

Agenda Item	6.8
Report No	PLS/085/19

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 29 October 2019

Report Title: 19/02357/FUL: SRP Inverness Ltd
Rose Street Car Park, Rose Street, Inverness

Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: Demolition of two storey car park and construction of hotel development, including retail /commercial units with associated landscaping, infrastructure and creation of new bus/taxi street

Ward: 14 – Inverness Central

Development category: Major

Reason referred to Committee: Major Development

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

Recommendation

Members are asked to agree the recommendation to **Grant** planning permission as set out in section 11 of the report.

1. PROPOSED DEVELOPMENT

- 1.1 Planning permission is sought to erect a six storey 210 bedroom hotel on the site of the existing two deck car park on Rose Street. Three retail/commercial units are proposed facing onto Rose Street itself. A feature of the development will be a new one way bus and taxi street that will create a new road linking the bus station at Farraline Park with Rose Street and the adjoining A82 trunk road.
- 1.2 The hotel building is rectilinear in form on an 'L'-shaped footprint with a section of the building constructed over a northwest/southeast axis fronting onto the new street running parallel with the adjoining Rose Street Drill Hall. The remainder of the building will be constructed on a northeast/southwest axis with a pend providing access to the rear car parking and servicing area directly from Rose Street.
- 1.3 The building features a very shallow inverted pitched roof with a relatively low level plant compound located on the inner sections of the roof.
- 1.4 A mixed palette of external materials and finishes are proposed including natural stone cladding panels that will dominate the façade with sections of light and dark rainscreen cladding defining key features and areas of the building. In terms of hard landscaping Caithness stone paving is proposed on the main street elevations with monoblock paving and tarmac surfacing to the rear of the building.
- 1.5 Pre Application Consultation: The applicant held a public consultation event on 19 February 2019 at the Spectrum Centre, Inverness.
- 1.6 The applicant has also presented the proposal to the Inverness Design Review Panel. The Panel's Executive Summary is referred to below and the main report is included as Appendix 1.
- 1.7 *"The Panel welcomes the opportunity to comment on design proposals to re-develop and regenerate a prominent city centre site, which could significantly increase vibrancy and footfall and reduce anti-social behaviour. Development in this setting merits an exemplary standard of contemporary design that respects and enhances the distinct character of the city centre and achieves a strong civic presence. The impact of scale, height and massing on key views is a key concern. The Panel does not support the development of 6/7 storey buildings of uniform mass at this location because this is at odds with existing surrounding built form. This report highlights a need for better contextual analysis to test and articulate mass and scale. It also seeks significantly more distinctiveness and variation in elevational composition and treatment. The Panel welcomes proposed improvements in street character, security and amenity, in particular the creation of a frontage to Rose Street and improved spatial enclosure surrounding the Drill Hall/new bus route. This should be reinforced by lively ground floors, attractive entrances and a generous public realm. Development should also take account of safety measures set out in Secured by Design Commercial Developments (2015), such as the prevention of unauthorised access to the rear carpark. The guest experience would be significantly enhanced if this carpark doubled up as a green oasis, making use of tree-planting to punctuate parking bays."*

1.8 Supporting Information: The following information has been submitted in support of the application:

- Pre-application Consultation Report;
- Design and Access Statement;
- Planning Statement;
- Drainage Impact Assessment;
- Transport Statement;
- Ground Investigation Report;
- Preliminary Roost Assessment;
- Sustainability Statement; and
- Archaeological Watching Brief.

1.9 Variations: Minor variation to site layout following consultation process.

2. SITE DESCRIPTION

2.1 The site is an existing two deck car park with open upper deck. It lies within the defined City Centre boundary and adjacent to but outwith the Inverness (Riverside) Conservation Area. It is located directly behind several buildings that front onto Academy Street including the landmark Al Welders 'B' listed building occupying the corner of Rose Street and Academy Street and which is undergoing extensive renovation, a relatively recently completed five storey residential development with ground floor commercial uses, and the adjoining Travelodge hotel. To the south east lies the Spectrum Centre fronting the bus station at Farraline Park and approximately 50m to the northeast of the site at its closest point is the category 'A' listed Inverness Library. Defining the northeast boundary is the Drill Hall building and over to the northwest is the Rose Street retail park.

2.2 There is an existing footpath connection that runs between the Drill Hall and the two deck car park providing a link between the bus station and Rose Street. Rose Street itself narrows between the Al Welders building and the Phoenix bar and terminates at the junction with Academy Street where vehicular access is restricted.

3. PLANNING HISTORY

- | | | | |
|-----|-----------------|---|---|
| 3.1 | 01 October 2012 | 12/02567/FUL: Erect multi storey building with retail units on ground floor and student flats above | Permission Granted |
| 3.2 | 19 March 2013 | 13/00817/SCRE: Redevelopment of former Rose Street Hall and car park south and west to provide multi storey student accommodation(phase 2 + 3) Hotel, tourist hostel, shops, food and drink premises.(Licenced and un-licenced) offices, civic square and environmental enhancement | Screening Opinion Issued (EIA not required) |

- | | | | |
|-----|---------------|---|-----------------------|
| 3.3 | 30 April 2014 | 13/04137/FUL: Revised layout and Design - Demolition of Rose Street Hall and decked car park and phased redevelopment to provide multi-storey student accommodation, shops, food and drink premises, public space and environmental enhancement | Refused |
| 3.4 | 08 March 2017 | 15/03600/FUL: Demolition of former Rose Street Hall and decked car park to the south and Phase 2 of redevelopment to provide retail, commercial and student accommodation | Application Withdrawn |
| 3.5 | 08 March 2017 | 19/00693/PAN: Demolition of 2 storey car park and construction of a hotel development including retail units with associated landscaping infrastructure and creation of a new bus/taxi lane | PAN Submitted |

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour and Schedule 3 Development

Date Advertised: 14 June 2019

Representation deadline: 28 June 2019

Timeous representations: 4 (2 households, 2 non-households)

Late representations: None.

4.2 Material considerations raised are summarised as follows:

- a) Demolition of the existing car park could create dust nuisance. This should be controlled during dry weather conditions;
- b) Proposed car parking level is inadequate to serve hotel guests and staff;
- c) Height and massing of the building will dominate local and distant views, particularly due to roof design;
- d) Proposed elevational treatment does not make a positive contribution to sense of place, particularly when reference to the works being done on Academy Street;
- e) The proposed new street costs should be borne by the development as without it there would be no street frontage to develop. It should not be offset against the broader public transport benefits or contribute towards the need to compensate for lack of car parking.

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.

