

THE HIGHLAND COUNCIL

SOUTH PLANNING APPLICATIONS COMMITTEE
14 December 2015

Agenda Item	6.4
Report No	PLS 090/15

15/03600/FUL: Inverness Properties Ltd
Rose St Car Park, Rose St, Inverness

Report by Area Planning Manager - South

SUMMARY

Description: Demolition of former Rose Street Hall and decked car park and development to provide retail, commercial and student accommodation.

Recommendation: GRANT

Ward: 15 Inverness Central

Development category: Local

Pre-determination hearing: Not required

Reason referred to Committee: Manager discretion/planning history

1. PROPOSED DEVELOPMENT

1.1 The proposal seeks full planning permission for the demolition of the existing Rose Street Hall and decked public car park to enable redevelopment of the site to provide student accommodation and 75 parking spaces for public use. The building comprises a five storey block located to the north of the site on the footprint of the existing Hall premises to be demolished. The student accommodation will be located on the upper four storeys with four commercial units situated at ground floor level, three as retail outlets and one identified as a restaurant.

The student accommodation will be in the form of 25 bedrooms on each floor, these being a mix of single and double en-suite bedrooms with communal kitchen and living facilities. Each floor will also include single and double self-contained units. A total of 100 bedrooms will be provided of which 36 will be in the form of self-contained units.

The proposed building is sited adjacent to the existing multi storey Rose Street car park and will attain a height of 26.4 metres to eaves level equivalent to approximately one storey above the car park. The design uses a mix of materials which serve to break up the massing and create a series of blocks with a vertical emphasis. Materials include render to walls with weatherboard feature panels.

A mix of colours is proposed to define the blocks and link in with the proportions of the retail units at ground level. The flat roof is finished in aluminium panels. The ground floor units will be faced with reclaimed stonework from the demolished hall.

The remainder of the site will be landscaped: a paved area immediately forward of the building to provide access to the retail units and accommodation, and an area of landscaping (shown on the plan as an area of grass) divided by a paved footpath which links into the proposed car park and beyond to the pond formed in the development nearing completion on Academy Street.

The car park occupies the remainder of the site and will provide some 75 spaces including four disabled parking bays. Servicing of the building and shops is provided from both Farraline Park and Rose Street while storage facilities for the commercial units are located within the rear of the proposed building. There are also external bin and cycle storage facilities to the rear of the building.

- 1.2 As a local category of development, formal pre-application consultation was not required. The development of this site was however considered by the Inverness Design Review Panel (IDRP) in February 2015. Comments received have been incorporated into the scheme now under consideration.
- 1.3 The site is accessed from Rose Street and from Farraline Park. It is understood that both water and drainage connections are available.
- 1.4 The application included the following supporting information: Design and Access Statement, Transport Assessment, Geo-environmental Report, Drainage Impact Statement.
- 1.5 **Variations:** there have been no variations since submission.

2. SITE DESCRIPTION

- 2.1 The site is located to the rear and north-east side of Academy Street, to the west of Farraline Park and to the south of the existing Rose Street multi storey car park. The site is currently occupied by the two level decked car park which accommodates 195 parking spaces and the Rose Street Drill Hall which previously had a mix of uses including a night club, backpackers hostel, hot food take away and retail units. The existing building extends through to Farraline Park and although not listed is a distinctive sandstone property. The decked car park and hall premises will be demolished to enable the proposed development.

The site lies outwith the Inverness (Riverside) Conservation Area, the boundary of which abuts the rear of the properties on the north side of Academy Street. The site has a varied history of uses including the former Inverness Ironworks, Rose Street Foundry, gas works and associated gasometer storage tanks, timber yard and partly as a petrol/repair garage. As a result it is understood that the site is contaminated. The site lies to the north and east of the previously consented Phase 1 development which also comprises student accommodation. Building on this development has commenced on site.

The site lies within the defined City Centre boundary and is visible from a number of vantage points. The wider area includes a number of buildings of height including the adjacent Rose Street car park (4 storeys), the steeples of the High Church and East Church, and in the wider context, the BT building, Encore Hotel and 5 storey flats on Strothers Lane.

3. PLANNING HISTORY

3.1 07/01168/FUL – extension to form new retail unit – Granted March 2008.

12/02567/FUL – erection of multi storey building for student flats with retail on ground floor – Granted October 2012.

12/04650/PAN – redevelopment of former Rose Street Hall & car park to the South & West to provide multi-storey student accommodation (Phases 2 & 3), Hotel, Tourist Hostel, Shops, Food & Drink premises (licensed & unlicensed), Offices, Civic Square & Environmental enhancement.

13/00817/SCRE – screening opinion – EIA not required.

13/04137/FUL – erection of student accommodation, shops and commercial uses. Refused and dismissed on appeal.

4. PUBLIC PARTICIPATION

4.1 Advertised : Schedule 3 – advertised 9/10/2015

Representation deadline : 23/10/2015

Timeous representations : 2

Late representations : 0

4.2 Material considerations raised are summarised as follows:

- Objection received in respect of inadequate parking facilities both for students and when in use as holiday accommodation outwith term time.
- A detailed response has been received from the Inverness Civic Trust. Support is given to the principle of development for student accommodation. The reduction in height when compared to the previous proposal is also welcomed and is considered to be in keeping with adjacent development. There are however objections to the siting of the building because of its close proximity to Rose Street car park, objections to the poor provision of civic space, and the architectural style of the building proposed. It is also pointed out that this phase has no relationship with Phase 1 which has commenced development on site. The design is considered an inappropriate architectural solution for the site and is 'unsophisticated and repetitive' and as a result fails to meet the aspirations of policy set out in the Inverness City Centre Development Brief.

- The block would have been better located to the west side of the square allowing for a 'more imaginative solution to evolve'. The introduction of car parking is not welcomed and does not embrace the comments made by the Reporter in his assessment of the previous proposal which was subsequently dismissed. The Reporter considered that the design of the civic space was critical to the success of any proposal for this site.

Other issues relate to the failure to justify demolition of the hall and that no attempt has been made to re-use the building. The Trust maintains an objection, considering that the proposed development does not 'fulfil the Trust's ambition to improve the architecture and environment of Inverness' and is as a result contrary to policy.

- 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 **Development Plans:** confirm that the principle of development generally conforms with the relevant policies of both the development plan and supplementary guidance. It is identified that policy requires provision of a link for buses between Farraline Park and Rose Street and that this land reservation is not shown on the submitted plans.

The lack of appropriate civic space is also noted particularly as the area currently identified as grassed amenity will be lost should the bus lane be provided. In this respect it is recommended that contributions are made to enhance existing civic spaces within the vicinity and thereby redress the shortfall. In any event, the grassed area is not considered an appropriate treatment and should be revised to incorporate hard landscaping, public art and generally provide a more appropriate quality public realm.

The accommodation should be reserved for student accommodation only: mainstream housing would not be appropriate and would invoke consideration under other policy considerations. It is noted that no supporting information has been provided to justify the requirement for further student accommodation given that development has commenced on Phase 1 and at the Campus which will provide some 255 bedspaces.

- 5.2 **Transport Planning:** it is noted that an area of open space has been retained in front of the building and is reserved for the future provision of a bus lane linking into Farraline Park. There are concerns that the proposed SuDS retention system is located within the grassed area. This has been addressed and is now relocated to the area identified as a car park and thus avoids the area of ground which may subsequently be used as a bus lane.

Matters relating to the layout of the car park, provision of cycle facilities and waste storage facilities require to be finalised but can be dealt with by appropriate conditions.

However, the principle of locating residents' cycle storage to the rear of the building together with waste storage facilities is acceptable. Servicing from Rose Street is also considered acceptable. Public cycle facilities are situated within the car park.

The applicant has indicated that the land reserved for the bus lane will be provided to the Council (to be negotiated) for future use if required. The applicant has further clarified that the bus lane will not be constructed and formed and that negotiations will only involve the transfer of land to the Council. The applicant has indicated that transfer of land will be based on market value.

- 5.3 **Conservation Officer:** it is noted that the reduction in height and density of this latest proposal is more acceptable in the context of the site and proximity to listed buildings. Concerns remain however with regard to aspects of the design, particularly the rear elevation which will dominate views from the north of Rose Street. The amenity of residents facing the car park is also questioned. Similarly, the failure to embrace the provision of civic space is considered regrettable and in this respect is considered to be in conflict with the ICCDB. The provision of a grassed area does little to contribute to the overall setting and a more appropriate treatment should be considered including facilities for events space, outdoor seating, etc.

The loss of the Drill Hall has not been justified and in its historical context is regrettable given that it is one of the last remaining buildings reflecting the former use of the area in association with the Royal Artillery Volunteers in the 19th Century.

In summary, although considered an improvement on the previously refused application, the loss of civic space and appropriate setting in particular remain a concern.

- 5.4 **Contaminated Land Unit:** previous uses indicate a potential for contamination of the site and appropriate investigations will be required. These matters can be covered by appropriate conditions.
- 5.5 **Environmental Health:** no concerns raised. Appropriate ventilation system required for the restaurant.
- 5.6 **Waste Manager:** no comments received.
- 5.7 **Planning Gains Officer:** the application provides opportunity for developer contributions or on site provision as identified:
- Green Infrastructure – provision of open space. If on-site provision is deemed inadequate then contributions to improvements to off-site provision may be required;
 - Street level and public realm enhancements and/or provision will be required such as connections to Academy Street and development of other street level enhancements; and
 - Public Art – on-site provision likely to be sought so this could be secured through condition.
- 5.8 **Historic Environment Team:** notes that there are likely to be archaeological remains and seek a watching brief.
- 5.9 **SEPA:** no objections. SuDS proposals are considered satisfactory and provide two levels of SuDS treatments as required.

