

Agenda Item	9.1
Report No	PLS-45-22

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 23 June 2022

Report Title: 21/05238/FUL: Bricks Capital
122B Academy Street, Inverness

Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: Demolition of building and erection of hotel; formation of Class 11 commercial unit

Ward: 14 – Inverness Central

Development category: Local

Reason referred to Committee: Manager's discretion

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

Recommendation

Members are asked to agree the recommendation to **GRANT** the application as set out in section 11 of the report

1. PROPOSED DEVELOPMENT

- 1.1 Planning permission is sought for the demolition of an existing building and the erection of a multi storey 155 bedroom hotel with café/bar and restaurant; and a gym at first floor level for guests use. The proposal also includes a 480 square metre commercial gym on the ground floor facing onto Rose Street. The location of the site is such that it has active frontages onto both Academy Street and Rose Street, in the city centre of Inverness. The building proposed to be demolished to accommodate the development is the Ironworks music venue. Access for drop-off/pick-up and servicing would be via Manse Place, itself leading off Academy Street, Inverness. The proposal is essentially a resubmission of an earlier planning application that was refused at South Planning Applications Committee on 8 December 2020.
- 1.2 The hotel is rectilinear in form and features three main components consisting of a two-storey entrance block facing Academy Street; a six-storey main bedroom block to the rear of the site with the two upper floors stepped back from their Rose Street frontage; and a seven-storey wedge shaped bedroom block tower in the northernmost corner of the site and set back from Academy Street at the rear of the site, adjacent to the main bedroom block.
- 1.3 A broad mixed palette of materials and finishes compliments the design and massing of the building with zinc cladding on the upper floors of the bedroom block; sandstone on the Academy Street façade as well as the end section of the bedroom block as it faces Rose Street; off-white render on the walls of the bedroom block; dark slate on the lower sections of the tower building; and white limestone stone panels for the main elevations of the tower.
- 1.4 Vehicular access to the site will be via Manse Place for servicing the development and this includes access for collection of waste for both the hotel and the proposed ground floor gym. Four disabled parking spaces will be provided off Manse Place and adjacent to the building.
- 1.5 Pre-Application Consultation: The applicant held a virtual public consultation event via Microsoft Teams on 3 June 2021.
- 1.6 The applicant presented the proposal to the Inverness Design Review Panel on two occasions; 21 April 2021 and 27 October 2021. The Panel's Executive Summary for each meeting is referred to below with the main reports included as Appendix 2.
- 1.7 Executive Summary 21 April 2021:

“The Panel welcomes the opportunity to comment on this early proposal for a new hotel at this important historic setting, which the panel noted as being one of Inverness’s urban design challenges. The proposed gateway feature and the public space at the front of the building along Academy Street was well received as offering a good opportunity to create a space fit for the future with new planting, less so the colonnade structure.

The panel was concerned over some of the visual representations provided and believed they did not provide a true reflection of the setting of the building, with

the panel recommending that a much more detailed approach is taken, which avoids using 'grey blocks' to generally represent existing buildings. As the scheme develops the panel would strongly advocate that all details of the building heights are represented, especially around the roof top plant requirements, this in turn would allow accurate detail height information to be brought forward and thus allowing meaningful comparison to adjacent building heights.

A mix of views were expressed over the design and finish of the building, but all panel members did agree that the materials along with the design and scale must fit the locale and enhance the key surrounding buildings and have a positive impact on the conservation area, with the building being one of distinction which feels to be "of Inverness" and at this stage generally the panel were unconvinced regarding the success of the building being proposed. Regarding sustainability, it was good to hear that it would be a traditional build and the panel suggested that it would be useful to see what the carbon requirements are and if they can be off set.

Once developed further following consideration of this feedback being brought back for further review and we look forward to this in the near future."

1.8 Executive Summary 27 October 2021:

"The Panel welcomes the opportunity to comment on this latest design scheme for the erection of a new hotel at this important historic setting. The previous (and initial) design proposal for the scheme were presented to this Panel back in April 2021 and the Panel is pleased to see that the feedback from this meeting has been considered and adopted where appropriate.

The Panel is also pleased with the much-improved design and the way the height and finishes have evolved. The feature tower also found general favour and the Panel suggested a few final tweaks and consideration to fully enhance the design to ensure it works fully in this important historic setting."

1.9 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;
- Construction Noise Assessment;
- Energy and Sustainability Statement;
- Green Travel Framework;
- Photo/Visual Information.

1.10 Variations: Removal of undercroft adjacent to Rose Street. Enhancement of Rose Street bedroom block gable elevation. Minor revisions to other elevations including external materials and finishes.

2. SITE DESCRIPTION

- 2.1 The site is 'L' shaped and is divided into two separate land uses. To the northwest and facing onto Academy Street is the existing Ironworks music venue building. The remaining site is an area of brownfield land adjacent to Rose Street that has been in use as a temporary works compound associated with construction works to buildings on Academy Street. There is an extant planning permission (as detailed in Section 3 below) for this area of brownfield land for a multi-storey building with retail units on the ground floor and student flats above.
- 2.2 The site is within the defined City Centre boundary and the north-western section, containing the Ironworks building, is within the designated Inverness (Riverside) Conservation Area. The remaining part of the site directly behind the existing Academy Street buildings, is outwith, but immediately adjacent to, the Conservation Area.