5. CONSULTATIONS

- 5.1 **Crown Community Council:** No objection. Welcomes the proposal as it will provide a major boost to high quality accommodation in town centre, provide employment and make a substantive contribution towards revised townscape and access arrangements. The provision of a bus and taxi exit directly onto Rose Street is particularly welcomed.
- 5.2 **Transport Planning:** No objection subject to appropriate conditions governing relocation of pedestrian crossing on Rose Street and electric charge points at Farraline Park, provision of a travel plan, construction traffic management plan, details of finishes for the new street and pavements and streetscape improvements from the development site to Academy Street.
- 5.3 **Access Officer:** Comments deferred to Transport Planning.
- 5.4 **Flood Risk Management:** No objection subject to a condition requiring approval of final drainage layout.
- 5.5 **Contaminated Land:** No objection subject to condition requiring scheme to deal with potential contamination of land to be agreed.
- 5.6 **Historic Environment (Archaeology):** No objection subject to condition requiring approval of archaeological watching brief.
- 5.7 **Historic Environment (Conservation):** No objection. However reservations expressed regarding the building height and impact on Riverside Conservation Area and setting of Category 'A' listed Inverness Library. Preference is to see a reduction in height of one storey or the setting back of the upper storey to reduce the overall massing and scale.
- 5.8 **Transport Scotland:** 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

- 28 - Sustainable Design
- 29 - Design Quality and Place-making
- 31 - Developer Contributions
- 34 - Settlement Development Areas
- 40 - Retail Development
- 42 - Previously Used Land
- 44 - Tourist Accommodation
- 56 - Travel
- 57 - Natural, Built and Cultural Heritage
- 58 - Protected Species
- 64 - Flood Risk
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage
- 77 - Public Access

6.2 **Inner Moray Firth Local Development Plan 2015**

1 – Promoting and Protecting City and Town Centres

6.3 **Highland Council Supplementary Planning Policy Guidance**

Inverness City Centre Development Brief (February 2018)

Developer Contributions (November 2018)

Flood Risk and Drainage Impact Assessment (January 2013)

Highland Historic Environment Strategy (January 2013)

Public Art Strategy (March 2013)

Sustainable Design Guide (January 2013)

7. **OTHER MATERIAL POLICY CONSIDERATIONS**

7.1 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy (June 2014)

8. **PLANNING APPRAISAL**

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

Determining Issues

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

Planning Considerations

8.3 The key considerations in this case are:

- a) compliance with the development plan and other planning policy
- b) layout, scale, mass and design of proposal
- c) any other material considerations.

Development plan/other planning policy

8.4 The site is located within Inverness city centre and forms part of a larger land allocation identified in the Inner Moray Firth Local Development Plan (IN5) for mixed use development comprising business, residential, community and retail uses and requires development to be in accordance with the Inverness City Centre Development Brief.

- 8.5 The proposal represents a major redevelopment within the heart of the city, lying within one of the four key city centre districts (Station Quarter) identified in the Brief where the aim is to improve city centre access and connections, the physical enhancement of Academy Square and its surroundings, and the redevelopment of key sites to create new visitor and cultural attractions.
- 8.6 The general policies of the Highland-wide Local Development Plan seek to support development that makes effective use of brownfield land, is accessible by public transport, cycling and walking, and can demonstrate sensitive siting and high quality design that is compatible with surrounding land uses. New development must also make a positive contribution to the architectural and visual quality of the city centre.
- 8.7 Subject to the proposal having no significant detrimental impact on townscape and cultural heritage assets, the proposal would comply with the development plan.

Layout, scale, mass and design of proposal

- 8.8 The site layout proposes the creation of a new street linking the bus station with Rose Street. The new street would be available for use by buses and taxis only. The route has been identified as an aspiration in the development brief.
- 8.9 The hotel building itself will form an 'L' shape with frontages onto both the new street and the adjoining Rose Street, with a pend access from Rose Street to provide vehicular access to the site for parking and servicing requirements. The layout of the site complies with the requirements of the development plan.
- 8.10 The scale and massing of the building is a significant consideration in assessing the acceptability of the proposal. In presenting the first iteration of the proposal to the Design Review Panel, the applicant proposed an urban block of 6 storeys facing onto the new street and 7 storeys fronting Rose Street. The overall height of the block was 23.8 metres. The Panel advised that they would not support a development of 6 or 7 storeys of uniform mass at this location as it would be at odds with existing surrounding built form.
- 8.11 The building as presented now is 6 storeys and of uniform mass. The height of the building (excluding the roof plant compound) varies marginally due to the slight drop in ground levels from the northeast (new street) side to the southwest (Academy Street) side. At the northeast corner of the building the overall height as measured from the internal ground floor level is 19.72 metres. In comparison the Al Welders building stands at approximately 14.7 metres to the ridgeline of the roof; the adjacent mixed use residential/commercial development at 16.7 metres; and the Travelodge hotel at 17.8 metres in height. The Rose Street multi-storey car park is approximately 13 metres in height to the top of the parapet on the upper deck.
- 8.12 The applicant has sought to interpret the need to differentiate the top floor from the remainder of the building through the use of a dark cladding material in an attempt to present a modern interpretation of the building materials used in the construction of traditional buildings in the city which typically feature lighter stone façades and

darker slate roofs. This interpretation is further emphasised where the darker cladded elements of the building are slightly recessed from the lighter stone clad façade on floors 2 to 5.

- 8.13 The Council's conservation officer, whilst not objecting to the proposals, has highlighted reservations regarding the proposed height which, in conservation terms, it would be preferable if it was reduced in height by one storey or an alternative approach taken to the design of the top floor to set it back from the main façades to help reduce the overall massing and scale. Wider views from the 'A' listed library and also from Longman may not be positively enhanced and reducing the height or stepping in the upper storey may help reduce any negative impact. In its current form however, the proposal is unlikely to significantly harm the character or appearance of the conservation area and would be considered to accord with Section 64 of the Planning (listed Buildings and Conservation Areas) (Scotland) Act 1997 that places a general duty on planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.
- 8.14 In terms of design, the building is of a contemporary style utilising high quality materials and finishes, both for the building and surrounding hard surfaces. Landscaping is proposed within the rear of the site around areas of parking.

Other material considerations

- 8.15 24 car parking spaces will be provided to the rear of the new hotel and the Council's Transport Planning team has advised that the shortfall in the provision of parking to the normal standards could equate to a financial contribution of £725,920. The applicant is proposing to address this shortfall by providing the new street, fully constructed to adoptable standards. Taking account land costs and likely construction costs the cost of delivering this element of the proposal would slightly exceed the required contribution.

There are no other material considerations.

- 8.16 The Council's adopted development brief applies other requirements where appropriate for developers to contribute towards other mitigation. It is noted that the pavement and road between the site and Academy Street is in need of enhancement to improve the public realm and the developer has accordingly agreed to pay a financial contribution towards the costs of upgrading half of this area at a rate of £520 per square metre, Index Linked to Q3 2017, in accordance with the brief. This equates to a commuted sum payment of £39,000 which the developer has agreed to pay upfront in advance of the release of any subsequent planning permission.

Non-material considerations

- 8.17 An objector has suggested that there should be provision of car parking for residents of Academy Street who will otherwise require to purchase a permit for parking at the Old Town Rose Street multi-storey car park. However this matter is not a material planning consideration in the determination of this application.

Matters to be secured by Section 75 Agreement

- 8.18 No Section 75 Agreement will be necessary provided the applicant pays the required developer contributions upfront in the event of planning permission being granted.