- 5.10 **Transport Scotland:** no concerns raised with regard to the proposal.
- 5.11 **Crown Community Council:** no objections to the principle of the development. The provision of student accommodation is welcomed and is seen as a real opportunity to improve the economy and vitality of this part of the town. The design is considered appropriate and similar to Phase 1 and the reduction in height to five storeys is consistent with surrounding buildings. The grassed area is welcomed although subsequent loss for the bus lane is considered regrettable. In general therefore there is support for the current proposal.

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 Highland Wide Local Development Plan 2012

- Policy 3 City Centre Development
- Policy 28 Sustainable Design
- Policy 29 Design quality and place making
- Policy 30 Physical Constraints
- Policy 31 Developer Contributions
- Policy 33 Houses in Multiple Occupation
- Policy 34 Settlement Development Areas
- Policy 42 Previously used land
- Policy 56 Travel
- Policy 57 Natural Built and Cultural Heritage
- Policy 58 Protected Species
- Policy 64 Flood Risk
- Policy 65 Waste Water Treatment
- Policy 66 Surface Water Drainage

6.2 Inner Moray Firth Local Development Plan

- Policy 1 Delivering Development
- Policy 2 Promoting and Protecting City and Town Centres
- IN5 North East Academy Site

6.3 Highland Council Supplementary Planning Policy Guidance

Inverness City Centre Development Brief
Flood Risk and Drainage Impact Assessment Supplementary Guidance
Highland Historic Environment Strategy
Inverness City Vision: Building a Better Inverness
Sustainable Design Guide Supplementary Guidance
Managing Waste in New Developments Supplementary Guidance
Public Art Strategy – Supplementary Guidance

7 OTHER MATERIAL CONSIDERATIONS

Not applicable

7.1 Draft Development Plan

Not applicable

7.2 Scottish Government Planning Policy and Guidance

Scottish Planning Policy (The Scottish Government, June 2014)

Managing Change in the Historic Environment

Scottish Historic Environment Policy

PAN 65 Planning and Open Space

PAN 71 Conservation Area Management

PAN 77 Designing Safer Places

PAN 78 Inclusive Design

Designing Streets

Designing Places, A Policy Statement for Scotland

Scotland's Six Cities: A Shared Vision for Scotland's Success

Scotland's Cities: Delivering for Scotland

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

The site is identified within the Inner Moray Firth Local Development Plan (IMFLDP) as suitable for Business, homes and community uses with recognition that between 100-120 student flats and retail units could be accommodated. Streetscape improvements are identified as an important consequence of any redevelopment of the site. The Inverness City Centre Development Brief (ICCDDB) also identifies the site and it lies within one of the five key city districts (East of Academy Street) where the aim is to strengthen the vitality and viability of the city centre. The five key themes embedded in the Brief promote opportunities to create a strong and diverse city centre which brings with it social, economic and environmental benefits. The Brief also considers that the city centre provides an ideal setting for the creation of a student hub, similar to other cities such as Dundee.

On a site specific basis, it is recognised that the physical characteristics and surrounding land uses in and around Academy Street provide an opportunity for high rise development. Good pedestrian and transport links also feature with a requirement to ensure permeability from Rose Street through to Academy Street and Farraline Park and beyond to the city centre and transport nodes. Future aspirations to provide a vehicular access through from Farraline Park to Rose Street are also identified as is the opportunity to provide a meaningful area of civic space.

The proposal, in its reduced form from that of the previous (refused) application, is considered to be largely in general accordance with the principles of the Development Brief both in terms of the use proposed as providing student accommodation and the protection of an area of land which would provide future vehicular access connecting Rose Street with Farraline Park. The development will not however secure the civic space identified in the Brief: as currently proposed, the area set aside for open space use is significantly reduced in scale and in the longer term will be replaced with the bus lane, resulting in a development comprising student accommodation and a car park.

Reference is made to the more strategic policies of the Highland-wide Local Development Plan (HwLDP). Policy 3 gives support for proposals which maintain and strengthen the vitality and viability of the city centre while Policies 28 and 29 require that due consideration be given to securing sustainable design whilst seeking to ensure that new development is designed to make a positive contribution to the architectural and visual quality of the place in which it is located.

Similarly, SPP identifies that the planning system has an important role in supporting sustainable development and in ensuring that new development will 'protect and enhance the cultural heritage' and integrate successfully with the surrounding urban fabric. The requirement to protect and enhance the vitality and viability of town centres is considered as fundamental if new development is to be supported and meet the objectives of encouraging distinctive and successful places. SPP recognises that it is important to create places with a distinctive character and identity which will integrate well with the existing built fabric.

This is reinforced in *Designing Streets* and *Designing Places* which require a development to be distinctive, safe and pleasant, easy to get around, welcoming, adaptable and resource efficient.

The site is situated within the city centre and although outwith the Conservation Area and to the north of the listed buildings on Academy Street and library at Farrlaine Park, the context of its historical setting is material to the consideration of the application. In this regard reference is made to the guidance provided in *Managing Change in the Historic Environment* which requires new development to be sensitive to its surroundings and of an appropriate scale and massing. These considerations are reinforced in PAN 71 and SHEP. The proposal is designed to meet the requirements of student accommodation and the reduction in height results in a scale of development which is in better harmony with the surrounding area and existing properties. In this regard, the proposal can be considered to meet the main objectives set out in the policies and guidance referred to in the report.

8.4 Material Considerations

A number of key issues require to be considered in the assessment of the proposal.

Design, scale and layout

Members will be aware that the previous proposal for development of the site involved a considerably greater footprint of building involving four blocks in total. The current scheme has been greatly reduced and is now limited to the north part of the site adjacent to Rose Street car park. This reduces the visual impact and addresses a number of the concerns expressed by members in their earlier consideration and also, to some extent, takes on board the issues raised by the Reporter in his consideration of the subsequent appeal. The key changes relate to the height of the proposed building, now reduced to five storeys and at 26 metres is approximately one storey above that of the adjacent car park; simplification of the design; and greater vertical emphasis. The design adopts a more traditional approach taking a lead from the existing Strothers Lane flats achieving a vertical emphasis by use of materials to break up the elevations and promote a series of blocks. The proposed flat roof limits the overall height and does not appear incongruous in the particular setting. The provision of retail and restaurant facilities at ground floor will provide potential for a vibrant street frontage linking Farrlaine Park through to the Rose Street retail units and beyond to Academy Street.

The design of the building, although much reduced in scale, is functional and designed for the purpose it is to serve. Nevertheless, it is considered an acceptable solution and the use of natural stone downtakings at ground floor level is welcomed.

The remainder of the site comprises a grassed area and car park. The area immediately forward of the building will be paved and provide pedestrian access through the site and links into the proposed footway linking through to Academy Street. The grassed area will include trees and occupies the site which could, in the future, be incorporated into a bus lane providing access through to Farraline Park and the A82. This area will be the subject of land transfer to the Council by means of an appropriate legal agreement and protects future aspirations of the Council in this respect if required. It does however mean that in the longer term the sought for civic space will be replaced by the bus lane.

The landscaped area is, however, as currently presented, featureless and would be better laid out as good quality hard landscaping providing opportunities for events space, outdoor seating and public art, thereby fulfilling the objective of providing a civic space. The applicant has indicated that he does not wish to alter this detail despite requests to do so. It is a matter however that can be addressed by condition.

The remainder of the site is to be laid out as a public car park and essentially replaces the decked car park currently on site. The provision of the 75 spaces ensures that a reasonable level of public parking is retained in this area. Whilst this is a positive response to concerns raised by members and third party comments in respect of the previous proposal, it does erode the possibility of providing a meaningful area of civic space. This must be balanced against the benefits of accessible parking facilities, and although current policy seeks to secure a civic space in this location, the benefits of a well designed and appropriately laid out car park to some extent outweigh the provision of a greater area of open/civic space.

It will be essential to ensure that the car park is of good quality materials and promotes good pedestrian linkages. There is also an opportunity to continue the streetscape improvements through the Academy Street bend and retain continuity with the Phase 1 surface materials and in this way achieve a good quality finish appropriate to the area. These matters can be dealt with by condition.

As previously stated and endorsed by the Conservation Officer, the proposed grassed area is out of context with the city centre location and should be more appropriately designed to incorporate well designed hard landscaping, seating and street furniture. The opportunity to provide public art should also be included and in this way at least achieve an area for public use albeit not the civic space originally envisaged. The comments of the Conservation Officer highlight the continued concerns regarding the juxtaposition of flats and adjacent Rose Street car park. The distance separating the two buildings has been increased, but it is inevitable that all but the upper floor will to some extent be affected by the proximity of the car park.

Again the extent to which this relationship is unacceptable is a matter of judgement and must be balanced against the opportunity to provide student accommodation within an area so designated for that purpose.

The proposal (now adjusted) was presented to the Inverness Design Review Panel (IDRP) in February 2015. The Panel is supportive of the proposed use and encouraged commercial and retail units at ground floor level to create a more vibrant environment. Significant importance was based on the public realm and opportunity to provide a well designed attractive civic space to serve the wider community. Emphasis was placed on the need 'to ensure that the scale and massing of the blocks relate well to their surroundings because of their prominent location within the city centre, proximity to Academy Street and the Conservation Area and their impact on key views from, for example, the riverside and A82'. A copy of the Panel's report is appended to this report.

The phasing of development will be crucial in the delivery of a successful proposal. It will not be appropriate for the demolition of Rose Street Hall to proceed in isolation of the streetscape improvements which would be secured by demolition of the decked car park. The development should proceed in a single phase and in this way ensure an appropriate setting for the accommodation block and secure the requisite improvements to the area south of the building. The revised car parking details, which have reduced the available civic space, are only considered acceptable on the basis that the area can be developed in its entirety with appropriate improvements to the existing area. It would not be appropriate for the decked car park to be retained and demolished at a later date resulting in a totally unsatisfactory situation and unacceptable setting for the student building and wider streetscape.