3. PLANNING HISTORY (RELEVANT TO THIS APPLICATION)

- | | | | |
|-----|------------|--|-----------------------------|
| 3.1 | 14.07.2004 | 04/01394/FULIN: Proposed music venue | Planning Permission Granted |
| 3.2 | 05.02.2007 | 06/01122/FULIN: Amendment of condition 2 (of 04/01394/FULIN) to extend opening hours | Planning Permission Granted |
| 3.3 | 01.10.2012 | 12/02567/FUL: Erection of multi storey building with retail units on ground floor and student flats above | Planning Permission Granted |
| 3.4 | 27.10.2015 | 15/03549/FUL: Partial change of use to café – Class 3 | Planning Permission Granted |
| 3.5 | 23.07.2019 | 19/03401/PAN: Demolition of the existing building and erection of 162 bedroom courtyard by Marriott Hotel comprising retail unit on the ground floor | PAN Submitted |
| 3.6 | 06.03.2020 | 20/01086/CON: Complete demolition in Conservation Area | Pending Consideration |
| 3.7 | 14.12.2020 | 20/01085/FUL: Demolition of building and erection of hotel, formation of Class 11 commercial unit | Planning Permission Refused |
| 3.8 | 01.04.2021 | 21/01712/PAN: Demolition of existing building and erection of new Courtyard by Marriott Hotel, including new retail unit at ground floor | PAN submitted |

4. PUBLIC PARTICIPATION

4.1 Advertised: Conservation Area & Unknown Neighbour

Date Advertised: 26.11.2021

Representation deadline: 17.12.2021

Timeous representations: 3

Late representations: 2

4.2 Material considerations raised are summarised as follows:

- a) The proposal is contrary to Development Plan;
- b) Development will have an adverse impact on townscape of Inverness; the setting of listed buildings; and the Conservation Area;
- c) Proposal is devoid of architectural quality and is out of scale with existing development;
- d) Development will increase traffic congestion in area;
- e) Loss of Ironworks music venue.

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 **Historic Environment Team (Conservation):** "We had a number of significant concerns that we felt needed further resolution, many that reflected earlier discussions, without which we would not be able to support this application. These related to materials and detailing of main bedroom block; successful screening of roof top plant; addition of windows in Rose Street elevation; and public realm provision. Following further discussions and amendments to the scheme, these concerns have largely been resolved or can be addressed through conditions. Consequently, we have no objection to the proposals."

5.2 **Transport Planning Team:** No objection subject to the imposition of conditions relating to construction traffic management; travel plan; footway crossing details on Manse Place; coach pick up and drop off arrangements; cycle parking provision; waste storage and collection; restrictions on use of commercial unit and proposed gym; and securing developer contributions in lieu of parking deficit and additional contributions towards streetscape improvement works on Rose Street leading to Academy Street.

5.3 **Flood Risk Management Team:** No objection subject to a condition that the final drainage design is submitted for review and approval. This shall include confirmation that Scottish Water will accept surface water discharge from the site into their network at an agreed rate. It will need to demonstrate that runoff from all hardstanding will be managed within the site and that a 1 in 200 year plus climate change return period storm event will be managed within the site

boundary.

- 5.4 **Environmental Health:** No objection subject to conditions relating to submission and approval of a Construction Noise Management Plan; dust suppression measures; noise limit on operational plant, machinery and equipment; and off-street refuse storage.
- 5.5 **Contaminated Land:** No objection subject to a condition requiring submission and approval of a scheme to deal with potential site contamination.
- 5.6 **SEPA:** “While we commented on the previous submission at this location in January 2020, our consultation requirements have since changed. In line with our new triage framework, we consider this application to fall below our threshold for bespoke advice and would direct you to our Standing Advice.”
- 5.7 **Historic Environment Scotland:** “Our interest in this consultation is the potential for the proposals to affect the setting of the category ‘A’ listed Old High Church which comprises a late 16th century tower and church dating to 1769-72, with later additions. The square church tower and its octagonal spire are distinctive features in the Inverness skyline, especially when viewed from a distance.

Key views to the church from the opposing side of the River Ness would be most affected by the proposals. When viewed from directly across the river, the proposed new building would be seen behind the distinctive silhouette of the church’s northwest flank. This would be a change to these views that would make parts of the church less prominent. However, because of their relative height, the tower and spire of the church would retain their prominence as a feature of the skyline. We are therefore satisfied that the potential impacts on the setting of the Old High Church do not raise such issues that we would object to the proposed development.

We have no comments to make in terms of our interest from a Scheduled Monuments perspective in relation to the site of the Dominican friary and effigy of a knight on Friars' Street.”

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 Highland Wide Local Development Plan 2012

- 2 – Inverness City Vision
- 3 – City Centre Development
- 28 - Sustainable Design
- 29 - Design Quality & Place-making
- 31 - Developer Contributions
- 34 - Settlement Development Areas
- 40 - Retail Development
- 42 - Previously Used Land
- 44 - Tourist Accommodation
- 56 - Travel
- 57 - Natural, Built & Cultural Heritage
- 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
- 2 – Delivering Development

6.3 Highland Council Supplementary Planning Policy Guidance

- Inverness City Centre Development Brief (February 2018)
- Developer Contributions (March 2013)
- Flood Risk & Drainage Impact Assessment (Jan 2013)
- Highland Historic Environment Strategy (Jan 2013)
- Managing Waste in New Developments (March 2013)
- Public Art Strategy (March 2013)
- Sustainable Design Guide (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 Inner Moray Firth 2 Proposed Local Development Plan

- 1 – Low Carbon Development
- 6 – Town Centre First
- 8 – Placemaking
- 9 – Delivering Development and Infrastructure
- 14 – Transport

7.2 Scottish Government Planning Policy and Guidance

- Scottish Planning Policy (Revised 2020)

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 Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that, the Planning Authority has to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.
- 8.3 Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that when considering whether to grant planning permission for development that affects a listed building or its setting, a Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Determining Issues

- 8.4 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

- 8.5 The key considerations in this case are:
- a) compliance with the development plan and other planning policy
 - b) layout, scale, massing and design of proposal
 - c) effect on historic environment
 - d) impact on infrastructure and services and proposed mitigation (developer contributions)
 - e) any other material considerations.

