereafter, development and work shall progress in accordance with these approved details.

Reason: To ensure that the development is sensitive to, and compatible with, its context and local architectural styles.

8. Prior to the first occupation of the development hereby approved, the car parking and access arrangements detailed on approved plan ref. 1347 P(Rt4) 100 Rev H shall be completed in full and made available for use. Thereafter, all car parking spaces shall be maintained for this use in perpetuity.

Reason : In order to ensure that the level of off-street parking is adequate.

9. No brewing processes shall be operated on the premises until a scheme which specifies the provisions made for odour control emanating from the brewing process has been submitted to and approved by the Planning Authority. The said odour control scheme shall ensure that no odours are detectable within neighbouring properties. Thereafter the approved scheme shall be implemented and maintained in its entirety.

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

10. Before the development hereby approved comes into operation a Travel Plan for the new development and the wider hotel complex shall be submitted to and approved by the Planning Authority prior to opening of the new facility. That Travel Plan should set out:

- The name and contact details of the Travel Plan Co-Ordinator.
- The proposed objectives and targets for modal split.
- The proposed actions to promote visitors and staff arriving by sustainable means.
- The proposed actions to inform visitors and staff where to park if the on-site car park is full.
- The proposed actions to inform delivery firms what to do if the on-site service bay is occupied.
- The proposed actions for managing events at the new facility significant enough to attract larger numbers of visitors.
- The monitoring regime for the Travel Plan.
- The issues that can trigger the need to implement the recommended additional remedial measures identified in the proposed Section 75 Agreement.

Reason: In order to reduce dependency on the private car and to encourage greater use of public transport.

11. The outcomes of the Travel Plan Monitoring shall be reported, in writing, to the Planning Authority every 12 months from the date of approval of the Plan, for a period of 5 years, along with recommendations for amending the Travel Plan. Where amendments are approved by the Planning Authority, they shall be implemented within 3 months of the date on which the amendments are approved by the Planning Authority.

Reason: In order that the Planning Authority has sufficient information to monitor the success of the Travel Plan.

12. No development shall commence on site until a construction phase Traffic Management Plan (including a routing plan for construction vehicles) has been submitted to, and approved in writing by, the Planning Authority. The approved traffic management plan shall be implemented prior to development commencing and remain in place until the development is complete. This Plan should contain as a minimum:
- The proposed location and type of construction access proposed in and out of the site off the public road.
 - How that access will operate with any public access that will be needed for the existing hotel complex.
 - The anticipated type and quantum of construction vehicles needing access to the site from the public road network.
 - The proposed routing of any large or abnormal loads to the site, including an assessment of the capability of the existing road network to accommodate those loads.
 - The proposed methods for managing the safe and efficient operation of the existing public road network during the various stages of construction, including the form and likely duration of any anticipated traffic management requirements.
 - The same information as the point above, but for the interaction of the construction site with the safe means of access in and out of the existing hotel complex.
 - Measures to protect the integrity of the existing public road network, including measures to prevent dirt and other materials being trafficked onto public roads.
 - Any screening or diversions of pedestrian and cycling routes in the area.

Reason: In the interests of road safety, and that the works involved comply with applicable standards.

13. Before development commences, the existing boundary wall at Haugh Road to the south of the access point shall be lowered to the extent shown on Drawing No. 1347 P(Rt4) 100 Rev H.

Reason: In the interests of road safety.

14. Before development commences a road signage scheme for Haugh Road shall be submitted to, and agreed in writing by, the Planning Authority. The scheme shall include signing and lining to advise motorists of the hotel entrance and to inform drivers of the potential for pedestrians to cross the road. Thereafter the scheme shall be implemented as agreed before the development hereby approved becomes operational.

Reason: In the interests of road safety.

15. The new pedestrian access onto Haugh Road shown on Drawing No. 1347 P(Rt4) 100 Rev H. shall be a minimum of 2 metres wide.

Reason: In order to ensure access for cyclists.

16. Before development commences, a plan shall be submitted to, and agreed in writing by, the Planning Authority, showing the final design and location of the cycle parking facilities. Thereafter the agreed scheme shall be implemented before the development hereby approved becomes operational.

Reason: Ensure that the final proposals are designed and positioned to best encourage use by cyclists.

17. Before the development hereby approved becomes operational, a specification for tree planting and landscaping scheme shall be submitted to, and approved in writing by, the Planning Authority. Thereafter the works shall be carried out in accordance with the approved scheme. All planting, seeding or turfing as may be comprised in the approved scheme and plans shall be carried out in the first planting and seeding seasons following the commencement of the 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.

Reason: In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

18. Notwithstanding the provisions of the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended, revoked or re-enacted; with or without modification) and Article 3 and Classes 10 to 13 of Schedule 1 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended, revoked or re-enacted; with or without modification), the development hereby approved shall be used solely for a craft brewery and visitor centre with bar/restaurant and for no other use or purpose.

Reason : In order to ensure that the uses approved are suitable for a residential area.

19. No development shall commence until full details of all surface water drainage provision, including relevant flood storage calculations, within the application site (which should accord with the principles of Sustainable Urban Drainage Systems (SUDS) and be designed to the standards outlined in Sewers for Scotland Second Edition, or any superseding guidance prevailing at the time) have been submitted to, and approved in writing by, the Planning Authority. Thereafter, only the approved details shall be implemented and all surface water drainage provision shall be completed prior to the first occupation of any of the development.

Reason: To ensure that surface water drainage is provided timeously and complies with the principles of SUDS; in order to protect the water environment.

20. Before development commences, a plan showing how public art will be incorporated into the overall design and site layout of the development shall be submitted to, and approved in writing by, the Planning Authority. Thereafter the agreed scheme shall be implemented before the development hereby approved becomes operational.