It is therefore intended that conditions be included to ensure that the student accommodation cannot proceed to development without the demolition of the decked car park and subsequent completion of the proposed car park and ancillary civic improvements.

Consultee comments

The site is well served by existing water and drainage facilities with available connections. SuDS have been designed to a standard acceptable to SEPA and although it is not feasible to locate these within the proposed reservation for the bus lane, the option of relocating within the car park is appropriate.

Transport Planning has raised issues with the requirement to protect the area required for the future possible bus lane and this has now been agreed and will be secured through the appropriate legal mechanism.

The car park layout, access and servicing arrangements, and provision of bin storage facilities and appropriate levels of cycle storage, have received initial consideration but will require some amendment. These matters can be dealt with by appropriate condition. It is noted that servicing of the site is to be accessed from both Rose Street and Farraline Park. Although the latter already exists, Transport Planning had previously indicated that this was not acceptable.

The lack of any dedicated parking facilities is only considered acceptable in this particular situation because of the intended use as student accommodation. It will be essential to ensure that the use is restricted for this purpose and this can be secured through appropriate conditions.

The Conservation Officer has identified a number of concerns regarding the proposed layout and although recognising that the density of development has been reduced and now involves one block only, is concerned that the current layout fails to provide meaningful civic space in the longer term or address the rear aspect for the flats.

It is noted that the Community Council is generally supportive of the proposal.

Third party comments

The main concern of the individual objector relates to the insufficient parking facilities. Given that the proposal results in the creation of some 75 parking spaces which, although fewer than in the current facility, is a valuable contribution within the city centre, it is considered that together with the existing parking at Rose Street and opposite within the retail park, an adequacy of parking exists in this area.

The concerns expressed by the Civic Trust are noted and have been addressed within the report. The lack of civic space could in part be redressed by the replacement of a more appropriate surface finish in place of the proposed grassed area, and while the design of the proposed building may lack some ambition it is consistent with similar developments providing student accommodation in a city centre location and embraces the proportions and style of the nearby Strothers Lane flatted development.

8.5 Other Considerations – not material

It is noted that the applicant does not own the entire site identified within the application site boundary. Specifically, the decked car park and ramped access and land to the rear of the existing Rose Street Hall are owned by the Council. It is understood that the car park is under missives.

8.6 Matters to be secured by Section 75 Agreement

Developer Contributions for streetscape improvements including all paved areas and footpaths, provision of public art, and resolution of the land to be secured for future use as a bus lane including access onto Rose Street.

9. CONCLUSION

- 9.1 There can be no doubt that the current proposal has taken heed of many of the concerns expressed on consideration of the previous proposal and has significantly reduced the footprint of development. The scale and massing of the building is more appropriate for the city centre setting and in reducing the height has addressed the adverse impact on the streetscape of the previous design.

The provision of replacement parking is acknowledged as an issue in that it limits the opportunity for civic space but at the same time provides good pedestrian links through the site and access to Academy Street. The replacement of the grassed area with hard landscaping will create a limited area of civic space and will better integrate the development with the surrounding area. The eventual potential loss of the civic space to provide the bus lane is a key consideration and whilst parking is welcomed to support the vitality of the city centre, it will be essential that this area together with the identified civic space are finished in good quality materials with appropriate pedestrian linkages and in this way contribute to the public realm.

The proposal is therefore considered an appropriate development for the site, is generally in accordance with the relevant policies of the Development Plan, and goes some way to meet the specific themes set out in the Inverness City Centre Development Brief.

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

10. RECOMMENDATION

Action required before decision issued	Y	
Notification to Scottish Ministers	N	
Notification to Historic Scotland	N	
Conclusion of Section 75 Agreement	Y	Developer contributions, land reservation, public art
Revocation of previous permission	N	

Subject to the above, it is recommended the application be **Granted** subject to the following conditions and reasons / notes to applicant.

1. Notwithstanding the provisions of the Town and Country Planning (Use Classes (Scotland) Order 1997 (as amended, revoked or re-enacted; with or without modification), the occupancy of the accommodation hereby granted planning permission shall be restricted to students undertaking full time further education only and for no other purpose other than as temporary accommodation outwith term times.

Reason: In the interests of the amenity of the area and to accord with the design and layout of accommodation provided.

2. The accommodation block and the individual units therein, hereby granted planning permission, shall comprise a single planning unit and none shall be separated or disposed of separately one from the other unless the express consent of the Planning Authority is otherwise obtained.

Reason: In the interests of the amenity of the area and in recognition of the particular design, siting and layout of the development.

3. No development shall commence unless details of the streetscape finishes have been submitted to and agreed in writing by the Planning Authority. These areas include the footway adjacent to the building, and the footpaths dissecting and bounding the car park and adjoining the previously agreed streetscape improvements at Phase 1. Thereafter the surface treatment shall be completed prior to first occupation of the accommodation hereby granted planning permission. For the avoidance of doubt, details will include specification of the construction details including ground preparation.

Reason: In order to ensure the timeous delivery of the pedestrian facilities.

4. No development shall commence on site unless details of the area identified on Plan PL003 Rev A as grass, is submitted to and agreed in writing by the Planning Authority. For the avoidance of doubt, the area shall comprise hard landscaping, incorporating areas of seating, appropriate tree planting and public art, and the scheme so approved shall be implemented and completed prior to first occupation of the accommodation hereby granted planning permission.

Reason: In order to comply with the terms of the ICCDB and to secure an appropriate area of civic space.

5. No development shall commence unless details, including material finishes, of the area of car parking comprising 75 parking spaces and to include an appropriate level of disabled parking and cycle storage facilities for public use, have been submitted to and agreed in writing by the Planning Authority, and thereafter completed and laid out in accordance with current guidelines prior to first occupation of the accommodation hereby granted planning permission and all to the satisfaction of the Planning Authority.

Reason: In order to ensure the timeous provision of cycle and parking facilities.

6. No development shall commence on site until a landscaping plan for hard and soft landscaping, including details of street furniture, lighting and surface treatment, has been submitted to and agreed in writing by the Planning Authority. The plan shall included details of the maintenance of all landscaped areas. For the avoidance of doubt, all hard and soft landscaping works shall be carried out in accordance with the approved scheme. All planting, seeding or turfing as may be comprised in the approved details shall be carried out in the first planting and seeding seasons following the commencement of development, unless otherwise stated in the approved scheme, and completed in accordance with the phasing of development to the satisfaction of the Planning Authority. The landscaping shall be completed prior to first occupation of the accommodation hereby granted planning permission.

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 to the satisfaction of the Planning Authority.

Any part of the hard landscaping which becomes damaged or removed shall be replaced with similar materials to the satisfaction of the Planning Authority.

Reason: In the interests of the amenity of the area and to ensure timeous delivery of amenity and open space areas.

7. No development shall commence unless details of lighting columns, street furniture and public art for the entire site have been submitted to and agreed in writing by the Planning Authority and thereafter implemented in accordance with the approved scheme before first occupation of the accommodation hereby granted planning permission.

Reason: In order to ensure the appropriate design and layout of the lighting and street furniture.

8. No development shall commence on site unless details of servicing arrangements have been submitted to and agreed in writing by the Planning Authority and thereafter implemented before first occupation of any part of the development hereby granted planning permission. For the avoidance of doubt, the existing servicing arrangements for adjacent properties shall be maintained throughout the construction of the development to the satisfaction of the Planning Authority.

Reason: In the interest of the free flow of traffic and public safety.

9. For the avoidance of doubt, there shall be no demolition of any part of the Rose Street Hall and the decked car park unless it has been demonstrated to the satisfaction of the Planning Authority, from whom written confirmation shall be obtained, that all necessary permissions together with an appropriate contract are in place to enable the commencement of development as identified in the planning permission hereby granted consent. The decked car park and Rose Street Hall shall be demolished in a single phase and development on either the new car park or student accommodation shall not commence unless the site in its entirety is cleared and made ready for construction on site.

Reason: In order to ensure the timeous demolition of the existing buildings and in the interest of the amenity of the area.

10. No development shall commence until details of bin storage facilities to serve both the commercial units and student accommodation, in accordance with current guidance set out in the approved Managing Waste in New Developments Supplementary Guidance, have been submitted to and agreed in writing by the Planning Authority and thereafter provided in accordance with the approved scheme to the satisfaction of the Planning Authority and prior to first occupation of the accommodation hereby granted planning permission.

Reason: In the interest of amenity.

11. Construction work shall not begin until a scheme for protecting neighbouring premises from dust which arises from operations carried out in connection with this planning application has been submitted to and agreed in writing by the Planning Authority and thereafter implemented for the duration of the construction period.

Reason: In the interests of residential amenity.

12. During the construction works, to minimise noise nuisance, the plant and machinery used should be in accordance with BS5228 Part 1 & 2 - 2009 Noise & Vibration Control on Construction and Open Sites. The applicant should follow best practice and management techniques in this regard to the satisfaction of the Planning Authority.

Reason: In the interests of residential amenity.

13. All plant, machinery and equipment associated with ventilation, air-conditioning, heating and refrigeration services or similar and including fans, ducting and external openings 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 to the satisfaction of the Planning Authority.

Reason: In order to ensure that there is no noise nuisance to adjacent residents.

14. No development shall commence until a programme of archaeological work for the preservation and recording of any archaeological features affected by the proposed development, including a timetable for investigation, all in accordance with the attached specification, has been submitted to and received the approval in writing of the Planning Authority. All arrangements thereby approved shall be implemented by the developer at his expense in accordance with the approved timetable for investigation

Reason: In order to preserve the archaeological and historical interest of the site.