Development plan/other planning policy

- 8.6 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.
- 8.7 The proposal represents a major redevelopment within the heart of the city, lying on the periphery of 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.
- 8.8 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.
- 8.9 Policy 1 (Promoting and Protecting City and Town Centres) of the Inner Moray Firth Local Development Plan promotes the “Town Centres First” principle and seeks to ensure that all developers of proposals that are likely to have an adverse effect on the vitality and viability of the city centre and other town centres and aims to bolster their role as well connected meeting places, and as hubs for local facilities. Consideration has to be given as to whether the loss of the Ironworks music venue arising from this proposal would comply with this policy.
- 8.10 Similarly, some consideration needs to be given to the effect on the vitality and viability of the city centre from a concentration of one particular use within the city; with a particular representation pointing to a lack of any policy constraint on the numbers and locations of hotels being developed within the city centre.
- 8.11 Subject to the proposal having no significant detrimental impact on townscape and cultural heritage assets, existing infrastructure, or the viability and vitality of the city centre, the proposal would comply with the development plan.

Layout, scale, massing and design of proposal

- 8.12 The proposed layout seeks to maximise the development opportunity arising from the constraints of the site. The existing access road at Manse Place is retained, along the existing buildings facing onto Academy Street, leaving an 'L' shaped site further bounded to the northeast by the retail park; and to the south west by Rose Street. This effectively creates two active frontages for the development.
- 8.13 Three distinct core elements make up the design of the building, the most notable of which is the seven-storey feature tower that will create a striking landmark in this part of the city and on the western approach to Academy Street. The applicant has indicated that the external materials will consist of white limestone panels, providing a softer shade of white than that seen on the Justice Centre. The northwest elevation of the tower is glazed over its entire height providing extensive views across the western area of the city from the bedrooms.
- 8.14 The second element is the two-storey entrance building facing onto Academy Street featuring large, glazed windows set within buff coloured sandstone columns. As with the feature tower it is contemporary in appearance, and its scale complimentary to the existing predominantly two storey traditional buildings on Academy Street. Set back from the edges of the two-storey entrance building is a second-floor link containing a gym that adjoins the tower. This link is proposed to be finished in a dark grey/blue zinc standing seam cladding with a scaled pattern.
- 8.15 The third element is the six-storey rectangular bedroom block to the rear of the site with a large proportion of the ground floor comprising a commercial unit accessed off Rose Street. This element is of lesser visual interest being standard in design where function dictates form. Nevertheless, a mixed palate of materials with off-white render for the lower storeys and darker zinc cladding on the upper two floors, which are stepped back from the Rose Street gable, along with enhancements to the gable elevation which include incorporating long narrow windows in a staggered pattern along with a full height narrow glazed central section, provide a degree of architectural merit for this element.
- 8.16 In terms of building height, the main bedroom block to the rear of the site is approximately 20.3 metres, with the rooftop plant area rising slightly higher but set back from the roof edge. This is slightly lower than the previous 2020 proposal which had a uniform height of approximately 20 metres and was monolithic in appearance and largely devoid of any architectural merit.
- 8.17 The proposed development under consideration now as a whole has evolved significantly from the earlier design submissions, where the project team has taken on board the range of comments provided both through engagement with the Inverness Design Review Panel, and following consultation with the Council's Historic Environment team, to deliver a design package that fits well with the site and is respectful and complimentary to its setting and those of its neighbouring properties.

Effect on historic environment

- 8.18 Historic Environment Scotland has noted that the proposal has the potential to affect the setting of the category 'A' listed Old High Church. When viewed from directly across the river, the proposed new building would be seen behind the distinctive silhouette of the church's northwest flank. This would be a change to these views that would make parts of the church less prominent. However, because of their relative height, the tower and spire of the church would retain their prominence as a feature of the skyline. Consequently, Historic Environment Scotland is satisfied that the potential impacts on the setting of the Old High Church do not raise such issues that they would object to the proposed development. It should be noted that this is in contrast to their views on the 2020 proposal, where they stated that the then proposal would have had a significant adverse effect on the setting of the Old High Church.
- 8.19 The Council's Historic Environment team has provided significant advice and guidance to the applicant resulting in positive changes to the overall design such that the proposal is considered to be acceptable in relation to its effect on the historic environment.