9. CONCLUSION

- 9.1 There is no doubt that the redevelopment of the two deck car park at Rose Street, a grim dark and depressing concrete structure, would be welcomed by the introduction of a contemporary designed high quality hotel. The provision of a new street would also be a significant enhancement to the area, providing an alternative route to the major road networks out of the city for buses and taxis.
- 9.2 The development is an 'L' shaped hotel building of uniform mass and the applicant has proposed the use of contrasting materials to produce an alternative take on the façade and roof design by having the top floor clad in a dark material to differentiate from the remainder of the building. Whilst the Council's conservation officer has expressed a wish that the massing of the hotel should be reduced by either removing or altering the design of the top floor, the applicant has stressed that such a measure would reduce the bedroom count and render the project unviable. The applicant has highlighted the revisions that have taken place since the original incarnation of two separate hotel buildings on the site, one 6 storey and one 7 storey and that, in their view, the choice of materials achieves this desired outcome.
- 9.3 The applicant has provided a number of visualisations from various viewpoints within the city centre in an attempt to demonstrate the impact of the development from different areas.
- 9.4 The overall design is contemporary in nature and will feature high quality materials which can be controlled through condition in the event that Members support the proposal. The impact of the development in terms of scale and mass is to an extent subjective. This is a development on a site outwith the historic city centre, in an area leading away from the centre where a variety of modern buildings exist and will continue to be provided in years to come as the city expands. The visual impact of the development from many viewpoints across the city, not least from the historic centre, is minimal, and overall the design of the development and the significant urban regeneration benefit that will ensue means that the proposal is considered to be acceptable.
- 9.5 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

10. IMPLICATIONS

- 10.1 Resource: Not applicable
- 10.2 Legal: Not applicable

- 10.3 Community (Equality, Poverty and Rural): Not applicable
- 10.4 Climate Change/Carbon Clever: Not applicable
- 10.5 Risk: Not applicable
- 10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued	Y	Upfront payment of developer contribution.
Notification to Scottish Ministers	N	
Conclusion of Section 75 Obligation	N	
Revocation of previous permission	N	

Subject to the above, it is recommended that planning permission be **GRANTED**, subject to the following:

Conditions and Reasons

1. No development or work (including site clearance) shall commence until the existing electric vehicle charge point in Farraline Park has been relocated.
Reason: To ensure that the site can be accessed via Farraline Park.
2. No development or work (including site clearance) shall commence until the existing zebra crossing across Rose Street has been relocated to the south west side of where the new link road connecting Faraline Park to Rose Street will be constructed.
Reason: To ensure a continuous accessible pedestrian link from the main section of footway adjacent to the new link road as well as being located in the safest position.
3. No development or work (including site clearance) shall commence until a Construction Traffic Management Plan (including a routing plan for construction vehicles) has been submitted to, and approved in writing by, the Planning Authority. The Plan shall include measures that will be taken to ensure that deliveries to the site and other construction traffic movements will not adversely impact the safe passage of people accessing the city centre. The approved traffic management plan shall be implemented prior to development commencing and remain in place until the development is complete.
Reason: To ensure that the public can safely access the city centre for the duration of construction works.

4. No development or work (including site clearance) shall commence until a scheme to deal with potential contamination of the 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 land 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 British Standard BS 10175:2011+A2:2017 Investigation of Potentially Contaminated Sites - Code of Practice;

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, by the Planning Authority.

Reason: In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.

5. No development or work (including site clearance) shall commence until proposals for an archaeological watching brief to be carried out during site clearance and excavation works, has been submitted to, and approved in writing by, the Planning Authority. Thereafter, the watching brief shall be implemented as approved.

Reason: In order to protect the archaeological and historic interest of the site.

6. No development 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. For the avoidance of doubt this includes all external materials and finishes for the building as well as all areas of hardstanding, including the new link road. Thereafter, development and work shall progress in accordance with these approved details.

Reason: In order to enable the Planning Authority to consider these matters in detail prior to the commencement of development; in the interests of amenity.

7. No development shall commence until full details of the final drainage design for the site have been submitted to, and approved in writing by, the Planning Authority. This should include evidence that ground conditions are suitable for infiltration through submission of percolation test results. For the avoidance of doubt the final drainage scheme shall be designed to the standards outlined in Sewers for Scotland Fourth Edition (or any superseding guidance prevailing at the time).

Thereafter, development and works shall progress in accordance with these approved details.

Reason: To ensure that the final drainage design is suitable for its purpose in the in the interests of environmental protection.

8. There shall be no occupation of the development until a Travel Plan specific to this development has been submitted to and approved in writing by the Planning Authority. For the avoidance of doubt, this Travel Plan shall include as a minimum:
 - i) The name of the Travel Plan Coordinator responsible for developing and implementing the Plan, including all associated monitoring and reporting. This person shall be a member of staff working at the hotel and will be given the necessary authority or a suitable decision-making structure to undertake all tasks associated with developing and implementing the Plan;
 - ii) A defined structure for decision making linked with the implementation of the Travel Plan, including clear roles and responsibilities at all levels and a commitment from senior management towards the delivery of the Plan;
 - ii) Defined aims and objectives for the Travel Plan including suitable Targets and/or Indicators that adhere with the principles of SMART (Specific, Measurable, Attainable, Relevant, Time-bound);
 - iv) The measures that will be implemented through the Travel Plan to achieve those aims and objectives;
 - v) The arrangements for monitoring the performance of the Plan and how that monitoring will be reported and acted on. For clarity, the Council will look for a minimum of 5 years' worth of annual monitoring reports, which the Plan should define how and when they will be produced and issued to the Planning Authority. Given that a key indicator for the success of the Travel Plan will be how effective the Plan is in limiting the number of vehicle trips in and out of the development at the busiest times on the road network in the local area, we'll be looking for the monitoring of the Travel Plan to include

the establishment of permanent traffic counters at each point of vehicular access into the site, which will need to be implemented and maintained by the owners / occupiers of the development;

- vi) The process for making changes to the Travel Plan as a result of the monitoring being undertaken.

Reason: To promote the delivery of sustainable travel patterns associated with the development.

- 9. No development associated with the erection of the bin store shall take place until full details of the precise design and location of the store have been submitted to, and approved in writing by, the Planning Authority. Thereafter, the bin store shall be completed and available for use prior to first occupation of any of the development. All refuse and recyclable materials associated with the development shall be stored within the approved store. No refuse or recycling material shall be stored or placed for collection on or adjacent to the public highway or pavement, except on day of collection.

Reason: No details of the bin store have been provided.

- 10. No development associated with the erection or installation of the covered cycle parking areas shall commence until a plan detailing the design and location of these has been submitted to, and approved in writing by, the Planning Authority. Thereafter the cycle parking areas shall be installed and available for use prior to first occupation of any of the development.

Reason: To promote active travel within the city centre for employees and visitors to the hotel.

- 11. The new link road and adjacent footpaths between Farraline Park and Rose Street shall be constructed, completed and available for use prior to first occupation of any of the development.

Reason: To ensure that the new link road is provided timeously.

- 12. All plant, machinery and equipment associated with this development shall be so installed, maintained and operated such that either of the following standards are met: -

any associated operating noise must not exceed NR 20 when measured or calculated within the bedroom of any noise-sensitive premises with windows open for ventilation purposes.

OR

the operating noise Rating level must not exceed the Background noise level by more than 5dB(A) including any characteristics penalty. Terms and measurements to be in accordance with BS 4142: 2014 Methods for Rating Industrial and Commercial Sound.

(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 and 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 ensure that the use of the development remains compatible with the character of the surrounding area, and that no activities or processes take place which may be detrimental to the amenity of occupiers of nearby premises.

REASON FOR DECISION

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

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.