15. No development shall commence on site unless details of cycle storage facilities have been submitted for both the commercial units and student accommodation in accordance with current guidelines and agreed in writing by the Planning Authority and thereafter provided in accordance with the approved scheme before first occupation of the student accommodation to the satisfaction of the Planning Authority.

Reason: In order to ensure an appropriate level of cycle storage facilities are provided to serve the development.

16. No development shall commence until a scheme to deal with potential contamination on site has been submitted to and agreed in writing by the Planning Authority. The scheme shall include:

- a) the nature, extent and type of contamination on site and identification of pollutant linkages and assessment of risk (i.e. a I and contamination investigation and risk assessment), the scope and method of which shall be submitted to and agreed in writing by with the Planning Authority, and undertaken in accordance with PAN 33 (2000) and BS10175:2011;

- b) the measures required to treat/remove contamination (remedial strategy) including a method statement, programme of works, and proposed verification plan to ensure that the site is fit for the uses proposed;
- c) measures to deal with contamination during construction works;
- d) in the event that remedial action be required, a validation report that will validate and verify the completion of the agreed decontamination measures;
- e) in the event that monitoring is required, monitoring statements shall be submitted at agreed intervals for such time period as is considered appropriate by the Planning Authority.

No development shall commence until written confirmation has been received that the scheme has been implemented, completed and, if required, monitoring measurements are in place, all to the satisfaction of the Planning Authority

Reason: In the interests of protecting the proposed development.

17. No development shall commence on site until samples of all finishing materials have been submitted to and agreed in writing by the Planning Authority.

Reason: In the interests of visual amenity.

18. No development shall commence until full details of a covered and secure communal bicycle storage/racking system for bicycles (numbers in accordance with current guidelines) have been submitted to and agreed in writing by the Planning Authority. Thereafter, the storage/racking system shall be installed in accordance with these approved details prior to the first occupation of the development hereby approved.

Reason: In order to facilitate the appropriate provision of cycle facilities.

19. For the avoidance of doubt, the student accommodation and retail units at ground floor level hereby granted planning permission shall not be occupied unless the car park, streetscape improvements and civic space have been formed and completed in accordance with the approved scheme to the satisfaction of the Planning Authority.

Reason: In the interests of amenity, and to ensure an appropriate setting for the development proposed and timeous delivery of civic space.

20. No development shall commence until details of centralised recycling facilities have been submitted to and agreed in writing by the Planning Authority. The approved details shall thereafter be implemented from the date of first occupation of any part of the development.

Reason: In the interests of amenity and to comply with Council policy.

21. No development shall commence until full details of all surface water drainage provision 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 agreed 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: In the interests of road safety, and to ensure that the works involved comply with applicable standards.

22. No later than 6 months from the first occupation of the development, a Travel Plan, which sets out proposals for reducing dependency on the private car, shall be submitted to and agreed in writing by the Planning Authority. The Travel Plan shall include:

- i. measures for extending and/or increasing the frequency of the existing local bus services(s) and associated financial contributions;
- ii. details for the management, monitoring, review and reporting of these measures; and
- iii. details of the duration of the Travel Plan.

The approved Travel Plan shall thereafter be implemented from the date of approval.

Reason: In order to facilitate the use of a variety of modes of transport.

23. 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 agreed 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.

Reason: In the interests of road safety.

24. No demolition works shall take place until a pre-commencement Protected Species Survey is undertaken on the existing Drill Hall and decked car park and a report of survey has been submitted to and agreed in writing by the Planning Authority. Development and work shall progress in accordance with any mitigation measures contained within the approved report of survey and the timescales contain therein.

Reason: To ensure that the site and its environs are surveyed and the development does not have an adverse impact on protected species or habitat.

25. Notwithstanding the provisions of the Town and Country Planning (Use Classes (Scotland) Order 1997 (as amended, revoked or re-enacted; with or without modification) the retail units at ground floor level shall be restricted to Class 1 retail use only to the satisfaction of the Planning Authority. Unit A shall operate as a class 3 restaurant.

Reason: In the interests of the amenity of the area.

26. For the avoidance of doubt there shall be no roof plant, bird netting or ventilation equipment located on any part of the roof without the written approval of the Planning Authority.

Reason: In the interests of visual amenity.

27. No development shall commence until a construction method statement has been submitted to and agreed in writing by the Planning Authority. This shall include the proposed location of the works compound, the means of screening the site, how the site will be developed and mitigation measures in terms of noise for adjacent premises. The development shall thereafter proceed in accordance with the approved construction method statement.

Reason: In the interests of residential amenity.

28. Where any of the processes carried out in the proposed buildings are capable of producing odours, such emissions shall be controlled to prevent odours being detectable in neighbouring premises. The proposed control measures shall be submitted to and agreed in writing by the Planning Authority before development commences on site and thereafter implemented in accordance with the approved scheme before the use is implemented.

Reason: In the interest of amenity.

29. For the avoidance of doubt, no buildings shall be erected within 20 metres of the existing trunk road carriageway and there shall be no drainage connections to the trunk road drainage system.

Reason: To minimise distraction to drivers on the trunk road and to ensure the efficient drainage of the site.

30. No development shall commence on site unless details of the lighting within the site, including during construction, have been submitted to and agreed in writing by the Planning Authority in consultation with Transport Scotland.

Reason: To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of traffic on the trunk road will not be diminished.

31. A Management Strategy for the traffic management of student vehicle movements during the start and end of term periods shall be submitted to and agreed by the Planning Authority prior to occupation of the development and thereafter implemented in accordance with the approved Strategy.

Reason: To ensure that the scale and operation of the development does not adversely affect the safe and efficient operation of the road network.

32. No development shall commence on site unless it has been demonstrated to the satisfaction of the Planning Authority that in the event of the bus lane being formed, buses will be able to manoeuvre satisfactorily between Farraline Park and Rose Street.

Reason: in order to ensure that the required bus lane can be delivered and constructed in accordance with requisite guidelines.

33. 1) No development shall commence until a scheme to upgrade the streetscape along the length of the proposed development on its Rose Street and Farraline Park frontages and associated areas, including phasing if required, has been submitted to and agreed in writing by the Planning Authority in consultation with the Roads Authority ("the approved scheme"). For the avoidance of doubt, the scheme submitted for approval shall be to the same specification as the streetscape works carried out in Church Street, Inverness.
- 2) On commencement of development but prior to commencement of any of the works identified in the approved scheme, the developer shall seek confirmation in writing from the Council of the particular phasing of works identified in the approved scheme which the Council requires the developer to carry out. Thereafter, but prior to occupation of the building hereby granted permission, the developer shall carry out those of the works identified in the approved scheme which the Council has confirmed require to be carried out by the developers.
- 3) In the event that the Council does not require the applicant/developer to carry out all of, or any of, the works identified in the approved scheme, the applicant/developer shall pay to the Council, prior to occupation of the building hereby granted planning permission, a commuted sum (calculated as hereinafter provided) in respect of those of the works identified in the approved scheme which have not been carried out to allow the Council to carry out those works, or works to an equivalent value, as part of a wider streetscape scheme for the area.
- 4) Any commuted sum which the developer is required to pay to the Council in respect of any of the works identified in the approved scheme shall be calculated on the basis of the unit cost of the streetscape works carried out in Church Street, Inverness - that is, £440 per square metre - and shall be index linked (applying the Department of Business, Innovation and Skills Price and Cost Indices or equivalent thereto) from the date of this permission to the date of payment.

Reason: In the interests of amenity.

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

INFORMATIVE NOTE REGARDING THE TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION

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.

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 (of emanating from) the application site. As per Scottish Planning Policy, planning permission does not remove the liability position of developers or owners in relation to flood risk.

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 Community Works prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Community Works 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.

SEPA: The SuDS treatment train should be followed which uses a logical sequence of SuDS facilities in series allowing run-off to pass through several different SuDS before reaching the receiving water body. Further guidance on the design of SuDS systems and appropriate levels of treatment can be found in CIRIA's C697 manual entitled The SuDS Manual. Advice can also be found in the SEPA Guidance Note Planning advice on sustainable drainage systems (SuDS). Please refer to the SuDS section of our website for details of regulatory requirements for surface water and SuDS.

Details of regulatory requirements and good practice advice for the applicant can be found on our website at www.sepa.org.uk/planning.aspx. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the operations team in your local SEPA office at: Graesser House, Fodderty Way, Dingwall Business Park, Dingwall, IV15 9XB, Tel: 01349 862 021.

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.

Section 75 Legal Agreement: You are advised that this planning permission has been granted subject to a Section 75 Legal Agreement. The terms of the agreement must be read in conjunction with the planning permission hereby approved. The terms of the Agreement may affect further development rights or land ownership and you are therefore advised to consult with the Planning Authority if considering any further development.

SSE: There are high and low voltage underground cables under this site. The applicant must contact us prior to carrying out any site preparation as these cables may require deviation to allow the building works to proceed.

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.

Signature: Allan J Todd
Designation: Area Planning Manager – South
Author: Nicola Drummond
Background Papers: Documents referred to in report and in case file.
Relevant Plans: Plan 1 – location plan
Plan 2 – site plan
Plan 3 – elevations
Plan 4 – cross section
Plan 5 – street level view

Inverness Design Review Panel

Panel Report

12 February 2015

Proposed development at Rose Street, Inverness

This report is the view of the Inverness Design Review Panel and is not attributable to any one individual. It does not prejudice any of the organisations represented on the panel forming a differing view about development proposals at a later stage.

Executive summary

The Panel welcomes the opportunity to have sight of these proposals at an appropriately early stage. It fully supports the aspiration to create a vibrant mixed-use development with potential to make a significant contribution to regenerating Inverness city centre.