Reason : In order to enhance the public realm.

REASON FOR DECISION

The proposals accord with the provisions of the Development Plan and there are no material considerations which would warrant refusal of the application.

TIME LIMITS

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

FOOTNOTE TO APPLICANT

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.

Accordance with Approved Plans & Conditions

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). Any pre-conditions (those requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action.

Listed Buildings

Both planning permission and listed building consent are required for these works. You are not authorised to commence development until you have both consents in place. Furthermore, both consents and their respective conditions must be read, and complied with, in tandem.

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.

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 (p.198), planning permission does not remove the liability position of developers or owners in relation to flood risk.

Scottish Water

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

Local Roads Authority Consent

In addition to planning permission, you may require one or more separate consents (such as dropped kerb consent, a road openings permit, occupation of the road permit etc.) from TECS Roads prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local TECS 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/yourenvironment/roadsandtransport/roads/Applicationformsforroadoccupation.htm>

Mud & Debris on Road

Please note that it is an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

Bilingual Signage

In line with the Council's Gaelic Language Plan and policies, you are encouraged to consider the use of both Gaelic and English on signage within in this development (both internal and external signs). For further guidance, you may wish to contact the Council's Gaelic Development Manager (01463 724287) or Comunn na Gàidhlig (01463 234138).

Building Regulations

Please note that Building Regulations and/or a Building Warrant may be applicable to some or all of the works described in this decision notice. You must check with the Council's Building Standards service prior to work commencing to establish what compliance or approval is necessary. If a warrant is required, you must not commence work until one has been applied for and issued. For more information, please contact Building Standards at Building.Standards@highland.gov.uk or on 01349 886606.

CONDITIONS ATTACHED TO 14/02032/LBC

1. No demolition work (or any associated preparatory work) shall commence until evidence has been submitted to, and approved in writing by, the Planning Authority demonstrating that:
 - i. a Building Warrant, where required, has been issued for the proposed replacement development;
 - ii. legally-binding contracts are in place with a contractor (or equivalent) for the construction of the proposed replacement development; and
 - iii. a timescale has been provided for the projected completion of the replacement development.

Reason : To ensure that the proposed development is commenced timeously following the demolition of the existing building; in the interests of visual amenity and to safeguard the character of the historic environment.

2. No development or work shall commence until a detailed specification for all proposed external materials and finishes (including trade names and samples where necessary) has been submitted to, and approved in writing by, the Planning Authority. Thereafter, development and work shall progress in accordance with these approved details.

Reason: In order to safeguard the listed building.

3. No development or work (including site clearance) shall commence until a photographic record has been made of the remains of any buildings and/or other features affected by the development/work, in accordance with the attached specification, and the photographic record has been submitted to, and approved in writing by, the Planning Authority.

Reason: In order to assist the Council with maintaining an accurate and current record of the historic environment.

4. Before development commences, a plan showing how the new building will be physically connected to the listed building, including the materials to be used, shall be submitted to, and approved in writing by, the Planning Authority. Thereafter the works to connect the buildings shall be implemented as agreed.

Reason: In order to safeguard the listed building.

TIME LIMIT FOR THE IMPLEMENTATION OF THIS LISTED BUILDING CONSENT

In accordance with Section 16(1) of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended), the works to which this listed building consent relates must commence within THREE YEARS of the date of this decision notice. If work has not commenced within this period, then this listed building consent shall lapse.

Accordance with Approved Plans & Conditions

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). Any pre-conditions (those requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action

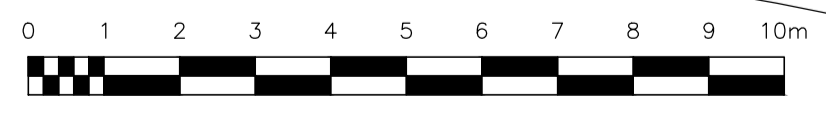
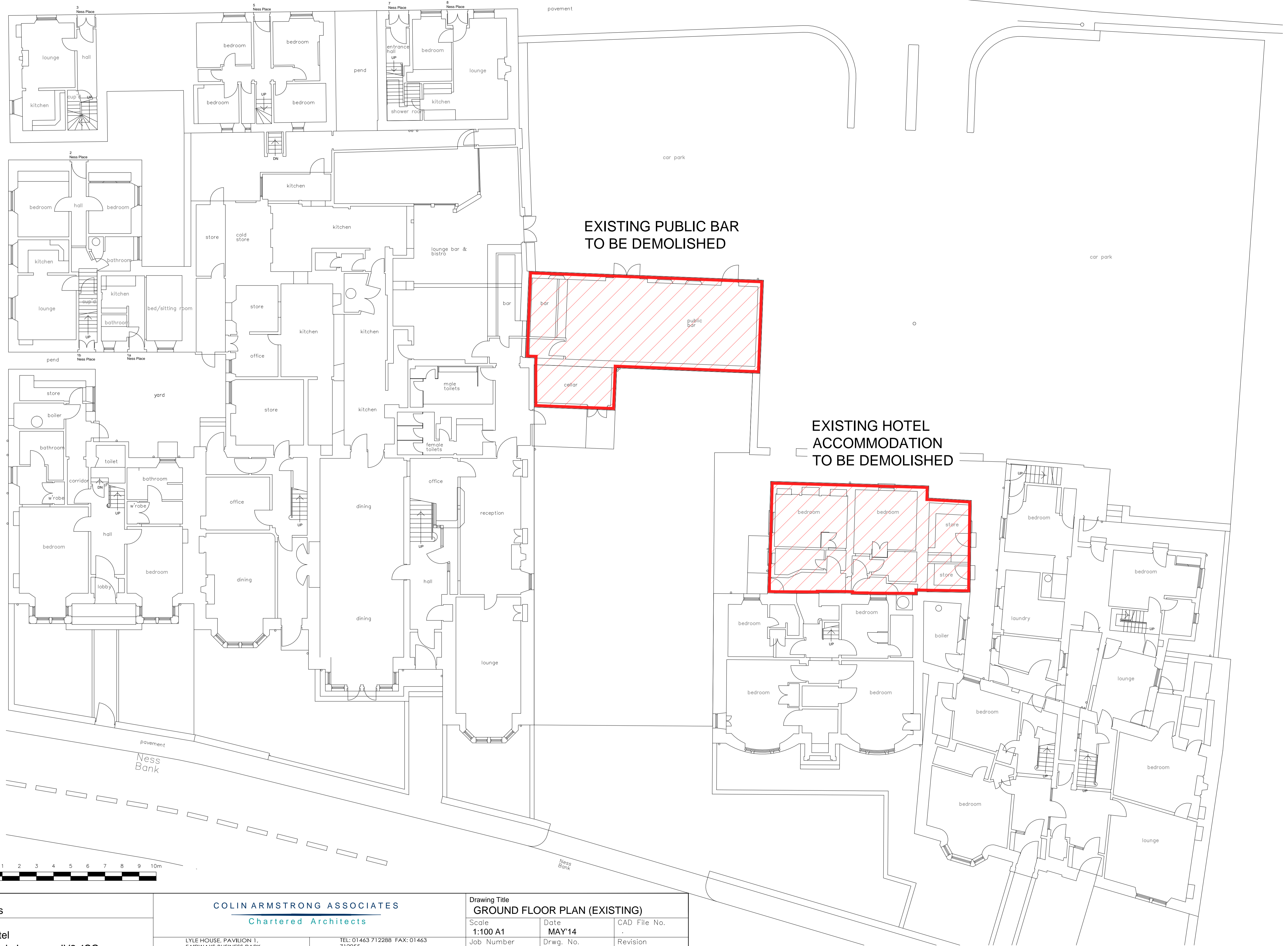
Listed Buildings