Contaminated Land Advice

The applicant is requested to provide, by way of an assessment of potential contamination issues, evidence that the site is suitable for its proposed use. Please forward any such contamination assessment to the Contaminated Land Team so that we are able to advise if it is sufficient to demonstrate that the site is suitable for use.

Accordance with Approved Plans and 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 (or emanating from) the application site. As per Scottish Planning Policy (paragraph 259), planning permission does not remove the liability position of developers or owners in relation to flood risk.

Scottish Water

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

Septic Tanks and Soakaways

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

Local Roads Authority Consent

Full construction details for the new link road between Farraline Park and Rose Street will require to be agreed through a Road Construction Consent application to the Roads Authority.

In addition to the above, you may require one or more separate consents (such as road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Area Roads office for further guidance at the earliest opportunity.

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

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

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

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

Mud and Debris on Road

Please note that it 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.

Construction Hours and Noise-Generating Activities: You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact env.health@highland.gov.uk for more information.

Protected Species – Halting of Work

You are advised that work on site must stop immediately, and Scottish Natural Heritage must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from SNH: www.snh.gov.uk/protecting-scotlands-nature/protected-species

Signature: David Mudie
Designation: Area Planning Manager – South
Author: John Kelly
Background Papers: Documents referred to in report and in case file.
Relevant Plans: Plan 1 - PL(00)001 – Location Plan
Plan 2 - PL(90)001 Rev A – Site Layout Plan
Plan 3 - PL(04)001 – Elevations A and B
Plan 4 - PL(04)001 – Elevations C and D
Plan 5 - PL(04)101 – 3D Views
Plan 6 - PL(20)001 – Floor Plan
Plan 7 - PL(20)002 – Level 01 Floor Plan
Plan 8 - PL(20)003 – Level 02 Floor Plan
Plan 9 - PL(20)004 – Level 03-05 Floor Plan
Plan 10 - PL(20)007 – Roof Plan

Inverness Design Review Panel

Panel Report

Hotel development, Rose Street, Inverness

13 December 2018

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 comment on design proposals to re-develop and regenerate a prominent city centre site, which could significantly increase vibrancy and footfall and reduce anti-social behaviour. Development in this setting merits an exemplary standard of contemporary design that respects and enhances the distinct character of the city centre and achieves a strong civic presence. The impact of scale, height and massing on key views is a key concern. The Panel does not support the development of 6/7 storey buildings of uniform mass at this location because this is at odds with existing surrounding built form. This report highlights a need for better contextual analysis to test and articulate mass and scale. It also seeks significantly more distinctiveness and variation in elevational composition and treatment. The Panel welcomes proposed improvements in street character, security and amenity, in particular the creation of a frontage to Rose Street and improved spatial enclosure surrounding the Drill Hall/new bus route. This should be reinforced by lively ground floors, attractive entrances and a generous public realm. Development should also take account of safety measures set out in Secured by Design Commercial Developments (2015), such as the prevention of unauthorised access to the rear carpark. The guest experience would be significantly enhanced if this carpark doubled up as a green oasis, making use of tree-planting to punctuate parking bays.

1. INTRODUCTION

- 1.1. This report relates to proposed development of two hotels at Rose Street, Inverness. It should be read in conjunction with meeting papers that provide information about the hotel brands, together with plans, elevations and 3-D visualisations that describe the scale of the project and the design approach.

2. RECOMMENDATIONS

- 2.1. The Panel's recommendations for taking forward this proposal are to:
 - a. Prioritise high quality design that respects and enhances the distinctive character of the city centre's built heritage.

- b. Use contextual analysis to test and describe how scale, height and massing relate to key views.
- c. Reduce building height to safeguard key views and respect the scale of surrounding built form.
- d. Reconfigure massing and elevational treatment to achieve distinctiveness and variation in visual character (refer to para 4.6).
- e. Use both frontages to create a strong civic presence with lively ground floors, attractive entrances and a generous public realm.
- f. Reconfigure the interior of the new perimeter block to double-up as a carpark and a green oasis for hotel guests.
- g. Engage with Police Scotland on security issues at an early stage.

2.2. The Panel does not support the proposal to:

- introduce buildings of 6 and 7 storeys to this location
- apply predominantly uniform or repetitive elevational treatment
- arrange accommodation into one or more large mass of uniform height that is out-of-scale with the surrounding townscape.

3. OVERVIEW

3.1. The Panel welcomes the opportunity to comment on design proposals for this prominent city centre site, where appropriate development could make a significant, positive contribution to vitality and footfall. The opportunity to reduce anti-social behaviour by removing the open deck carpark is also welcomed.

3.2. The Panel recognises the importance of this opportunity to re-develop a neglected area with a relatively long planning history. It appreciates the developer's commitment to securing Panel advice at an early stage in the design process and thanks the team for their useful presentation and worthwhile discussion.

3.3. Attention is drawn to the importance of delivering an exemplary standard of contemporary design that respects and enhances the distinct character of the city centre and achieves a strong civic presence.

4. RESPONSE TO CONTEXT: HEIGHT, SCALE, MASSING, ELEVATIONAL TREATMENT

4.1. Contextual analysis should be used to identify the Conservation Area boundary and describe clearly how scale, height and massing relate to key views within and towards the Conservation Area and from the A82 trunk road. These include views towards the development from the A-Listed Library, the west bank of the River Ness, and the A82 bridge crossing the rail line on approach to the city centre.

4.2. Building heights should not:

- pose a threat to the setting of the Library;
- interfere with the silhouette of other Listed Buildings in the city centre when viewed from the riverside;
- tower over neighbouring properties to dominate the view from the A82.

4.3. Sensitive articulation of building mass is a key priority, in particular how built form is broken up. Attention is drawn to placemaking principles set out in the Inverness City Centre

Development Brief that discourage buildings which are “out-of-scale with the surrounding townscape or feature one or more large mass of uniform height”.

In progressing the design, the following considerations should be taken into account:

- 4.4. Building height should drop by at least one storey, having regard for the scale of the existing context (predominantly 4-5 storeys).
- 4.5. Roof plant should be tucked away to avoid additional mass/height.
- 4.6. There should be significantly more distinctiveness and variation in elevational composition and treatment. Suggestions include:
 - Replace the blanket repetition of uniform bays with a hierarchy that respects the rhythm, idiosyncrasy and variation of surrounding built heritage.
 - Achieve a clear distinction between the elevation facing the Drill Hall and that fronting onto Rose Street (by, for example, running an internal design competition to develop different approaches).
 - Create distinctive corners: the south-east corner should address the Library without extending the curtain wall to street level; the north east corner should become a landmark/gateway feature that enhances the view from the A82.
 - Ensure signage is well-integrated into design.

5. CIVIC PRESENCE: STREETS and PUBLIC OPEN SPACE

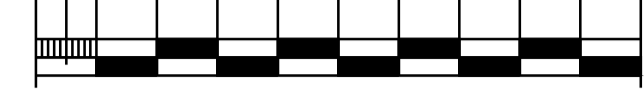
- 5.1. It is particularly important that development in this part of the city centre has a strong civic presence that satisfies an explicit need to improve amenity and street character. The Panel therefore welcomes the opportunity to create a frontage onto Rose Street.
- 5.2. The frontage facing the Drill Hall achieves a better sense of spatial enclosure than previous development proposals but the north-facing pavement flanking the hotel entrance is likely to be compromised by traffic exiting the bus station.
- 5.3. Both hotels, therefore, need a strong ground floor and attractive entrance.
- 5.4. While the Panel recognises the benefit and viability of bringing the Drill Hall back to active use, its demolition may improve this opportunity for hotel development. Demolition could enable the bus route to flank the multi-storey carpark, reducing its impact on the hotel entrance and making high quality amenity/civic space more feasible.
- 5.5. The opportunity to adapt and re-use the Drill Hall in tandem with the construction of the hotel should be explored to avoid the future drawback of the hotel entrance having to overlook a building site.