The panel is keen to see the commercial viability of the development underpinned by the use of high quality materials and the creation of a safe, attractive public realm that includes a welcoming civic space.

It encourages careful consideration of the position, scale and massing of individual buildings to ensure the development relates well to its historic surroundings and achieves a clear, effective definition between public and private space.

1. Introduction

- 1.1. This report relates to new proposals for development following a previous application for student accommodation that was submitted but refused planning permission in 2013 and subsequently dismissed on appeal.
- 1.2. This report should be read in conjunction with pre-meeting papers that provided a site analysis, comparative massing study, viewpoints sections, contextual photographs and 3-D representations of birds-eye views.
- 1.3. The brief for the current proposal envisages:
 - one 6-storey block (A) adjacent to the existing multi-storey car park comprising both student and private accommodation over ground floor commercial/retail/restaurant;
 - one 5-storey block (B) lining Rose Street comprising four floors of private residential accommodation over ground floor commercial/retail/restaurant;
 - one 2-storey block (C) accommodating a café/restaurant;
 - a new vehicle route linking Rose Street with Farraline Park Bus Station;
 - new public open space.
- 1.4. This is the first time any development in this location has been reviewed by the Inverness Design Review Panel.
- 1.5. No declarations of interest were made by any panel member in relation to this scheme.

2. Overview

- 2.1. The Panel welcomes this opportunity to comment on design proposals for one of the most important development sites in Inverness city centre. It recognises that the design put forward represents “work-in-progress” and is glad to have sight of these proposals at an appropriately early stage.
- 2.2. The Panel supports the aspiration to create:
- a vibrant mixed-use development with potential to regenerate an important part of Inverness city centre;
 - a visionary new civic space, incorporating public art, with potential to enhance the city centre experience for residents, visitors and the wider city community;
 - residential accommodation that limits the need for car ownership and use and helps to promote good public transport links;
 - opportunities for café and restaurant provision that could enhance the vibrancy of the city centre.
- 2.3. The Panel is mindful of the amount of work that has gone into developing this and previous design proposals for the site. It encourages preparation of a clear site strategy setting out the rationale for the proposed layout, density, scale and connections in the context of the Inverness City Centre Development Brief and, in particular, the requirement to accommodate the new bus route and civic space. This should also make reference to alternative configurations that have been considered and rejected.

3. Public realm and civic space

- 3.1. The panel anticipates that the commercial viability and letting potential of the proposed development will rely heavily on the delivery of a high quality public realm. It is also important to ensure that commercial viability is not compromised by the proximity of student accommodation.
- 3.2. Throughout the development there is a need for a clearer, more logical definition between public and private space.
- 3.3. The design of the new civic space is a key concern. Its quality and ability to support the proposed mix of uses could be improved by the creation of a more welcoming, well-connected space. This needs to be designed as an entity in itself, not one that is left over following the configuration of blocks. In particular the design needs to:
- maximise potential to draw people to and through the space;
 - ensure that ground floor uses are positioned and configured to maximise footfall and serve a wide range of city users;
 - ensure open space is well overlooked;
 - make effective use of public art;
 - ensure open space will be attractive to a wide cross-section of residents, businesses and visitors and will be effectively managed and maintained.
- 3.4. Options put forward for further consideration in designing the civic space include:
- ensuring that movement to and through the space reflect and reinforce existing desire lines, such as the route from the bus station to Rose Street;
 - eliminating blank walls at boundaries;
 - incorporating a safe attractive route for buses *or* re-routing buses to avoid the space;

- lowering block height and expanding the footprint of the buildings to make better use of the site, including a civic space that is better positioned and proportioned;
- putting arrangements in place to attract and manage appropriate public events and activities in the space;
- moving the space to the east side of new bus route and replacing it with a new frontage overlooking this space (whose rear space, abutting Academy Street properties, could be used for private amenity);
- ensuring the space attracts a diverse range of people, throughout the day, aimed at discouraging anti-social behaviour (as occasionally experienced at Falcon Square).

4. Scale, massing and materials

- 4.1. It is essential that the scale and massing of the blocks relate well to their surroundings because of their prominent location within the city centre, proximity to Academy Street and the Conservation Area and their impact on key views from, for example, the riverside and A82.
- 4.2. Whereas greater building height might suit some parts of the city centre, the Panel considers that development in this location should be in keeping with adjoining buildings.
- 4.3. Height, mass, elevational treatment and rooflines need careful articulation to complement the existing grain of the Conservation Area and avoid a monolithic appearance. The Panel favours the approach to massing and roofscape in the recent development at Strothers Lane.
- 4.4. It is also important that the aspect and amenity of the new civic square, in particular the need for sunlight, is taken into account in determining the height and position of surrounding buildings.
- 4.5. The panel encourages the use of durable, high quality external materials as demonstrated, for example, in specifications for building and landscaping at UHI's new campus. Service life of materials is an important consideration.
- 4.6. The design process would benefit from the preparation of detailed drawings showing the relationship between the proposal and its context including street elevations that inform and refine building heights, as well as street sections and 3D representations of eye-level views.

5. Block A

- 5.1. The quality of accommodation in Block A could be compromised by proximity to the multi-storey car park, which blocks daylight, and the relatively poor aspect of elevations overlooking car parks and the bus station. It is worth considering whether some of this accommodation could be moved to a new frontage lining the west side of the civic space (Para 3.4 above).
- 5.2. To achieve an acceptable level of community safety, a narrow lane such as that proposed to the rear of Block A needs to be well-lit with good natural surveillance.
- 5.3. Locating student and private accommodation in single block could give rise to community tensions.

6. Block D

- 6.1. If a new proposal for Block D is submitted for planning permission there would be merit in considering options for:
- better integration into the overall scheme, including a reduction in height to be compatible with surrounding development;
 - relocating the civic space to the site of Block D, with potential to straddle Rose Street, link directly to Academy Street and develop green space that could be viewed on approach from the A82.

7. Public Art

- 7.1. The panel welcomes the intention to integrate public art into the design of the new civic space. The benefit of public art will be maximised if its proposals are linked at an early stage to wider environmental improvements in the city centre such as the Townscape Heritage project.
- 7.2. To make best use of this opportunity, public art needs to be integrated in design at the initial concept stage, rather than retrospectively, which limits its effectiveness. It is appropriate to integrate public art into a wide range of features including furniture, green space, walls, surfaces, safety features and walkways.
- 7.3. Community engagement is essential to identify who will use open space and what features are needed.

8. Connectivity

- 8.1. Transport arrangements, including parking, and pedestrian/cycle/vehicle infrastructure will play a key role in determining the success of the development.
- 8.2. The route from the bus station to Rose Street is an important pedestrian desire line. There is less certainty that the proposed new pedestrian route from Academy Street to the civic space will generate significant footfall.

9. Phasing

- 9.1. On the understanding that development will be phased, it is important that the civic space is completed as early as possible because this is integral to the quality and commercial viability of the scheme.
- 9.2. There is a need for consistency in form, massing and materials throughout the different phases of development.

10. Community safety

- 10.1. It is important to take account of community safety in the design of the public realm, as detailed in "Secure by Design".
- 10.2. In addition to community safety concerns for the new civic space (para 3.4) and Block A (Para 5.7) the proposed new route from Academy Street to the civic space needs to be suitably well-lit and overlooked particularly if, in the first instance, it leads to the pay and display car park.