Impact on infrastructure and services and proposed mitigation (developer contributions)

- 8.20 It is recognised that the proposal will have a deficit of car parking as referenced in the consultation response from Transport Planning. The Council's adopted supplementary planning guidance as set out in the Inverness City Centre Development Brief sets out the specific requirements in relation to developer contributions where a shortfall in parking is identified. The Brief requires a financial contribution of £3,220 (Index Linked) per space which will be used to improve active travel provision within the city. Following negotiations with the applicant it has been agreed that a financial contribution of £376,740 (Index Linked) will be secured, equivalent to a shortfall of 117 spaces.
- 8.21 In addition to the above, the applicant is also required to make a financial contribution towards public realm improvements; specifically, streetscape improvements to the area of link road between the site and Academy Street. This is similar to what was required from the applicant for the Rose Street hotel proposal that was granted planning permission in November 2020 (19/02357/FUL) where a contribution was required towards upgrading half of this area. In this case the applicant is therefore required to make a financial contribution towards the other half of this area, equating to £39,000 (Index Linked).
- 8.22 Further details are set out in Appendix 3 of this report, and should Members be minded to grant planning permission for this proposal, it is expected that the applicant will enter in to a Section 75 Agreement to secure payment of the required contributions following completion of the development. It is however recommended that the applicant also be given the opportunity to make either or both payments as an upfront contribution in advance of any planning permission being issued.

Other material considerations

- 8.23 There are no other material considerations relevant to this proposal.

Matters to be secured by Section 75 Agreement

- 8.24 In order to mitigate the impact of the development on infrastructure and services the following matters require to be secured prior to planning permission being issued:
- a) Commuted sum payment towards active travel improvements; and
 - b) Commuted sum payment towards streetscape improvements.

9. CONCLUSION

- 9.1 Planning permission is sought to demolish the existing Ironworks music venue and replace it with a multi-storey hotel featuring a gym on the ground floor, accessible from Rose Street but with the main hotel entrance located on Academy Street.
- 9.2 Inverness is a popular leisure destination where existing hotel bed spaces have in recent (pre-pandemic) years consistently been nearing capacity and are able to command high room rates, particularly in peak season. Hotel use is one of a number of acceptable land uses for sites within the city centre. The principle of the development is therefore acceptable. The market clearly considers there to be insufficient supply in the sector at present and consequently the Council has not felt it necessary to interfere with the market at this time.
- 9.3 While it could be argued that the potential loss of the Ironworks music venue would have an adverse effect on the vitality and viability of the city centre, this is not a matter that the Council, as Planning Authority, has any direct control over being largely a matter in the hands of the owner. Therefore, as a material planning consideration in the determination of this application, it must be given limited weight in the decision-making process.
- 9.4 The proposed development consists of three core elements with a seven-storey feature bedroom tower that will create a striking landmark in this part of the city and on the western approach to Academy Street. The two-storey entrance building that will house a café, restaurant, and bar on the ground floor is designed as a contemporary structure respecting the traditional scale and form of its neighbouring buildings. The rear and functionally designed main bedroom block is stepped back on the upper two floors and the gable design has been enhanced to provide visual interest from a key pedestrian route to and from Academy Street.
- 9.5 In assessing the proposal, the Council has a statutory duty, enshrined in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, to ensure that special regard is had to preserving a listed building or its setting in considering whether to grant planning permission. In addition, the Act imposes a general duty to pay special attention to the desirability of preserving or

enhancing the character or appearance of a Conservation Area.

9.6 Overall, the proposal is considered to make a positive contribution to the architectural quality and character of the area and will result in significant urban regeneration to this part of the city.

9.7 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

Notification to Scottish Ministers N

Conclusion of Section 75 Y
Obligation

Revocation of previous permission N

Subject to the above actions, it is recommended to **GRANT** the application subject to the following conditions and reasons

1. No development or work (including site clearance) shall commence until a programme of work for the survey, evaluation, preservation and recording of any archaeological and historic features affected by the proposed development/work, including a timetable for investigation, has been submitted to, and approved in writing by, the Planning Authority. The approved programme shall be implemented in accordance with the agreed timetable for investigation.

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

2. No development or work (including site clearance) shall commence until a

Construction Noise Management Plan (CNMP) which demonstrates how the applicant/contractor will ensure the best practicable measures are implemented in order to reduce the impact of construction noise and vibration, has been submitted to, and approved in writing by, the Planning Authority. The assessment shall include, but is not limited to, the following: -

a) a description of the most significant noise sources in terms of equipment; processes or phases of construction;

b) the proposed operating hours and the estimated duration of the works for each phase;

c) a detailed plan showing the location of noise/vibration sources, noise sensitive premises; and

d) a description of noise mitigation methods that will be put in place including the proposals for community liaison. The best practice found in BS5228 Code of practice for noise and vibration control on construction and open sites should be followed. Any divergence requires to be justified.

Thereafter the development shall progress in accordance with the approved CNMP and all approved mitigation measures shall be in place prior to construction commencing or as otherwise may be agreed in writing by the Planning Authority.

Reason: To ensure that all aspects of the redevelopment of the site are adequately controlled to minimise the impact of noise on the occupiers of nearby noise sensitive properties.

3. No development or work (including site clearance) shall commence until a Construction Traffic Management Plan (CTMP) (including a routing plan for construction vehicles) has been submitted to, and approved in writing by, the Planning Authority. The Plan shall provide clarification of the routing of demolition and construction traffic to and from the site via Rose Street; where such vehicles will park and turn; where materials will be loaded and unloaded from; and where the storage of those materials and site offices and any other site facilities such as welfare units etc will be located, and 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, or the operational needs of existing businesses in the area.