6. PRIVATE OPEN SPACE/PARKING/ SECURITY

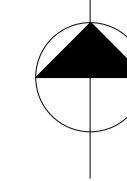
- 6.1. The benefit of limiting parking provision for hotel guests is recognised and supported.
- 6.2. Trees and planting should be used to punctuate parking bays and provide hotel guests with attractive views into the block interior.
- 6.3. Access to the rear car park must be controlled to prevent unauthorised access by vehicles and pedestrians from any directions, including the pend leading from Academy Street. It would be appropriate to control access by means of appropriate fencing, barrier/gates and an intercom system for guest use.

6.4. Development should take account of safety measures set out in Secured by Design Commercial Developments (2015). Police Scotland also welcomes requests for site-specific advice on perimeter fencing and barriers.

0 10 20 30 40 50 60 70 80 90 100m



scale 1:1250



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- - - - Site Boundary Line
- - - - Ownership Boundary Line



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CLIENT

SRP Inverness Ltd

PROJECT

**Hotels Development
Rose Street
Inverness**

DRG. TITLE

Location Plan

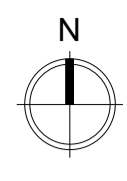
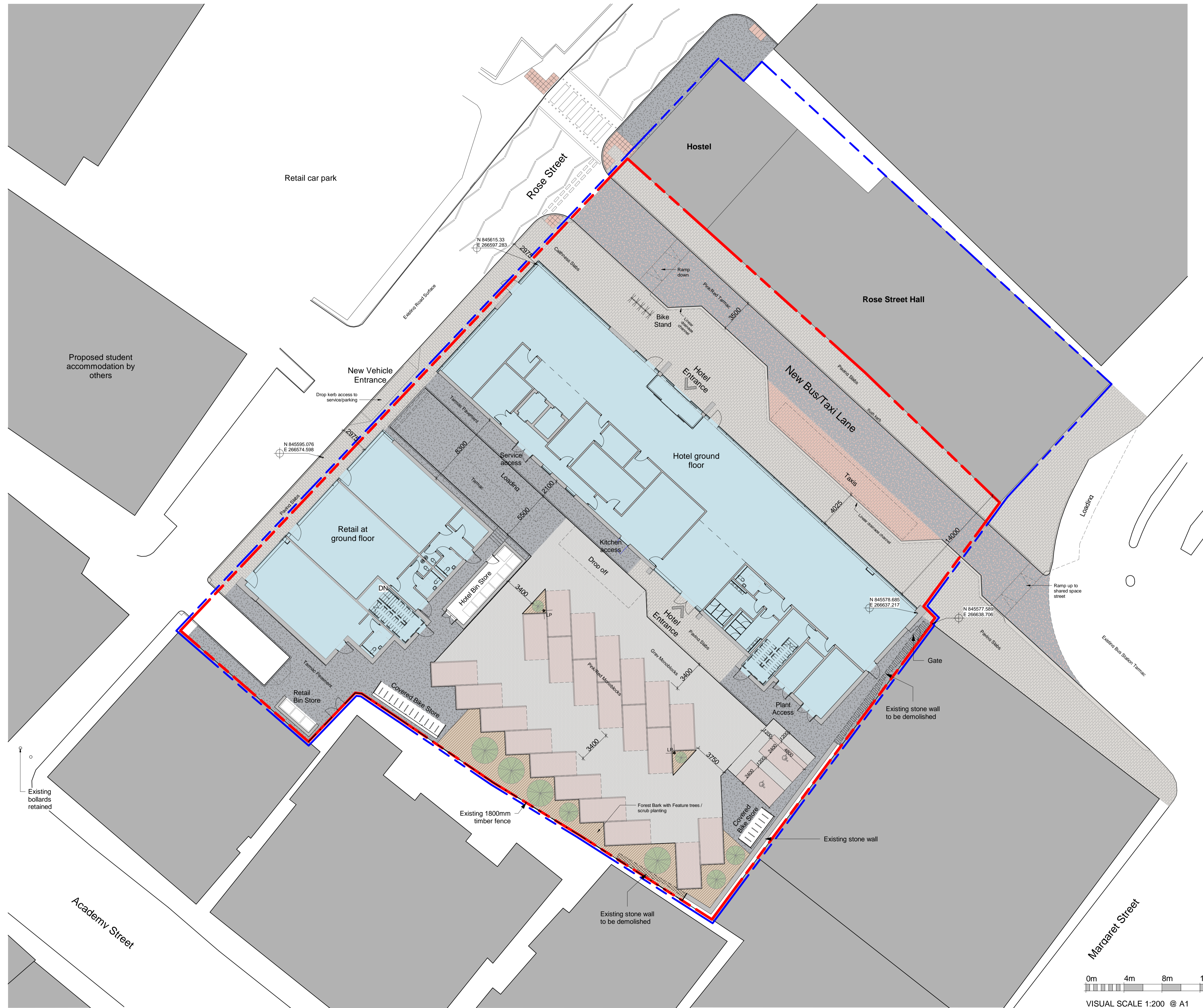
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JOB NO. 9336 DATE 10/05/19

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9336 - PL(00)001



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- Site Boundary
- Ownership Boundary
- Pink/Red Monoblock
- Grey Monoblock
- Tarmac
- Pink/Red Tarmac
- Paving Slab
- Pink/Red Paving
- Tactile Paving
- Planting

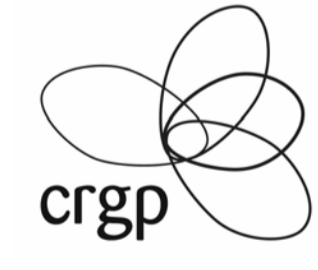
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A	11/09/19	Revised to reflect planning comments	ACM

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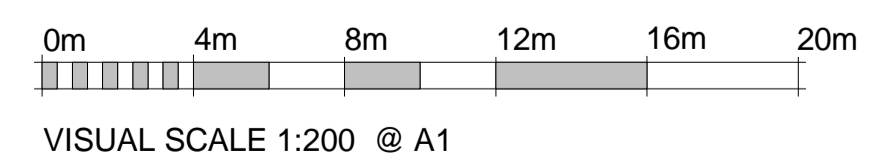
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**Hotel Development
Rose Street
Inverness**

DRG. TITLE
Site Plan

STATUS **PLANNING**

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JOB NO.	9336	DATE	30.04.19
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9336 - PL(90)001-A			