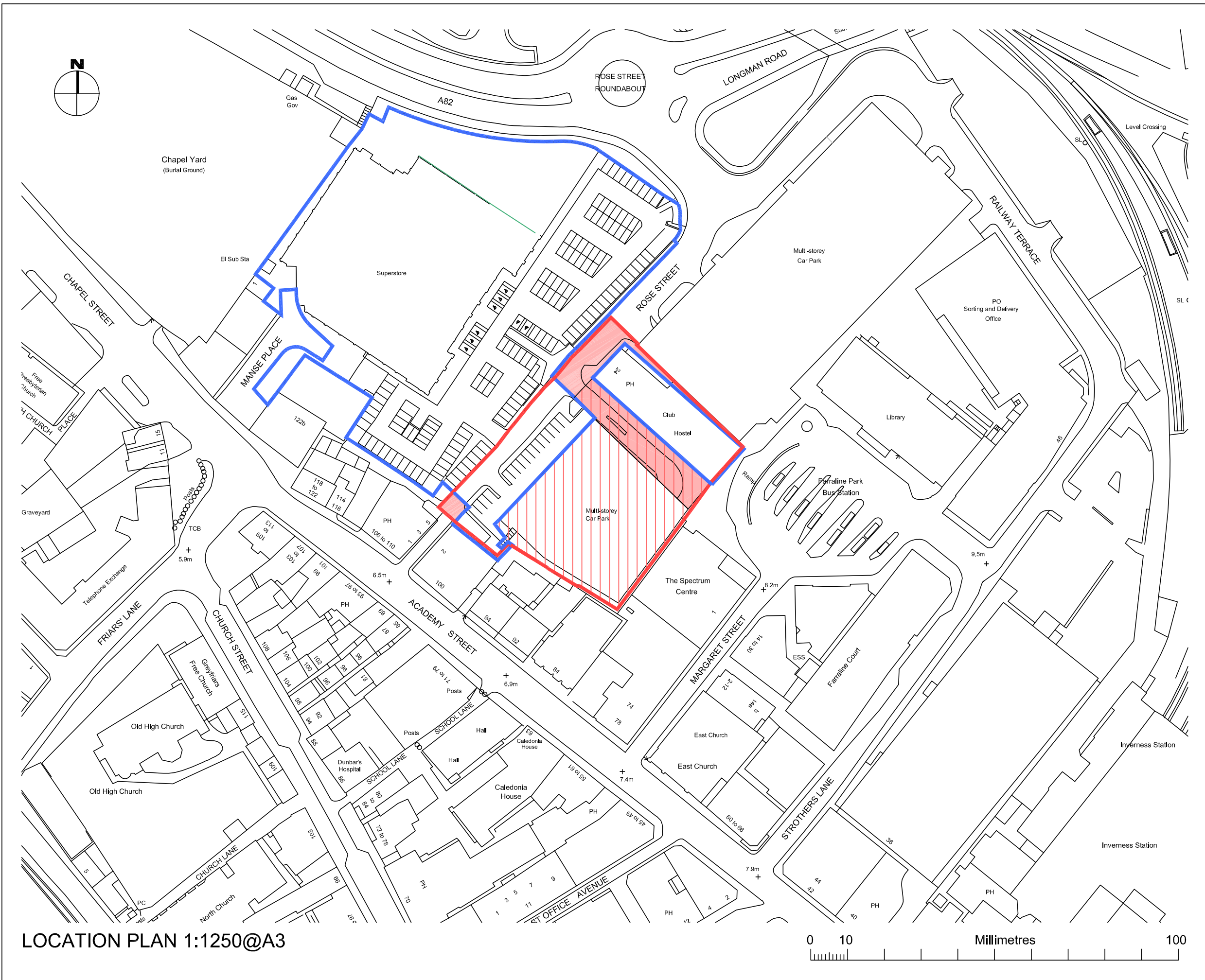
11. Recommendations

11.1. The Panel supports the following aspects of this initial design proposal:

- Mixture of residential and commercial uses, including café and restaurant accommodation
- Use of ground floors for active uses (commercial/retail/restaurant)
- Development of a new civic space
- Integration of public art into the design of the public realm.

11.2. In developing the design, the Panel suggests the following priorities should be addressed:

- Development of a clear site strategy that articulates the relationship between built form, open space, movement routes and public/private space;
- Re-design/reconfiguration of civic space to achieve good connectivity, surveillance and exposure to sunlight, and to encourage high levels of use;
- Building height, mass, elevational treatment and rooflines that are in keeping with adjoining buildings and surroundings;
- Use of durable, high quality external materials;
- Use of street elevations, street sections and 3D representations of eye-level views to refine these proposals.



LOCATION PLAN 1:1250@A3

DO NOT SCALE, IF IN DOUBT PLEASE ASK
 All setting out must be checked on site prior to commencement. Any discrepancy must be reported to G. H. JOHNSTON Building Consultants Ltd

- Application Boundary
- Ownership Boundary
- Land Owned by Highland Council
- Land Owned by THC and under Missive to Applicant
- Land Owned by THC and ground floor under long lease to Applicant and under Missive to Applicant. Upper deck owned by THC and under Missive to Applicant.

PLANNING APPLICATION

REVISIONS		
rev.	description	date
A	Site boundary adjusted	09.15
B	Land Ownerships clarified	12.15

Client
Inverness Properties Ltd

Project
**Phase 2 Retail, Commercial & Student Accommodation
 Rose Street, Inverness**

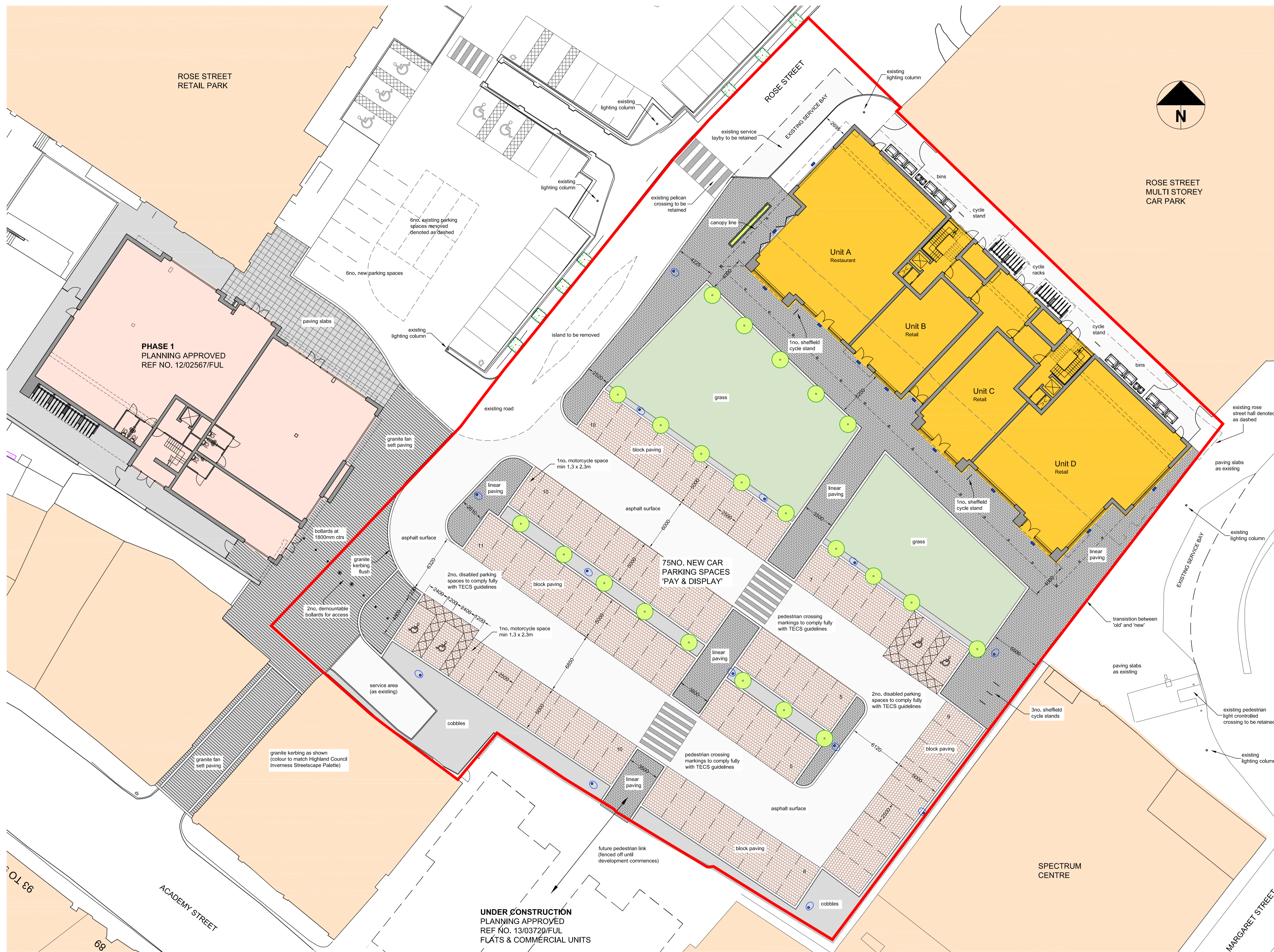
Drawing
Location Plan

Scale	Date	Drawn by
1:1250@A3	June 2015	NJM/SR
Project no	Dwg no	Rev
2260	PL001	B

G.H. JOHNSTON
 BUILDING CONSULTANTS LTD

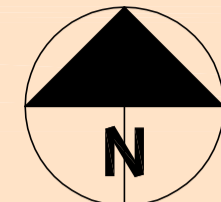
WILLOW HOUSE
 STONEYFIELD BUSINESS PARK
 INVERNESS IV2 7PA
 Email: technical@ghjohnston.co.uk

TEL (01463) 237229
 FAX (01463) 243258



DO NOT SCALE. IF IN DOUBT PLEASE ASK
 All setting out must be checked on site prior to commencement. Any discrepancy must be reported to G. H. JOHNSTON Building Consultants Ltd

- Outline Finishes Specification**
- Concrete / reconstituted stone kerbing / channels**
 Nom 250mm x 125mm silver grey kerbs, fine picked finish, to match Highland Council Inverness streetscape colour palette, max 100mm upstand / flush units all dowelled into 150mm thick shuttered concrete kerb log and carefully haunched.
 - Linear Paving**
 80mm thick loc bloc Marshalls Metrolinia paving sets or equal and approved, 80mm thick laid stretching half lap on DBM base. Construction to be confirmed with Engineer.
 - Granite sett fan paving**
 Sawn and flame-top granite road sets, colour mix to be silver grey, pink and red Chinese granite to match Highland Council, Inverness streetscape colour palette, fan pattern to match School Lane, Inverness, laid on concrete screed with proprietary mortar bedding and pointing system on 140mm deep DPM layer. Construction to be agreed with Engineer. As per approved Planning Ref No. 12/02567/FUL
 - Block Paving**
 Nom 80mm Marshalls Tegula block paving or equal and approved laid 3 sizes random pattern on 100mm deep DPM subbase. Construction to be confirmed with Engineer.
 - Asphalt surfacing**
 Construction of access road into new car park and rear service yard as Engineer's details.
 - Cobbles**
 Smooth round cobbles approx 150x75mm set half projecting and touching bedded in concrete approx 100mm thick onto hardcore base.
 - Fixed Stainless steel Bollards**
 89mm dia x 750mm high stainless steel bollards Ref B347-RT in concrete foundation to Rose Street as supplied by Broxap Ltd or equal and approved.
 - Automatic demountable stainless steel bollards**
 Allowance for automatic demountable-type to fully coordinate with fixed bollards in Rose Street for service and emergency access to the development, including all signage, ducting and control mechanisms to Engineer's details.
 200mm dia x 750mm high stainless steel automatic retractable bollard Vendome Model Ref BPVDMET51 by Urbaco or equal and approved.
 - Lighting to pedestrian areas**
 Wall mounted light fittings above retail / student entrances. Each type to be confirmed.
 Column mounted decorative luminaire with low glare type similar to those in High Street, Inverness.
 - Street lighting to car park**
 Column mounted decorative luminaire with low glare type to match High Street, Inverness.
 - Cycle stands**
 1no Sheffield type cycle stand to be located adjacent to each retail entrance door. Shown as indicative on plan.