For the avoidance of doubt, the CTMP shall reinforce the position that Chapel Street, Academy Street, and Manse Place shall not be disrupted by any of the proposed works and will be free to continue to operate as normal.

The approved CTMP shall be implemented prior to any development or work 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 and to ensure that the operational access needs of existing businesses is adequately catered for and demonstrated within the Plan.

4. No development or work (including site clearance) shall commence until a scheme for the suppression of dust arising from site clearance and construction works has been submitted to, and approved in writing by, the Planning Authority.

Reason: To safeguard the amenity of occupiers of nearby premises and members of the public from dust nuisance.

5. 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 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, all to the satisfaction of 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.

6. No development shall commence until full details of the construction form and finish of the roadside footway along Rose Street has been submitted to, and approved in writing by, the Planning Authority in consultation with the Roads Authority. Following approval, the roadside footway shall be constructed and completed prior to occupation of any of the development.

Reason: In order to enable the Planning Authority to consider this matter in detail prior to the commencement of development; in the interests of amenity and public safety.

7. No development shall commence until full details of the design of the footway crossing arrangement from Chapel Street into Manse Place has been submitted to, and approved in writing by, the Planning Authority in

consultation with the Roads Authority. For the avoidance of doubt, the footway crossing arrangement shall retain the linear integrity of the footway on that side of Chapel Street, with pedestrian use having priority over vehicles turning into, and out of, Manse Place. Following approval, the footway crossing arrangement shall be constructed and completed prior to occupation of any of the development.

Reason: To ensure that a suitable footway crossing is installed in the interests of public safety.

8. No development shall commence until full details of the coach drop-off and pick-up arrangements to service the hotel have been submitted to, and approved in writing by, the Planning Authority. Following approval, the coach drop-off and pick-up arrangements shall be provided and available for use prior to first occupation of the hotel.

Reason: To ensure that suitable coach pick-up and drop-off arrangements are in place to manage coaches arriving and departing from the hotel, in the interests of road safety.

9. No development shall commence until full details of the final drainage design have been submitted to, and approved in writing by, the Planning Authority. This shall include confirmation that Scottish Water will accept surface water discharge from the site into their network at an agreed rate. The final drainage design shall demonstrate that runoff from all hardstanding will be managed within the site and that a 1 in 200 year plus climate change return period storm event will be managed within the site boundary. For the avoidance of doubt, private surface water drainage systems will not be supported below the adoptable footways of either Rose Street, Chapel Street, or Academy Street.

Reason: To ensure that the final drainage design meets with current standards in the interests of environmental sustainability.

10. 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 and public realm areas. 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.

11. No development shall commence until details for the provision of public art, in accordance with the Council's Public Art Strategy - Supplementary Guidance, has been submitted to, and approved in writing by, the Planning Authority. Thereafter, the public art shall be provided prior to first occupation of any of the development.

Reason: To ensure the adequate provision of public art in accordance with the Council's supplementary guidance.

12. No development shall commence until full details of all bicycle parking facilities to service this development have been submitted to, and approved in writing by, the Planning Authority. This shall include design details and dimensions for the covered secure cycle stores for hotel guests; the internal bicycle store for staff; and the external uncovered bicycle stands next to the main entrance to the hotel and to the front of the commercial ground floor unit.

For the avoidance of doubt, the minimum cycle parking standards that will require to be provided are:

- a) Hotel guests – 1 space per 10 bedrooms; and
- b) Hotel guests – 1 space per 5 staff members working at any one time.

Following approval, all bicycle parking facilities shall be provided and available for use prior to first occupation of any of the development.

Reason: To ensure the adequate and timeous provision of bicycle parking facilities to service this development and to promote active travel.

13. 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) a structure of Travel Plan responsibilities within the organisations covered by the Plan, including a named Travel Plan Coordinator;

ii) clear Objectives and Targets based on baseline travel surveys undertaken within 3 months of the new facility opening;

iii) measures / initiatives to influence travel behaviours;

iv) monitoring of travel and servicing behaviours including:

a) survey results from modes of travel to and from the development;

b) a monthly snapshot of typical car parking and cycle parking on site, including incidents of vehicles / bikes parking on site outwith defined parking spaces;

c) information on which car parks staff and guests are using when parking off site;

d) a summary of all identified road network management and safety issues resulting from the operation of the new development (eg reported vehicle collisions involving hotel / commercial unit staff and patrons, recorded incidents of hotel / commercial unit related vehicles loading and unloading on the public road or reversing into or out of the main access off Chapel Street etc).

v) production and submission to Highland Council of Annual Monitoring Reports for 5 years after opening, submitted within 3 months of each annual

anniversary of the opening of the new facility. Such reports shall include as a minimum:

- a) a summary of the monitoring results gathered for that year;
- b) review of performance against defined Objectives and Targets;
- c) any proposed changes to Objectives and Targets, including justification for the proposed changes;
- d) any proposed changes to the measures / initiatives aimed at influencing travel behaviours;

vi) the remedial measures that will be taken by the operators of the hotel, and commercial unit facilities if the Travel Plan is failing to achieve its Objectives and Targets. These measures shall relate to the different issues that could result from the failure to meet the Plans agreed objectives (eg paying for changes to parking restrictions or additional parking enforcement on the public roads in the vicinity of this development due to parking and loading / unloading overspill from the site).