Site Plan
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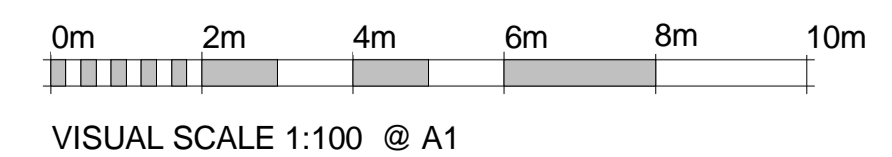
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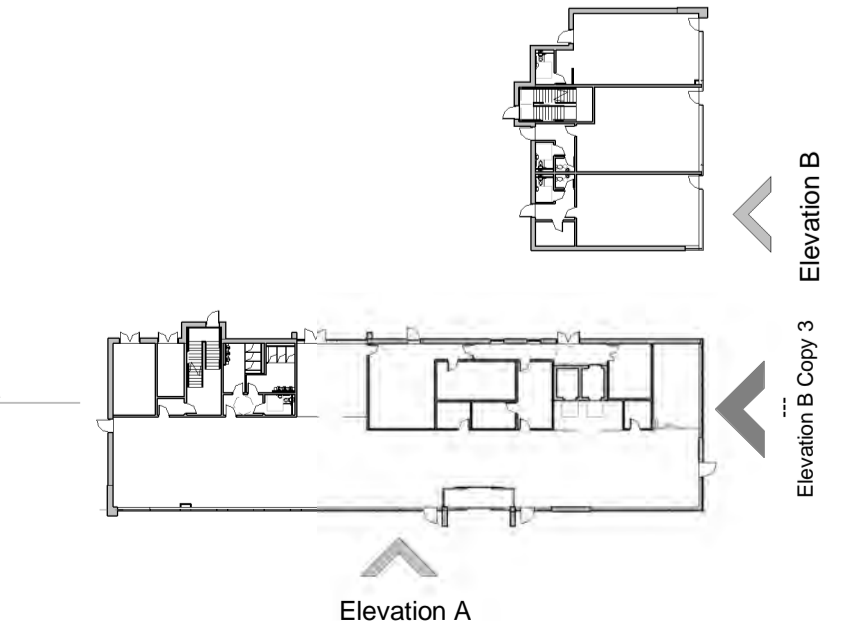
1 Elevation A
1:100



2 Elevation B
1:100



- Materials Key**
- 1 - Dark Feature Cladding
 - 2 - Light Feature Cladding
 - 3 - Natural Stone Cladding
 - 4 - Dark Window Frame + Eaves
 - 5 - Glazing



3 Elevation Key
1:700

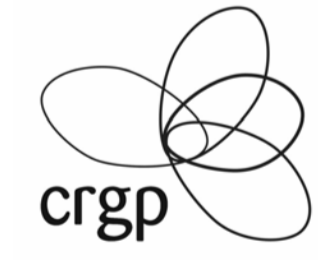
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DRG. TITLE
Elevations A & B

STATUS
PLANNING

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JOB NO. 9336 DATE 10/04/19

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9336 - PL(04)001

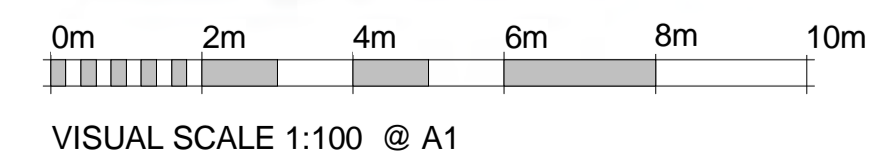
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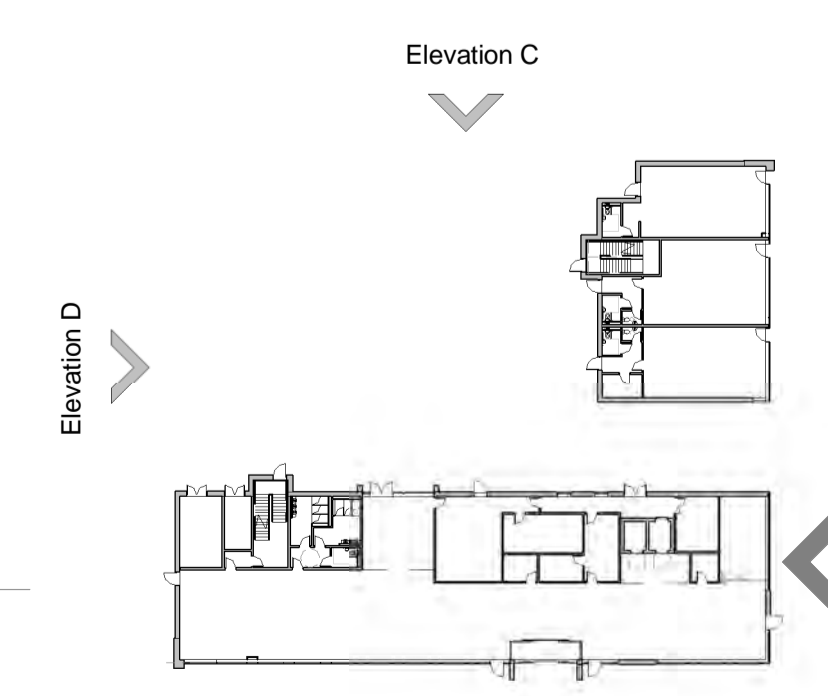
2 Elevation C
1:100



3 Elevation D
1:100



- Materials Key**
- 1 - Dark Feature Cladding
 - 2 - Light Feature Cladding
 - 3 - Natural Stone Cladding
 - 4 - Dark Window Frame + Eaves
 - 5 - Glazing



1 Elevation Key
1:700

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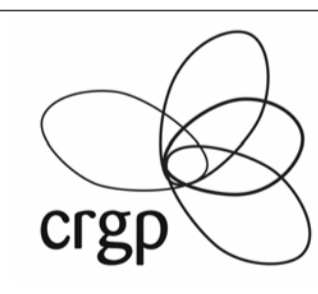
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Rose Street
Inverness**

DRG. TITLE
Elevations C & D

STATUS
PLANNING

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JOB NO. 9336 DATE 10/04/19
DRG. NO. -REV.