Both planning permission and listed building consent are required for these works. You are not authorised to commence development until you have both consents in place. Furthermore, both consents and their respective conditions must be read, and complied with, in tandem.

RCAHMS

Attention is drawn to the requirements of Section 7(2) of the Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, the effect of which is that demolition may not be undertaken (despite the granting of this consent) until notice of the proposal has been given to the Royal Commission on the Ancient and Historical Monuments of Scotland (John Sinclair House, 16 Bernard Crescent, Edinburgh EH8 9NX) and either the Royal Commission have been given reasonable access to the building for a period of 3 months from the date on which the Commission receives a completed Form LBC1, or they have stated in writing that they have completed their record of the building or that they do not wish to record it.

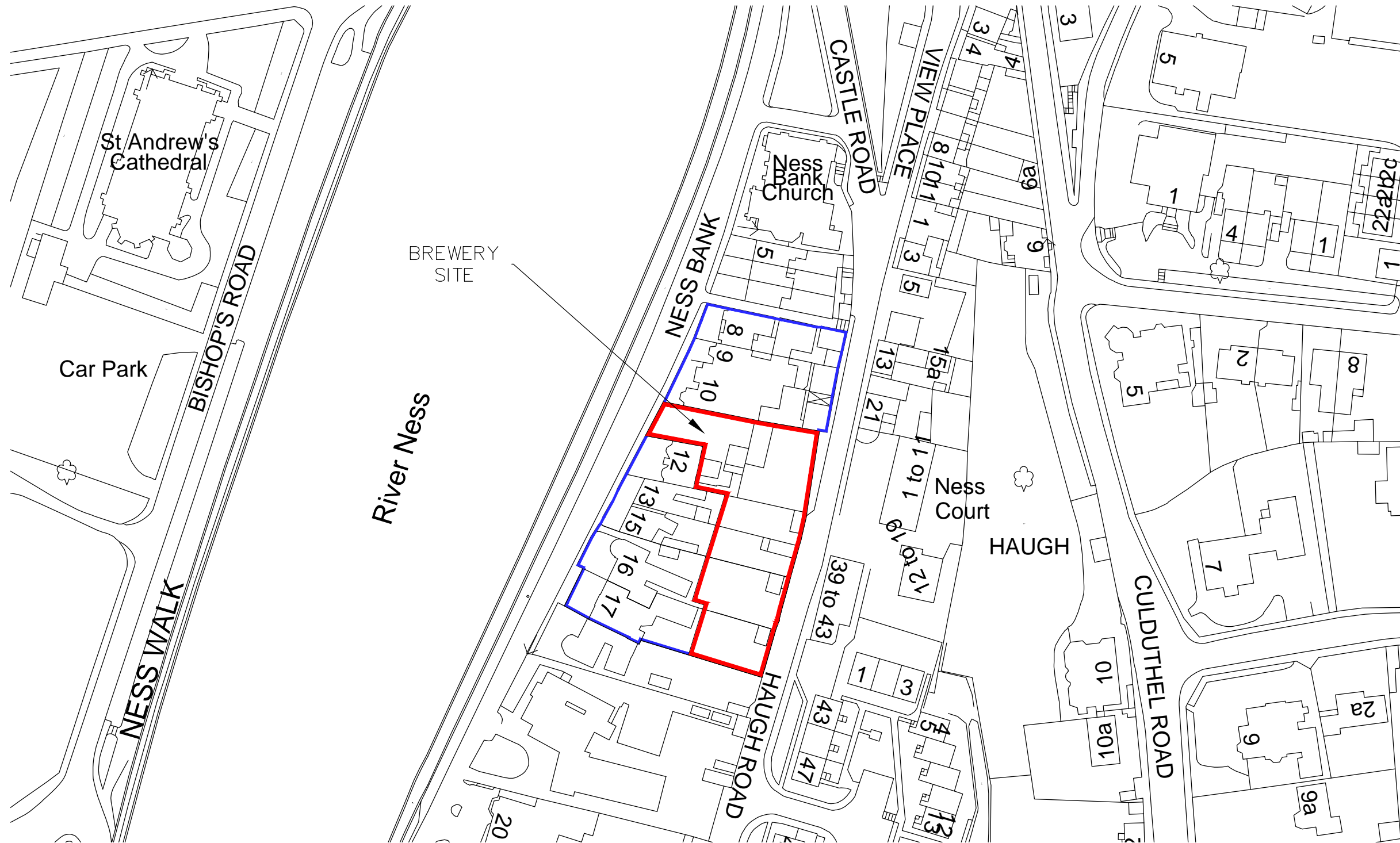
Signature: Allan J Todd
Designation: Area Planning Manager – South
Author: J. Harbison
Background Papers: Documents referred to in report and in case file.
Relevant Plans: Plan 1 – 1347 000 Existing Floor Plan
Plan 2 – 1347 001 REV B Location Plan
Plan 3 – 1347 P(Rt4) 100 REV H Proposed Ground Floor Plan
Plan 4 – 1347 P(Rt4) 101 Proposed First Floor Plan
Plan 5 – 1347 P(Rt4) 300
Plan 6 – 1347 (PRt4) 301 Visual Information
Plan 7 – 1347 (PRt4) 302 Visual Information