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

14. A suitable and sufficient off-street storage area shall be maintained at all times for refuse containers associated with this development and this shall be located to the rear of the building and accessed for service vehicles via Manse Place. All refuse and recyclable materials associated with the development shall be stored within the area detailed on the approved site layout plan. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on day of collection.

Reason: To ensure that waste arising from the development is managed in a sustainable manner.

15. 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.

16. Notwithstanding the provisions of the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended, revoked or re-enacted; with or without modification) and Article 3 and and Classes 10 to 13 of Schedule 1 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended, revoked or re-enacted; with or without modification), the ground floor commercial unit hereby approved shall be used solely as Class 11 gym, and for no other use or purpose.

Reason: To clarify the terms of this planning permission, and in accordance with the use applied for.

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.

INFORMATIVES

Initiation and Completion Notices

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.
2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning

Authority.

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

Environmental Health – Food Safety

The development must comply with the Food Safety (Scotland) Regulations 2006 and the Health and Safety at Work etc. Act 1976. The applicant is advised to submit detailed kitchen layout plans to the Environmental Health Service.

For advice on the above regulations please contact Environmental Health Service on telephone 01349 886603 or email: envhealth@highland.gov.uk

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.

Local Roads Authority Consent

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

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

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

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

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

Mud & 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 NatureScot must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from NatureScot: <https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species>

Signature: 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 – Location Plan
- Plan 2 – Site Layout Plan
- Plan 3 – Ground Floor Plan
- Plan 4 – First Floor Plan
- Plan 5 – Second Floor Plan
- Plan 6 – Third Floor Plan
- Plan 7 – Fourth Floor Plan
- Plan 8 – Fifth Floor Plan
- Plan 9 – Sixth Floor Plan
- Plan 10 – North Elevation
- Plan 11 – East Elevation
- Plan 12 – South Elevation
- Plan 13 – West Elevation

Appendix 2 – Inverness Design Review Panel Reports

Appendix 3

REQUIRED FOR LEGAL AGREEMENTS ONLY							
Type	Contribution	Total Amount*1	Index Linked ¹	Base Date*2	Payment Trigger*3	Accounting Dates*4	Clawback Period*5
Transport							
Active Travel	Active Travel Improvements for City of Inverness	£376,740	BCIS	Q3 2017	First Occupation of any of the Development	Apr/Oct	15 years
Public Realm	Streetscape Improvements between site at Rose Street and Academy Street	£39,000	BCIS	Q3 2017	First Occupation of any of the Development	Apr/Oct	15 years

Inverness Design Review Panel

Panel Report

Description: Proposed Hotel Development at Rose Street/Academy Street, Inverness

Panel Meeting Date: 27 October 2021

Version: 1.0

Status:	Pre-planning / Second Review by IDR
Developer:	Bricks Capital
Introduced By:	David Mudie
Presentation/ Supplementary Infor:	Bryan McFadzean, CRGP
Executive Summary:	

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.

The Panel welcomes the opportunity to comment on this latest design scheme for the erection of a new hotel at this important historic setting. The previous (and initial) design proposal for the scheme were presented to this Panel back in April 2021 and the Panel is pleased to see that the feedback from this meeting has been considered and adopted where appropriate.

The Panel is also pleased with the much-improved design and the way the height and finishes have evolved. The feature tower also found general favour and the Panel suggested a few final tweaks and consideration to fully enhance the design to ensure it works fully in this important historic setting.

1.0 Site Information: - as per the previous report

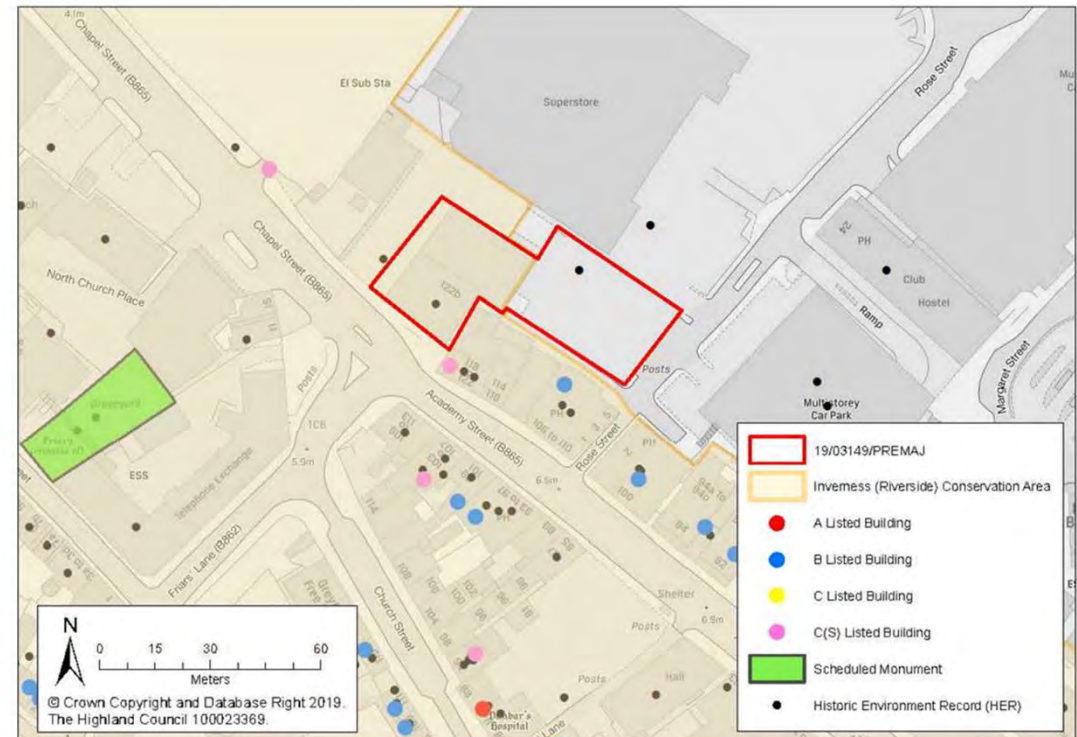
1.1 The site frontage onto Academy Street is formed by the existing Ironworks live music venue building, which is proposed to be demolished and an area of cleared brownfield land to the rear located adjacent to the existing retail units at Rose Street. The site wraps around the rear of the existing buildings at 110 to 122 Academy Street. To the east lies the former site of the two-level decked car park that was demolished in 2020.