9336 - PL(04)002

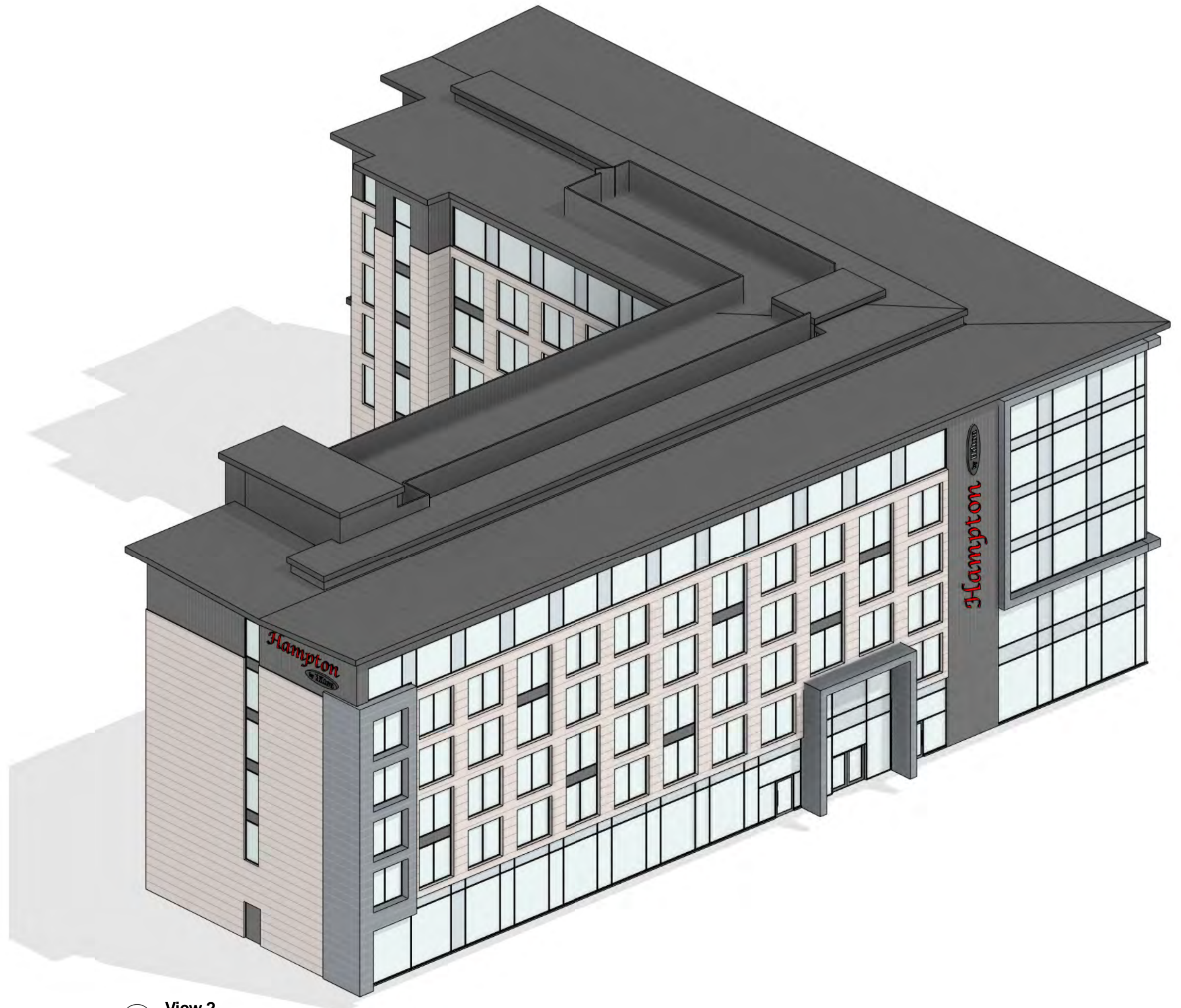


Elevation B Copy 9

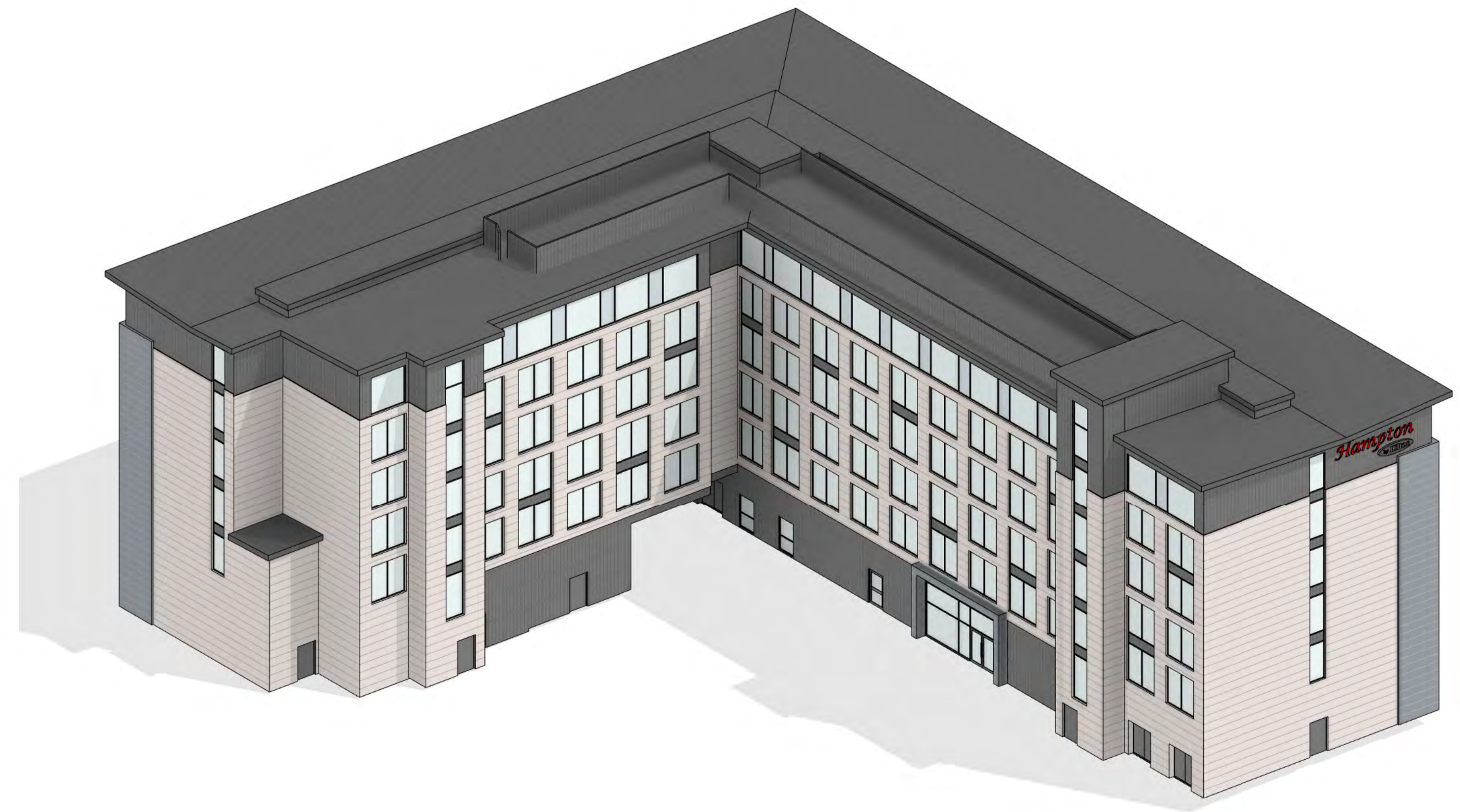
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1 View 1



2 View 2



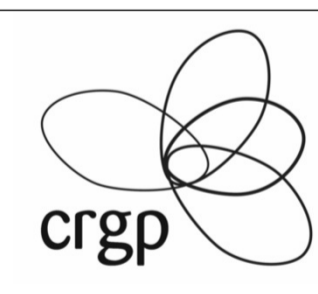
3 View 3

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DRG. TITLE
3D Views

STATUS **PLANNING**

DRAWN ACM SCALE

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JOB NO. 9336 DATE 10/04/19

DRG. NO. -REV.