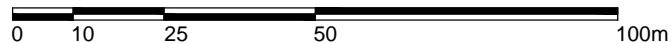
Client
John Erasmus
 Project
Glenmhor Hotel
 8-15 Ness Bank, Inverness, IV2 4SG.

COLIN ARMSTRONG ASSOCIATES
 Chartered Architects
 LYLE HOUSE, PAVILION 1,
 FAIRWAYS BUSINESS PARK,
 INVERNESS, IV2 6AA.
 TEL: 01463 712288 FAX: 01463
 712055
 EMAIL: architects@colinarmstrong.com

Drawing Title
GROUND FLOOR PLAN (EXISTING)
 Scale
1:100 A1
 Date
MAY'14
 Job Number
1347
 Drwg. No.
000
 CAD File No.
 .
 Revision
 .



Location Plan
Scale 1:1250 @ A3



- Application Boundary Site Area = 2068m²
- Ownership Boundary

REV B: OWNERSHIP BOUNDARY TO INCLUDE ALEXANDER/BRAENESS : AR : 160514

| | | | | | | |
|---------------------------------|--------------------------------------------------------------------------------|--|------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------|------------------------|
| Client Mr Jon Erasmus | COLIN ARMSTRONG ASSOCIATES Chartered Architects | | Drawing Title Site Location Plan | | | |
| | Project Glen Mhor Hotel 8-15 Ness Bank, Inverness, IV2 4SG | | LYLE HOUSE, PAVILION 1, FAIRWAYS BUSINESS PARK, INVERNESS, IV2 6AA. | TEL: 01463 712288 FAX: 01463 712055 EMAIL: architects@colinarmstrong.com | Scale 1:1250 @ A3 | Date SEPT'13 |
| | | | Job Number 1347 | Drwg. No. 001 | Revision B | |

NOTES ON FLOOD RISK IN LINE WITH DISCUSSIONS WITH SEPA / H.C.'S FLOOD TEAM
(Refer to Flood Risk Assessment submitted to SEPA by Mott MacDonald Consulting Engineers)

Ground floor of proposed building to be designed & constructed to be floodable so as not to reduce flood water storage on site in accordance with Planning Advice note (PAN) 69. The layout of the proposals is largely open-plan therefore when flood water enters the building it will be able to move around freely throughout the relatively large ground floor level.

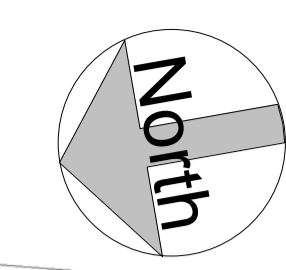
Ground floor of proposed building to be constructed in such a way as to be flood resilient incorporating water resistant materials & forms of construction as follows:

- Solid concrete floor with natural slate/stone floor tiling

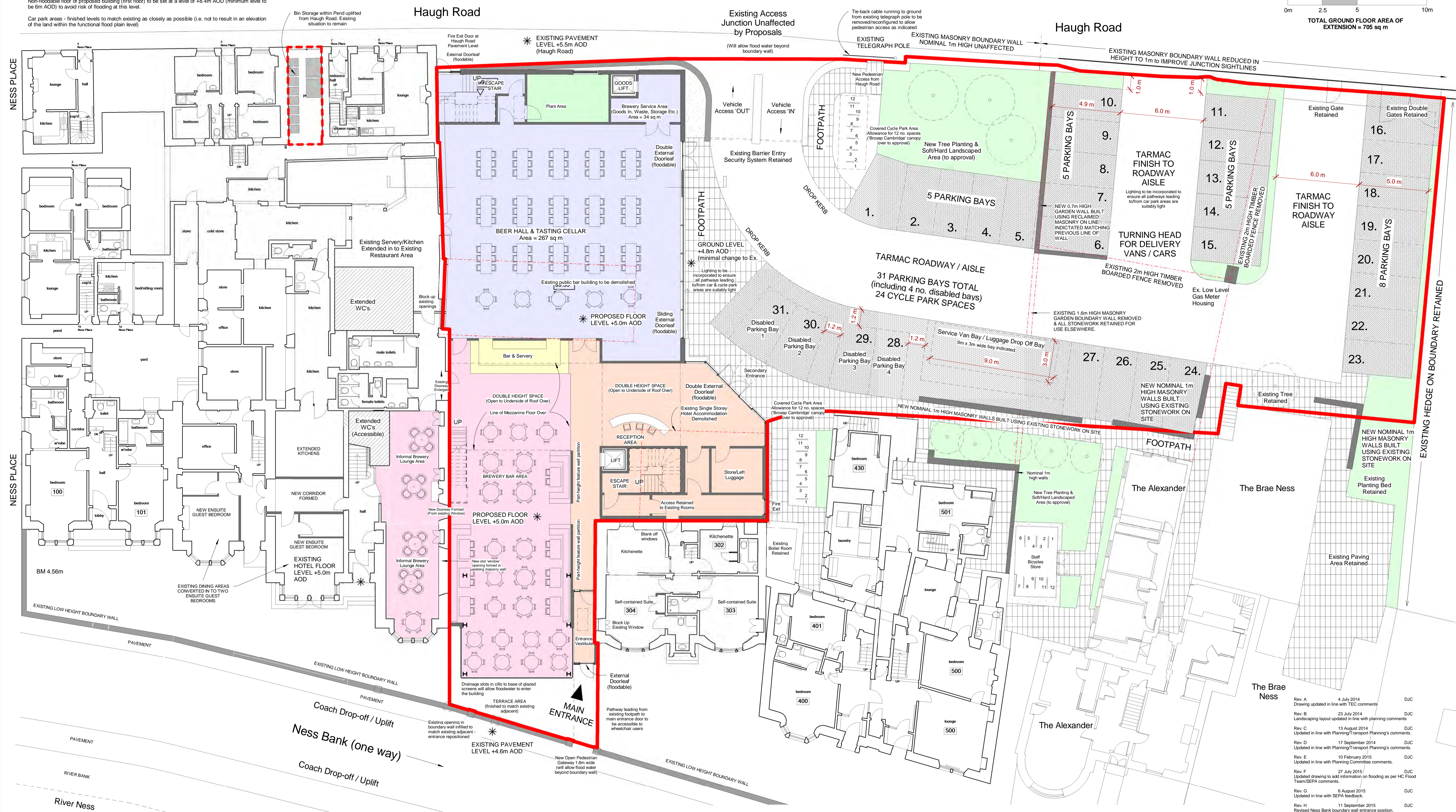
- Galvanised steel frame structure with rendered cavity blockwork walls incorporating rigid PUR insulation. Where practical electrical sockets/switches are to be raised above anticipated flood level.

Non-floodable floor of proposed building (first floor) to be set at a level of +8.4m AOD (minimum level to be 6m AOD) to avoid risk of flooding at this level.

Car park areas - finished levels to match existing as closely as possible (i.e. not to result in an elevation of the land within the functional flood plain level)



0m 2.5 5 10m
TOTAL GROUND FLOOR AREA OF EXTENSION = 705 sq m



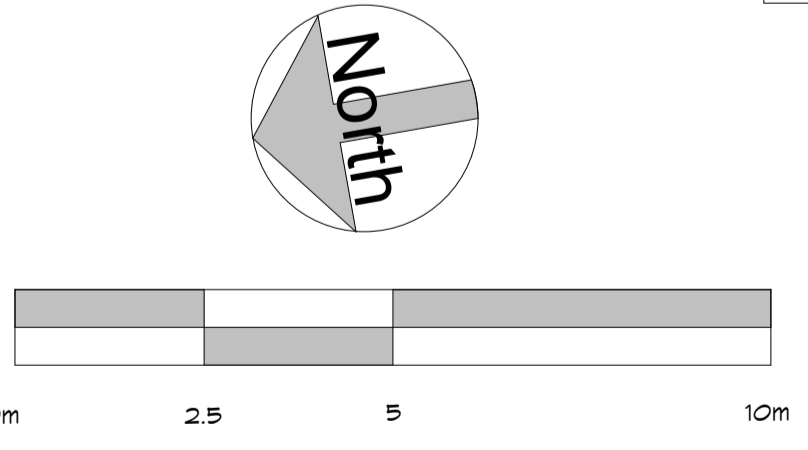
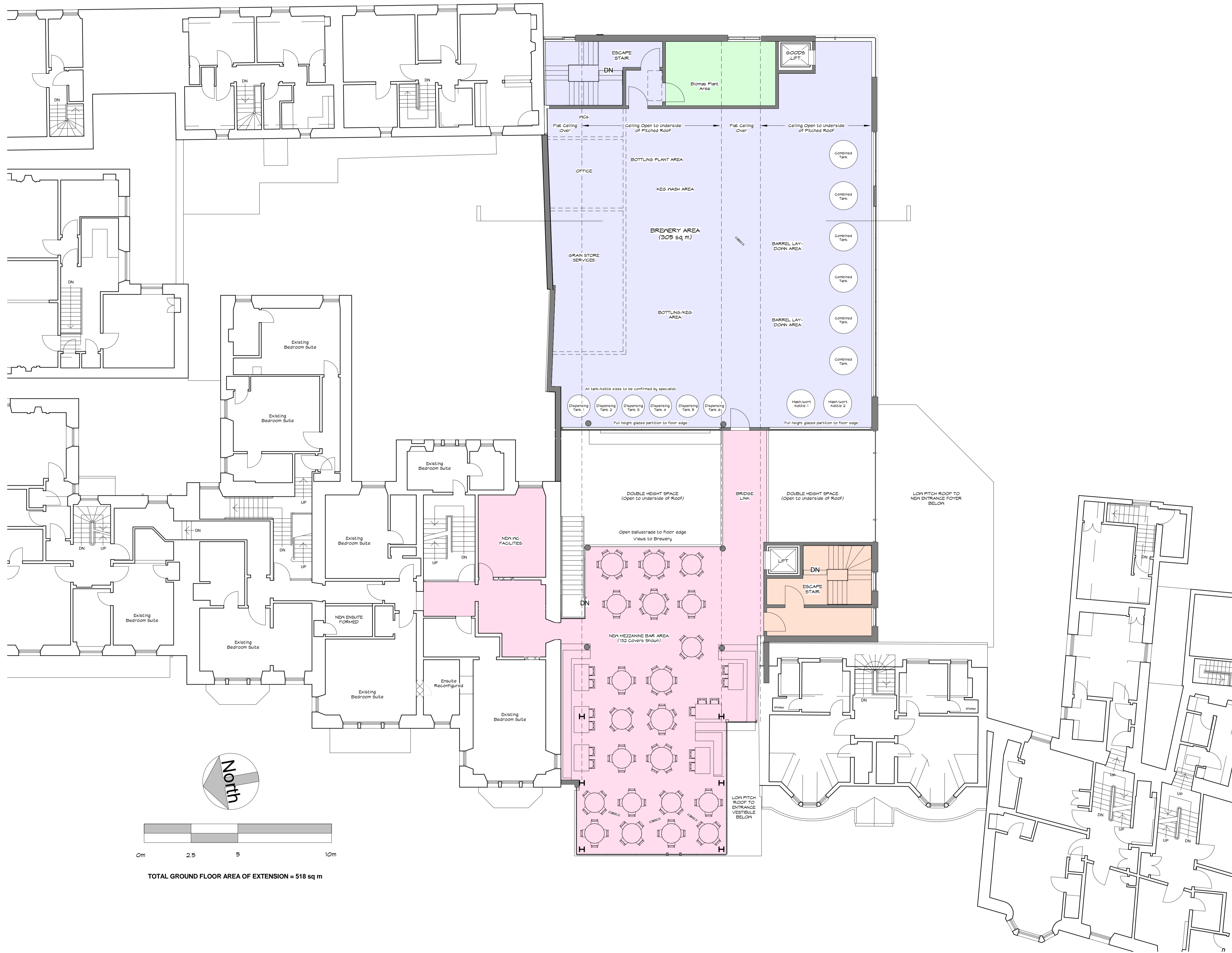
| | |
|---------|--------------------------------------------|
| Client | GLEN MHOR LIMITED |
| Project | PROPOSED EXTENSION NESS BANK, INVERNESS |