- Bollard / Lighting Key:**
- Fixed bollard
 - Demountable bollard
 - ⊙ Lighting column
 - External wall lighting

PLANNING APPLICATION

REVISIONS

rev.	description	date
A	Site boundary adjusted	09.15

Client
Inverness Properties Ltd

Project
**Phase 2 Retail, Commercial & Student Accommodation
 Rose Street, Inverness**

Drawing
**Site Layout
 Phase 2**

Scale 1:200@A1	Date Sept 2015	Drawn by NJM
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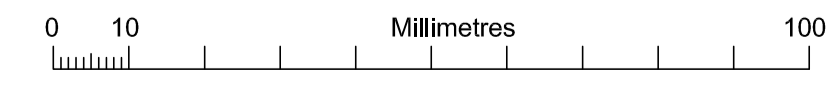
Project no 2260	Dwg no PL003	Rev A
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G.H. JOHNSTON
 BUILDING CONSULTANTS LTD

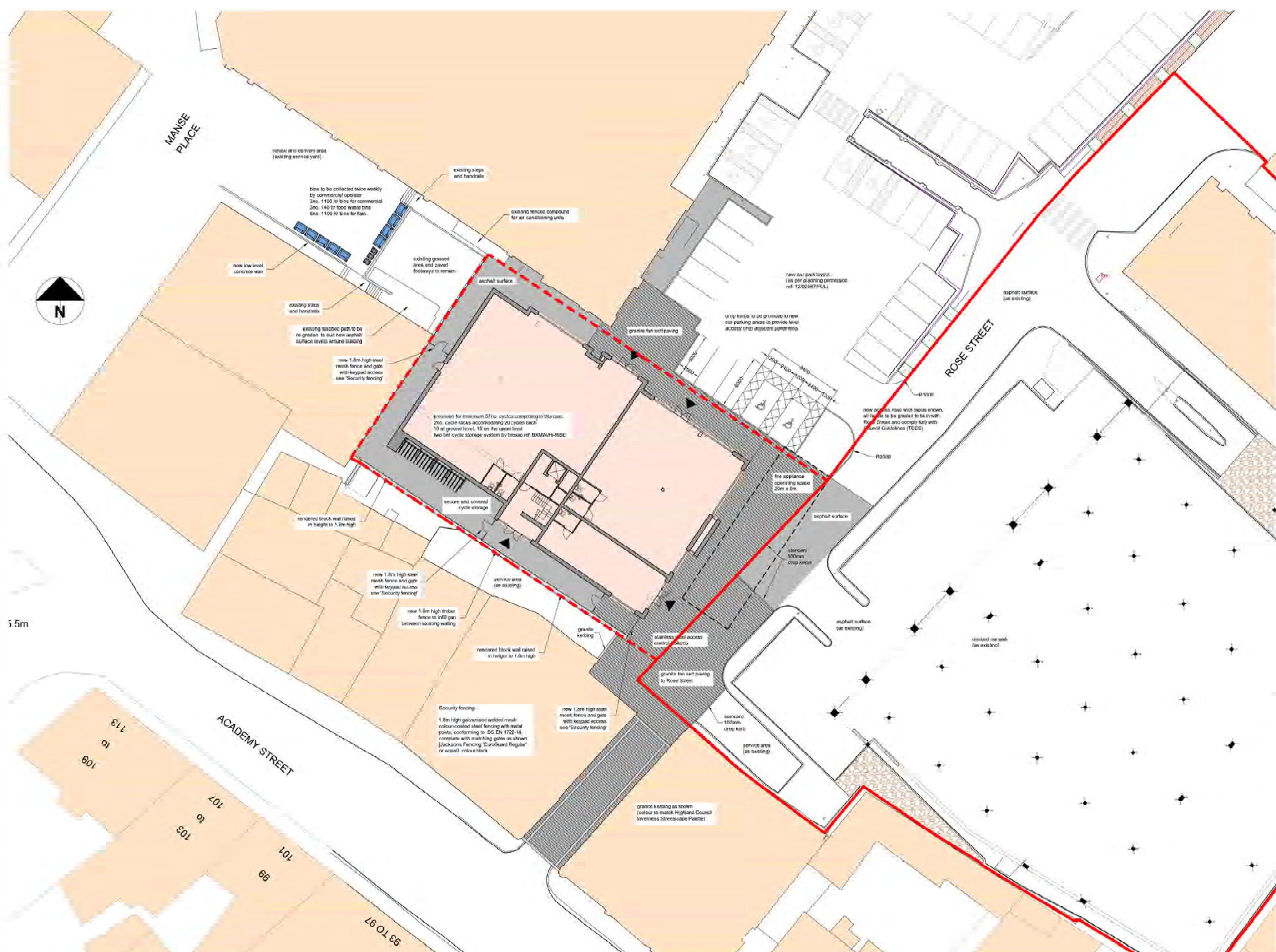
WILLOW HOUSE
 STONEYFIELD BUSINESS PARK
 INVERNESS IV2 7PA
 Email: technical@ghjohnston.co.uk

TEL (01463) 237229
 FAX (01463) 243258

SITE LAYOUT PHASE 2 1:200



UNDER CONSTRUCTION
 PLANNING APPROVED
 REF NO. 13/03720/FUL
 FLATS & COMMERCIAL UNITS



DO NOT SCALE. IF IN DOUBT PLEASE ASK.
 All setting out must be checked on site prior to commencement. Any discrepancy must be reported to:
 C. H. JOHNSTON Building Consultants Ltd

Outline Finishes Specification

Granite Kerbing channels to Rose Street
 Non 250mm x 120mm silver grey Chinese granite kerbs, fine polished finish, granite to match Highland Council Inverness streetscape colour palette. Max 100mm upstand / flush units all dovetailed into 150mm thick shuttered concrete kerb leg and carefully launched.

Granite sett fan paving to Rose Street
 Sawed and flamed-top granite road setts, colour mix to be silver grey, pink and red Chinese granite to match Highland Council Inverness streetscape colour palette. Fan pattern to match School Lane Inverness, laid on concrete screed with proprietary mortar bedding and pointing systems on 140mm deep DBM layer. Construction to be agreed with Engineer.



photo showing example of fan sett paving as per School Lane, Inverness

Asphalt surfacing
 Construction of new pavements to sides and rear of building as Engineers details.

Stainless steel Bollards
 140mm dia x 1000mm high stainless steel bollards (Grade 316 satin finish) in concrete foundation to Rose Street, max 1200mm spacing as supplied by Broxap Ltd. T 0844 800 4085.

Automatic demountable stainless steel bollards
 Allowance for automatic demountable type to fully coordinate with fixed bollards in Rose Street for service and emergency access to the development, including all signage, ducting and control mechanisms to Engineers details. 200mm dia x 750mm high stainless steel automatic retractable bollard Vendome Model Ref SPVDM751 by Litbac.

- Application Boundary (Phase 2)
- - - Phase 1 Boundary (Ref no. 12/02567/FUL)

PLANNING APPLICATION

REVISIONS

rev.	description	date

Client
Inverness Properties Ltd

Project
Phase 2 Retail, Commercial & Student Accommodation Rose Street, Inverness