9336 - PL(04)101

By Department Legend

- Back of House
- Circulation
- Front of House
- Retail



VISUAL SCALE 1:100 @ A1



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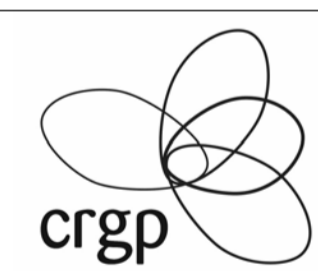
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Rose Street
Inverness**

DRG. TITLE
Level 00 Floor Plan

STATUS	PLANNING		
DRAWN	ACM	SCALE	1:100
CHECKED	BMcF	ORIGINAL	A1
JOB NO.	9336	DATE	10/04/19
DRG. NO. -REV.	9336 - PL(20)001		

1 Level 00 Floor Plan
1:100

By Department Legend

- Back of House
- Bedroom
- Circulation
- Front of House



VISUAL SCALE 1:100 @ A1



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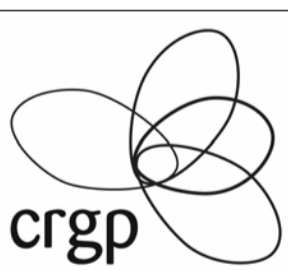
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**Hotel Development
Rose Street
Inverness**

DRG. TITLE

Level 01 Floor Plan

STATUS	PLANNING		
DRAWN	ACM	SCALE	1 : 100
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JOB NO.	9336	DATE	10/04/19
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By Department Legend

- Back of House
- Bedroom
- Circulation



VISUAL SCALE 1:100 @ A1



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Rose Street
Inverness**

DRG. TITLE
Level 02 Floor Plan

STATUS **PLANNING**

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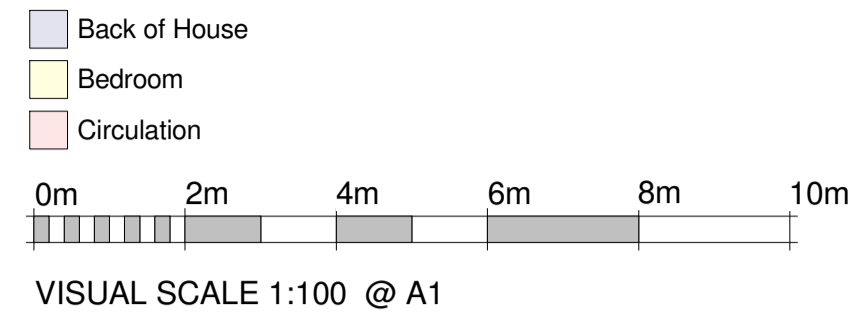
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DRG. NO. -REV.

9336 - PL(20)003

By Department Legend



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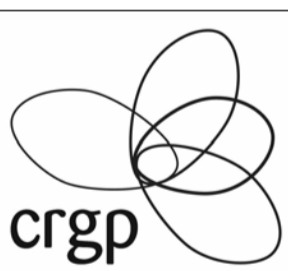
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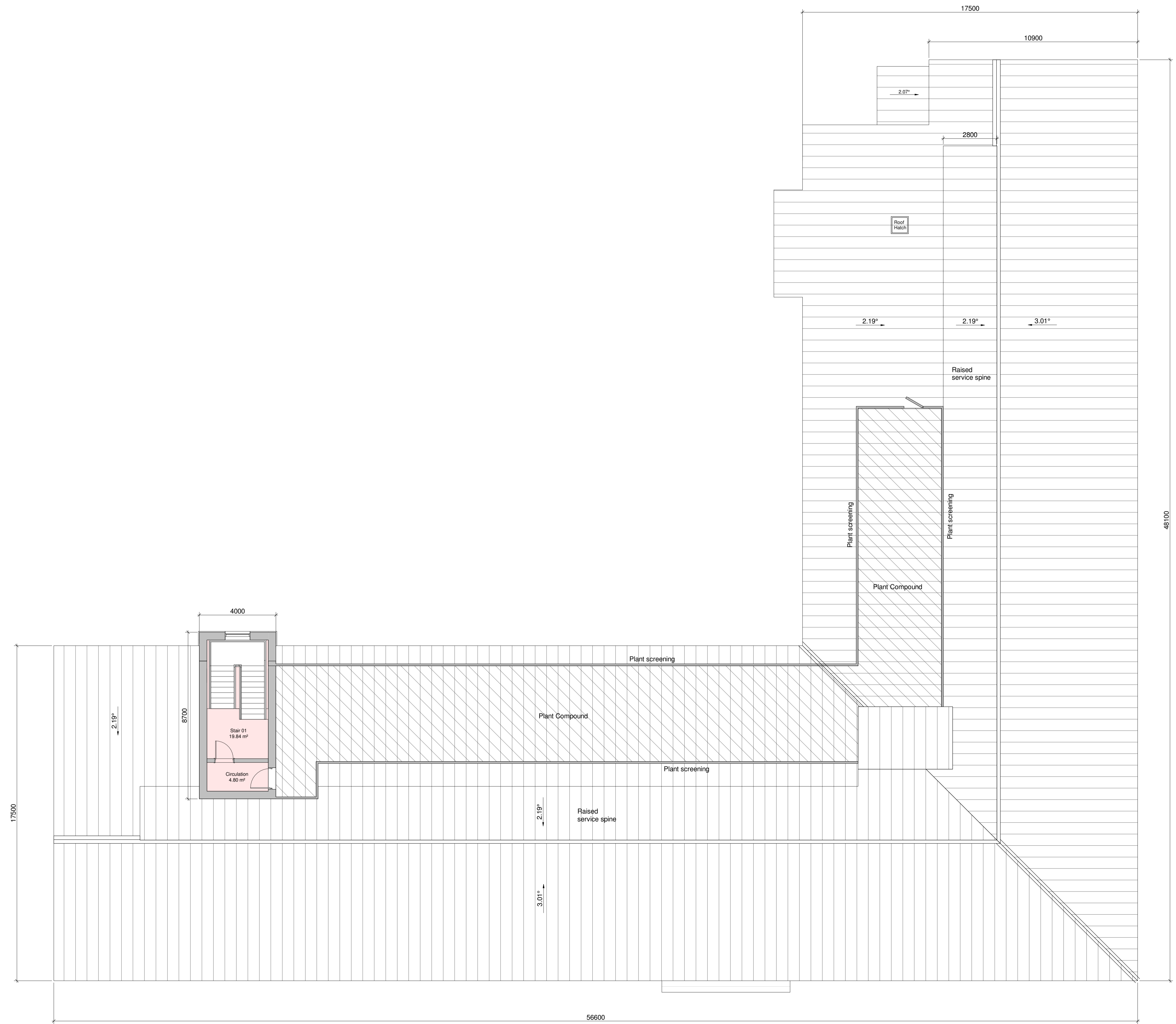
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Rose Street
Inverness**

DRG. TITLE
Levels 03-05 Floor Plan

STATUS	PLANNING		
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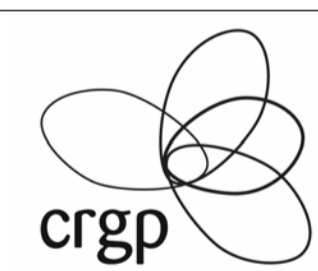
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PROJECT

**Hotel Development
Rose Street
Inverness**

DRG. TITLE

Roof Plan

STATUS **PLANNING**

DRAWN Author SCALE 1:100

CHECKED Checker ORIGINAL A1

JOB NO. 9336 DATE 10/04/19

DRG. NO. -REV. 9336 - PL(20)007