COLIN ARMSTRONG ASSOCIATES
Chartered Architects

Planning

| | | | |
|-----------------------------------------------------------|-----------------|------------------|----------------|
| Drawing title PROPOSED GROUND FLOOR / SITE LAYOUT PLAN | | | |
| Scale 1 : 125 | Sheet A1 | Date MAY 2014 | Revision H |
| Drwg No. 1347 P(Rt)100 | Job No. 1347 | Drawn DJC | Checked DJC |

- Rev. A 4 July 2014 Drawing updated in line with TEC comments DJC
- Rev. B 23 July 2014 Landscaping layout updated in line with planning comments DJC
- Rev. C 13 August 2014 DJC Updated in line with Planning/Transport Planning's comments.
- Rev. D 17 September 2014 DJC Updated in line with Planning/Transport Planning's comments.
- Rev. E 10 February 2015 DJC Updated in line with Planning Committee comments.
- Rev. F 27 July 2015 DJC Updated drawing to add information on flooding as per HC Flood Team/SEPA comments.
- Rev. G 8 August 2015 DJC Updated in line with SEPA feedback.
- Rev. H 11 September 2015 DJC Revised Ness Bank boundary wall entrance position.



TOTAL GROUND FLOOR AREA OF EXTENSION = 518 sq m

| | |
|---------|--------------------------------------------|
| Client | GLEN MHOR LIMITED |
| Project | PROPOSED EXTENSION NESS BANK, INVERNESS |

COLIN ARMSTRONG ASSOCIATES
Chartered Architects

Planning

| | | | |
|--------------------------------------------|-----------------|-----------------------|---------------|
| Drawing title PROPOSED FIRST FLOOR PLAN | | | |
| Scale 1 : 100 | Sheet A1 | Date December 2013 | Revision * |
| Drwg No. 1347 P(Rt4)101 | Job No. 1347 | Drawn DJC | |