Drawing
Site Layout Phase 1

Scale 1:200@A1	Date June 2015	Drawn by NJM
Project no 2260	Dwg no PL002	Rev

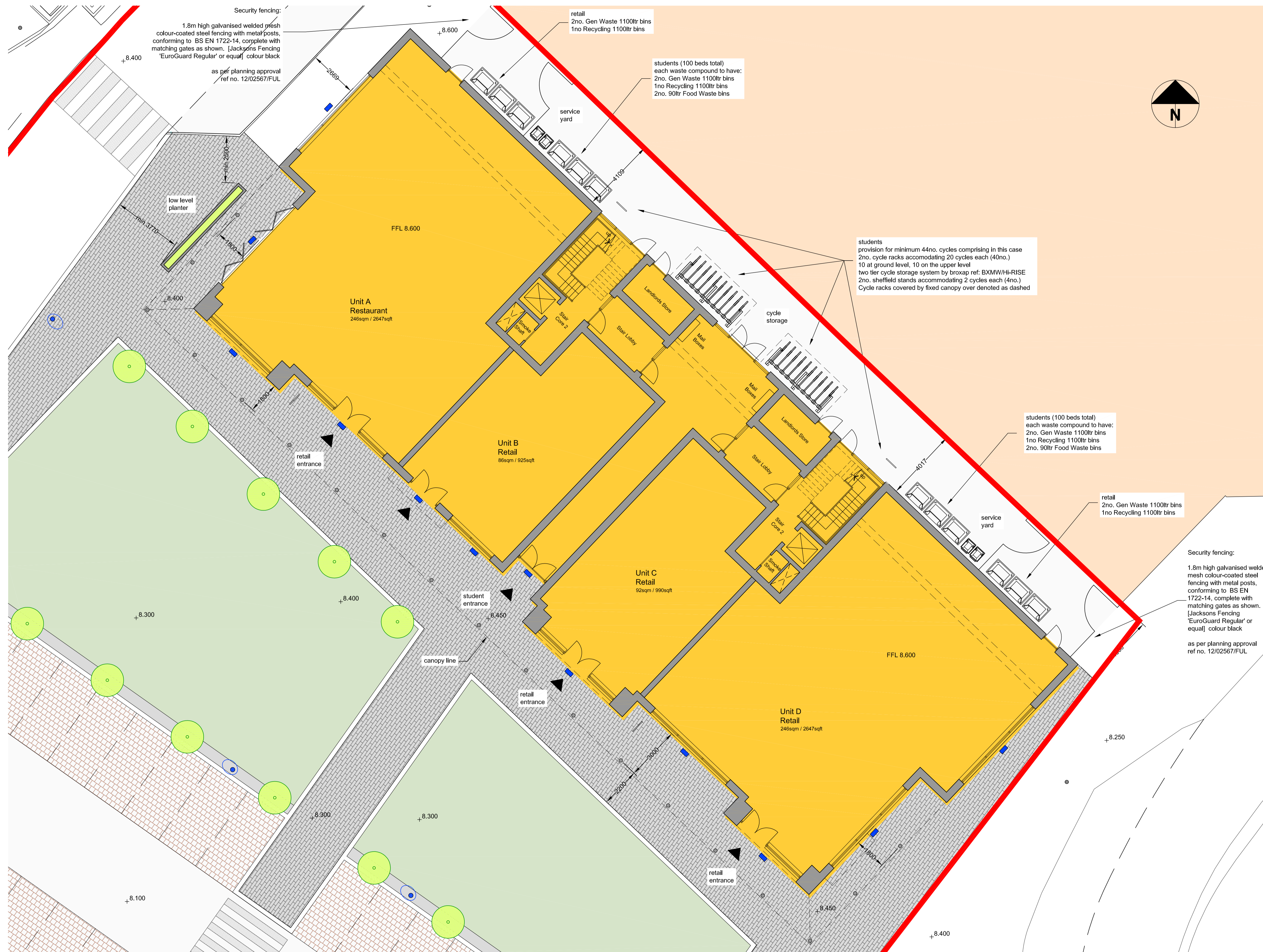
G.H. JOHNSTON
BUILDING CONSULTANTS LTD

WILLOW HOUSE
 STONEYFIELD BUSINESS PARK
 INVERNESS IV2 /PA
 Email: tjohnston@gjohnston.co.uk

TEL (01463) 237229
 FAX (01463) 243288

SITE LAYOUT PHASE 1 1:200





BUILDING BLOCK LAYOUT PHASE 2 1:200

DO NOT SCALE. IF IN DOUBT PLEASE ASK
 All setting out must be checked on site prior to commencement. Any discrepancy must be reported to G. H. JOHNSTON Building Consultants Ltd

Outline Finishes Specification

Concrete / reconstituted stone kerbing / channels
 Nom 250mm x 125mm silver grey kerbs, fine picked finish, to match Highland Council. Inverness streetscape colour palette, max 100mm upstand / flush units all dowelled into 150mm thick shuttered concrete kerb log and carefully haunched.

Linear Paving
 80mm thick loc bloc Marshalls Metrolinia paving sets or equal and approved. 80mm thick laid stretching half lap on DBM base. Construction to be confirmed with Engineer.

Granite sett fan paving
 Sawn and flamed-top granite road sets, colour mix to be silver grey, pink and red Chinese granite to match Highland Council, Inverness streetscape colour palette, fan pattern to match School Lane, Inverness, laid on concrete screed with proprietary mortar bedding and pointing system on 140mm deep DPM layer. Construction to be agreed with Engineer. As per approved Planning Ref No. 12/02567/FUL

Block Paving
 Nom 80mm Marshalls Tegula block paving or equal and approved laid 3 sizes random pattern on 100mm deep DPM subbase. Construction to be confirmed with Engineer.

Asphalt surfacing
 Construction of access road into new car park and rear service yard as Engineer's details.

Cobbles
 Smooth round cobbles approx 150x75mm set half projecting and touching bedded in concrete approx 100mm thick onto hardcore base.

Fixed stainless steel Bollards
 89mm dia x 750mm high stainless steel bollards Ref B347-RT in concrete foundation to Rose Street as supplied by Broxap Ltd or equal and approved.

Automatic demountable stainless steel bollards
 Allowance for automatic demountable-type to fully coordinate with fixed bollards in Rose Street for service and emergency access to the development, including all signage, ducting and control mechanisms to Engineer's details.
 200mm dia x 750mm high stainless steel automatic retractable bollard Vendome Model Ref BPVDMET51 by Urbaco or equal and approved.

Lighting to pedestrian areas
 Wall mounted light fittings above retail / student entrances. Exact type to be confirmed.
 Column mounted decorative luminaire with low glare type similar to those in High Street, Inverness.

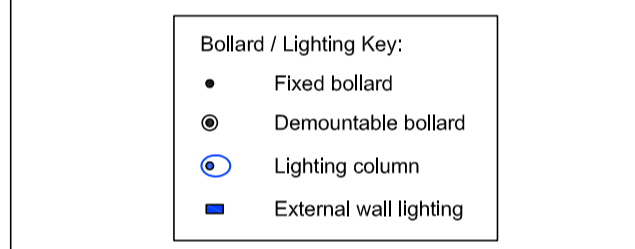
Street lighting to car park
 Column mounted decorative luminaire with low glare type to match High Street, Inverness.

Cycle stands
 1no Sheffield type cycle stand to be located adjacent to each retail entrance door. Shown as indicative on plan.

students (100 beds total)
 each waste compound to have:
 2no. Gen Waste 1100ltr bins
 1no Recycling 1100ltr bins
 2no. 90ltr Food Waste bins

students (100 beds total)
 provision for minimum 44no. cycles comprising in this case
 2no. cycle racks accommodating 20 cycles each (40no.)
 10 at ground level, 10 on the upper level
 two tier cycle storage system by broxap ref. BXMW/Hi-RISE
 2no. sheffield stands accommodating 2 cycles each (4no.)
 Cycle racks covered by fixed canopy over denoted as dashed

students (100 beds total)
 each waste compound to have:
 2no. Gen Waste 1100ltr bins
 1no Recycling 1100ltr bins
 2no. 90ltr Food Waste bins



PLANNING APPLICATION

REVISIONS

rev.	description	date
A	Site boundary adjusted	09.15

Client
Inverness Properties Ltd

Project
**Phase 2 Retail, Commercial & Student Accommodation
 Rose Street, Inverness**

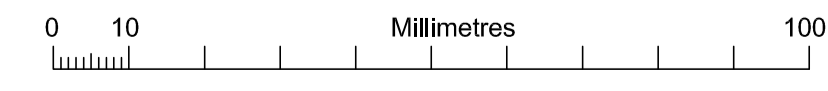
Drawing
**Building Block Layout
 Phase 2**

Scale 1:100@A1	Date July 2015	Drawn by NJM
Project no 2260	Dwg no PL004	Rev A

G.H. JOHNSTON
 BUILDING CONSULTANTS LTD

WILLOW HOUSE
 STONEYFIELD BUSINESS PARK
 INVERNESS IV2 7PA
 Email: technical@ghjohnston.co.uk

TEL (01463) 237229
 FAX (01463) 243258





SOUTH WEST ELEVATION (FRONTAGE)



NORTH WEST ELEVATION (ROSE ST)



NORTH EAST ELEVATION (FACING MULTI STOREY CAR PARK)
 1:200



SOUTH EAST ELEVATION (FARRALINE PARK)

External Materials key

1. Aluminium roof overhang - grey
2. Fine texture render 'K Rend' or similar colour grey
3. Fine texture render 'K Rend' or similar colour off white
4. Fine texture render 'K Rend' or similar colour light yellow
5. Fine texture render 'K Rend' or similar colour light pink
6. Merley Cedar ventilated rainscreen system colour brown
7. Nordan timber windows or similar colour grey
8. Nordan timber doors or similar colour grey
9. Jointed Merley rainscreen
10. Galf Metal slinger rainscreen colour buff
11. Natural stone reclaimed from Rose St Mill
12. Arcade style glazed canopy
13. Aluminium glazed screen system colour grey
14. Merley Cedar flat board or similar colour red

PLANNING APPLICATION

REVISIONS

rev.	description	date

Client
 Inverness Properties Ltd

Project
 Phase 2 Retail, Commercial & Student Accommodation
 Rose Street, Inverness

Drawing
 Elevations

Scale 1:200@A1	Date June 2014	Drawn by PHJ
Project no 2260	Dwg no PL300	Rev.

G.H. JOHNSTON 
 BUILDING CONSULTANTS LTD
 WILLOW HOUSE
 STONEYFIELD BUSINESS PARK
 INVERNESS IV2 7FR
 Email: gjohnst@ghjohnston.co.uk
 TEL (01463) 237228
 FAX (01463) 233288



ROSE STREET ELEVATION
 1:200

PLANNING APPLICATION

REVISIONS

rev.	description	date

Client
Inverness Properties Ltd

Project
**Phase 2 Retail, Commercial & Student Accommodation
 Rose Street, Inverness**

Drawing
Rose Street Elevation

Scale 1:200@A1	Date July 2015	Drawn by NJM
Project no 2260	Dwg no PL301	Rev.

G.H. JOHNSTON 
 BUILDING CONSULTANTS LTD
 WILLOW HOUSE
 STONEYFIELD BUSINESS PARK TEL (01463) 237220
 INVERNESS IV2 7PR FAX (01463) 243288
 Email: gjohnst@ghjohnston.co.uk



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PLANNING APPLICATION

REVISIONS

rev.	description	date

Client

Inverness Properties Ltd

Project

**Phase 2 Retail, Commercial & Student Accommodation
Rose Street, Inverness**

Drawing

**3D Visuals
Street Level View**

Scale	Date	Drawn by
NTS	Sep 2015	PJ
Project no	Dwg no	Rev
2260	PL402	

G.H.JOHNSTON 
BUILDING CONSULTANTS LTD

WILLOW HOUSE
STONEFIELD BUSINESS PARK
INVERNESS IV2 7PA
Email: technical@ghjohnston.co.uk

TEL (01463) 237229
FAX (01463) 243258