1.2 The site is approximately 0.17Ha in size and lies within the defined City Centre boundary. Roughly half the site lies within the Inverness (Riverside) Conservation Area (See Map below) which runs along the back of Academy Street and includes the entire Ironworks building. Several listed buildings including Farraline Park, Old High Church and Al Welders are located in close proximity.

1.3 The site is visible from several vantage points. The surrounding area includes several buildings of height including the adjacent Rose Street Car park, the steeples of the High Church and East Church and, in the wider context, the BT building, Encore Hotel, and 5 storey flats on Strother's Lane.

1.4 The site has an extensive recent planning history dating back to the 2005 planning permission for the creation of the music venue at the Ironworks, a 2008 planning permission for a retail office development on the currently vacant plot to the rear of the Ironworks, and a 2012 permission (12/02567/FUL) for the erection of a 7 storey building with retail units on the ground floor and student flats above.

1.5 Most notable however, is planning application 20/01085/FUL for the demolition of the Ironworks building and the erection of a hotel, essentially the previous iteration of the current proposal. The hotel was 6 storeys high with the main bulk of the building being of a uniform height of approximately 22 metres and monolithic in



appearance. External materials comprised primarily of rainscreen cladding in hues of brown, red and grey. The standout element of the building was the contemporary double height entrance structure, featuring extensive glazing and sandstone-clad walls contained within an articulated sculptured canopy.

1.6 This application was subsequently refused planning permission by the Council's South Planning Applications Committee in December 2020 due to the significant adverse impact the development would have on the character and appearance of the Conservation Area and three adjacent listed buildings and their settings; its failure to make a positive contribution to the architectural and visual quality of the area; and its failure to comply with key place making principles set out in the Development Plan.

2.0 Proposals:

The IDRPs presented Bricks Capital latest scheme (see May 2021 for previous report) for the development of a 155-Bed Courtyard by Marriot Hotel (previously 160bed), incorporating a separate retail facility entering from Rose Street. The design has been extensively redesigned since the earlier presentation; however the principle L-shaped building form with the hotel access off Academy Street and the retail access off Rose Street remain.

The heights, massing and external finish of the building have all been updated, with the hotel entrance being restricted to two storey element finished with a natural stone coloured cladding/stonework, raising to a third, dark clad storey and then a prominent 7-storey tower feature at the back of the site. Along Rose Street the bulk of the building would be 6 storey, which diminishes to 4-storey as it approaches the Phoenix Bar lane. The back elevation would also be finished in a mixed colour palette, including a white render finish, black clad finish and a sandstone coloured cladding.

The feature tower, as shown in the presentation, had undergone various design and colouration conceptual stages, with the final chosen version being a white concrete (colouration similar to the recently completed Justice Centre) with a 'Veins of Corten' type effect. The tower will also include large areas of glazing (fronting the cemetery) and glass panels looking down to the river.

Various other design changes have also been proposed since the original presentation to this meeting.

3.0 Discussion:

The panel expressed thanks to the applicant for bring this much improved design back to the Panel for further comment and whilst in general the Panel appreciated the overall presentation and the evolution of the design and finishes; with the following points were noted:

- As the entrance to the hotel has been moved back 2-3m from that of the existing Ironworks building line, it will result in the entire gable of 118-122 Academy Street being visible, whilst in theory is a positive enhancement to the streetscape, its success will depend somewhat on the quality of this existing gable. The agent confirmed the gable was not within the applicant ownership, but believed the stonework was in good order and would be made good by as part of the scheme, if necessary.
- Panel Members understood the agent approach to the Phoenix Bar Lane gable to the upper floors but were of the opinion that the outcome was less successful than in other places and would therefore like this aspect to be reconsidered, including the consideration of glazing (high level if necessary, to avoid privacy and amenity issues with adjacent uses) to this elevation.
- As the scheme continues to evolve Panel Members would like to see the inclusion of another view of the proposed building from Friars Bridge, which would allow a new perspective on the height from a distance.
- Panel Members were concerned around the cornice detailing arrangement to the top two floors of the bedroom block appears to be very top heavy and will be judged to a large extent from distant views. It was suggested that the lower block on Chapel Street/Academy Street, would look more elegant if it were a simple box with no effort to push out. A different scenario on the larger block might be acceptable, including removing the half brims going over the windows could allow the top a more elegant look.
- The Panel was pleased to note the improved streetscape designs to the front of the hotel entrance (the removal of the pillars) but stressed that the proposed landscaping should be to a more realistic scale to when the building is first developed.
- The design and layout were noted as providing good public safety as it creates a very inviting space with good natural surveillance and the Lane to the back of the property raises no particular issues providing it is well lit and used as a connecting path from Rose Street to Academy Street.
- The feature tower was generally well received, with Panel members accepting the overall height design and finish, and it was suggested it could potentially be improved with additional glazing towards the river and the addition of a rooftop bar.