X:\Documents\1347 Inverness Brewery\Drawings\CURRENT\1347(Rt4)\PLANNING.rvt

ALL EXTERNAL MATERIALS TO APPROVAL

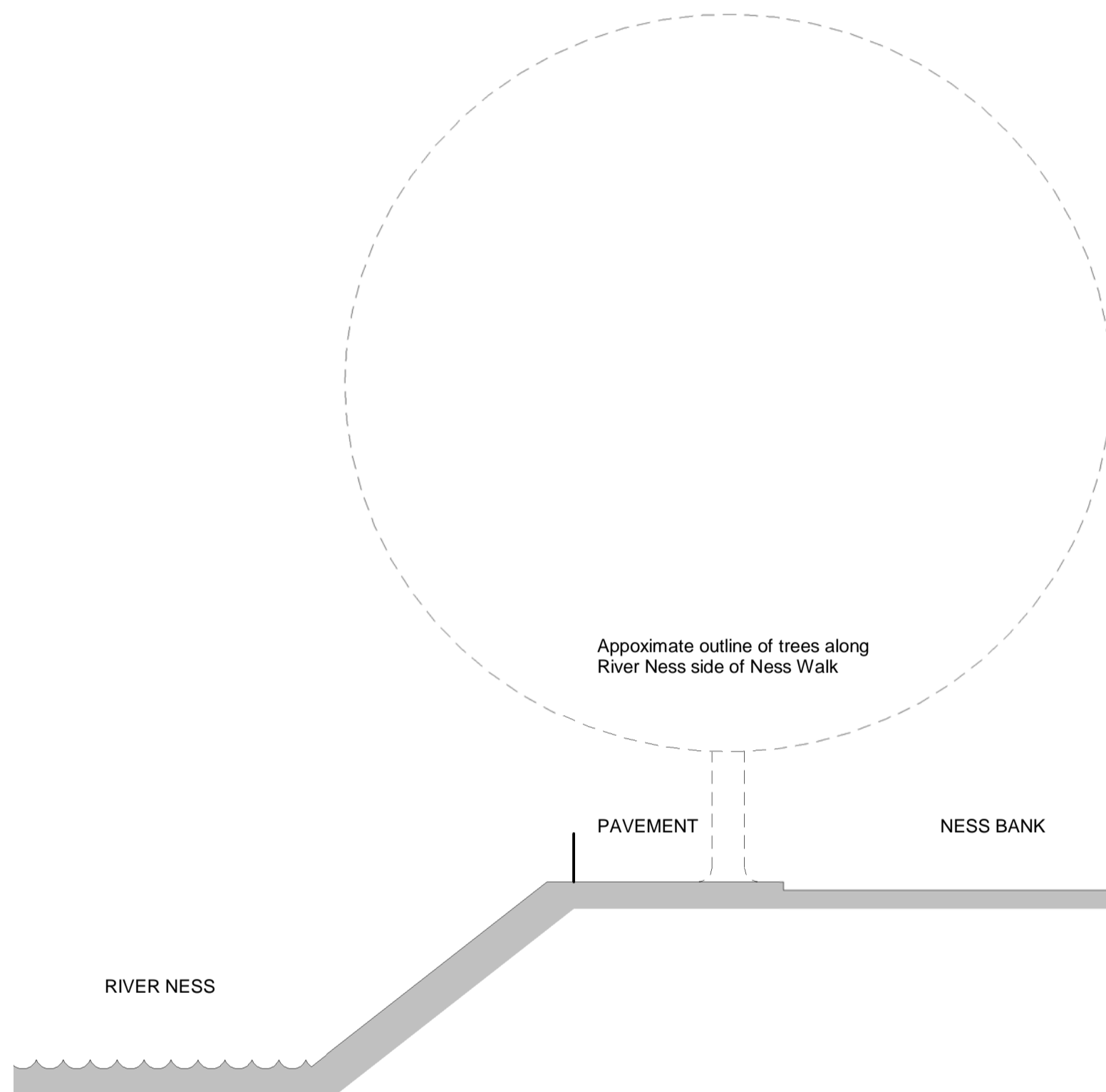


NESS BANK / RIVERSIDE ELEVATION

1 : 100

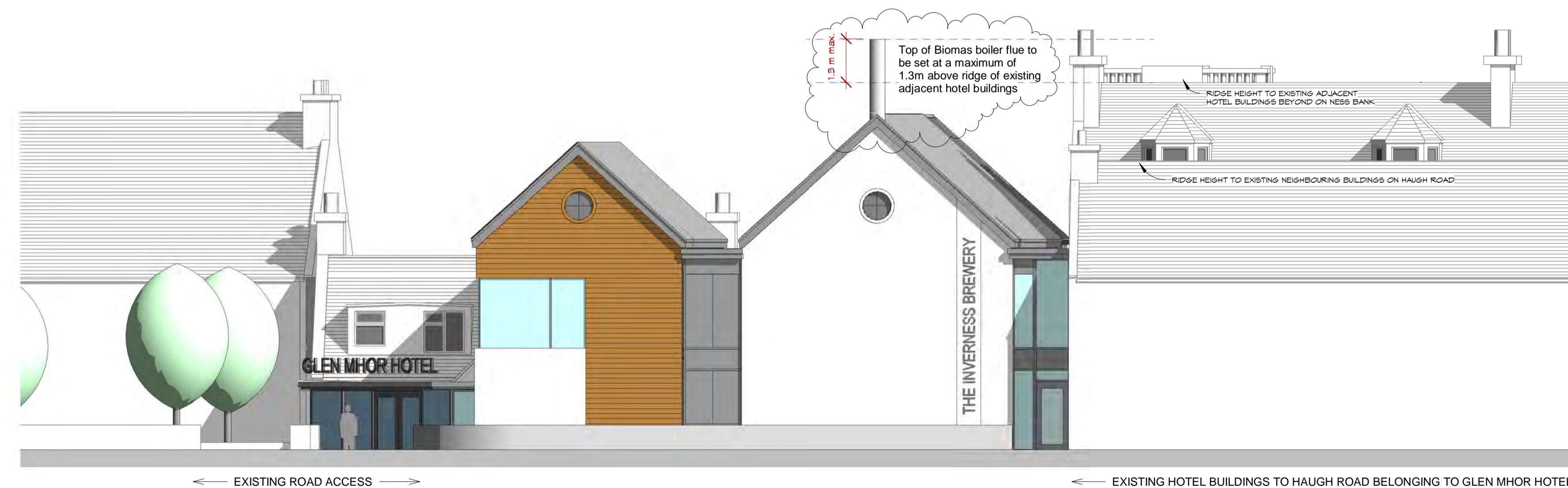
ROOF MOUNTED PHOTOVOLTAIC PANELS TO SOUTH FACING ROOF SURFACES

TWIN MALLED FLUE TO BIOMAS PLANT



SOUTH (CAR PARK) ELEVATION

1 : 100



EAST (HAUGH ROAD) ELEVATION

1 : 100

Rev. A 23 July 2014 DJC
Added maximum dimension to Biomass Flue height
Rev. B 19 August 2014 DJC
Revised maximum dimension to Biomass Flue height

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|-------------------------------------------------------|
| Client GLEN MHOR LIMITED |
| Project PROPOSED EXTENSION NESS BANK, INVERNESS |

COLIN ARMSTRONG ASSOCIATES
Chartered Architects

Planning

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|--------------------------------------|-----------------|------------------|---------------|
| Drawing title PROPOSED ELEVATIONS | | | |
| Scale 1 : 100 | Sheet A1 | Date MAY 2014 | Revision B |
| Drwg No. 1347 P(Rt4)300 | Job No. 1347 | Drawn DJC | |

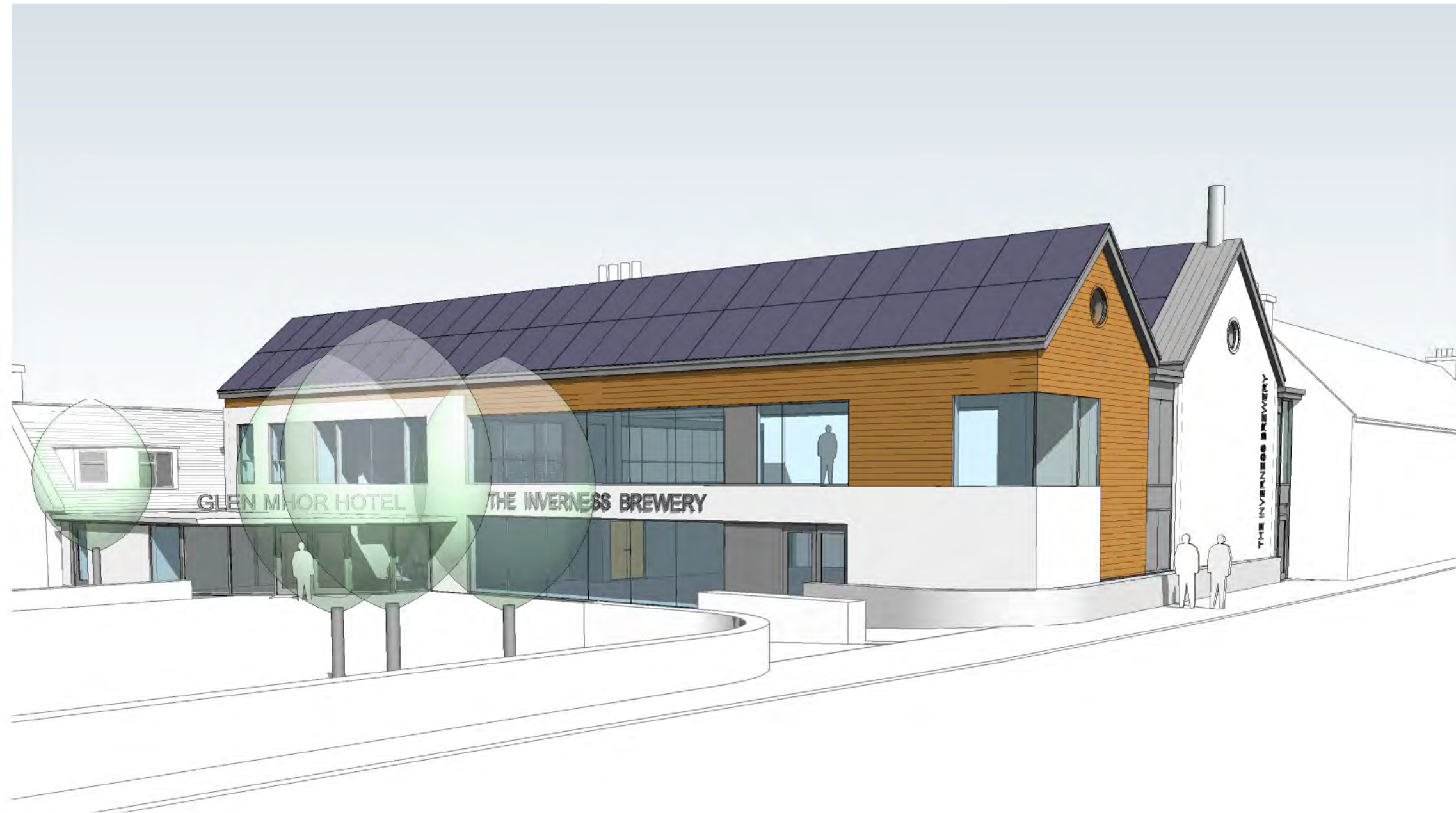
ALL EXTERNAL MATERIALS TO APPROVAL



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| Client GLEN MHOR LIMITED |
| Project PROPOSED EXTENSION |
| NESS BANK, INVERNESS |

COLIN ARMSTRONG ASSOCIATES
Chartered Architects

| | | |
|------------------------------------------------------------------|------------------|---------------|
| Drawing title 3D SKETCH VIEWS TO RIVERSIDE (NESS BANK) | | |
| Scale NTS @ A3 | Date MAY 2014 | Revision * |
| Drwg No. 1347 P(Rt4)301 | Job No. 1347 | Drawn DJC |



| | | | | |
|----------------------------------------------|-------------------------------------------------------------------|-----------------------------------------------------|---------------------------------|------------------------------|
| <p>Client GLEN MHOR LIMITED</p> | <p>COLIN ARMSTRONG ASSOCIATES Chartered Architects</p> | <p>Drawing title 3D SKETCH REAR VIEW</p> | | |
| <p>Project PROPOSED EXTENSION</p> | | <p>Scale NTS @ A3</p> | <p>Date MAY 2014</p> | <p>Revision *</p> |
| <p>NESS BANK, INVERNESS</p> | | <p>Drwg No. 1347 P(Rt4)302</p> | <p>Job No. 1347</p> | <p>Drawn DJC</p> |