Description: Proposed Hotel Development at Rose Street/Academy Street, Inverness

Panel Meeting Date: 27 October 2021

Version: 1.0

- Subsequent to the meeting, a Panel member has advised a slight uneasiness about the 2-storey entrance block forming the hotel entrance and questioned if it was consider expressing the first floor as a separate 'podium' supported at ground level by a colonnade (curved external appearance) replacing the rectilinear frame sections. Doing so would not compromise the building footprint but could enhance the visual scale. Additionally, utilising a red sandstone cladding for the column to reflect the existing buildings frontages could give a stylistic statement to this important locale.

Inverness Design Review Panel

Panel Report

Description: Proposed Hotel Development at Rose Street/Academy Street, Inverness

Panel Meeting Date: 21 April 2021

Version: 1.1

Status: Pre-planning
Developer: Bricks Capital
Introduced By: John Kelly, Planning Officer, Highland Council
Presentation/ Supplementary Infor: Bryan McFadzean, CRGP
Executive Summary:

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.

The Panel welcomes the opportunity to comment on this early proposal for a new hotel at this important historic setting, which the panel noted as being one of Inverness's urban design challenges. The proposed gateway feature and the public space at the front of the building along Academy Street was well received as offering a good opportunity to create a space fit for the future with new planting, less so the colonnade structure.

The panel was concerned over some of the visual representations provided and believed they did not provide a true reflection of the setting of the building, with the panel recommending that a much more detailed approach is taken, which avoids using 'grey blocks' to generally represent existing buildings. As the scheme develops the panel would strongly advocates that all details of the building heights are represented, especially around the roof top plant requirements, this in turn would allow accurate detail height information to be brought forward and thus allowing meaningful comparison to adjacent building heights.

A mix of views were expressed over the design and finish of the building, but all panel members did agree that the materials along with the design and scale must fit the locale and enhance the key surrounding buildings and have a positive impact on the conservation area, with the building being one of distinction which feels to be "of Inverness" and at this stage generally the panel were unconvinced regarding the success of the building being proposed. Regarding sustainability, it was good to hear that it would be a traditional build and the panel suggested that it would be useful to see what the carbon requirements are and if they can be off set.

Once developed further following consideration of this feedback being brought back for further review and we look forward to this in the near future.

1.0 Site Information:

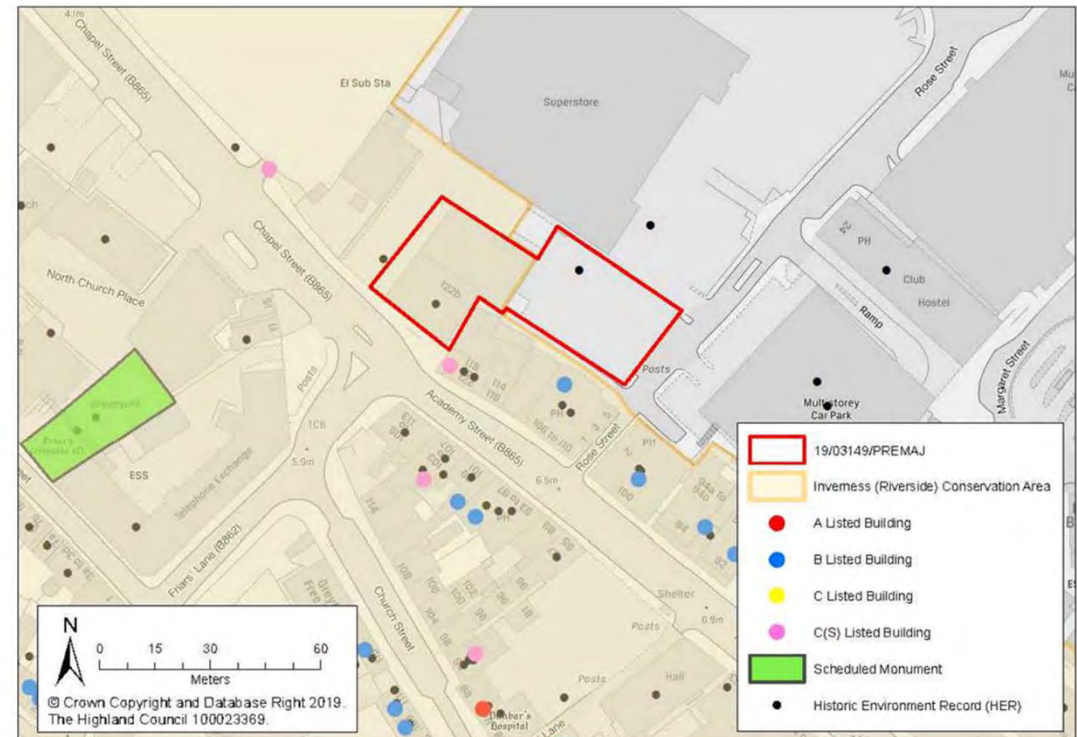
1.1 The site frontage onto Academy Street is formed by the existing Ironworks live music venue building, which is proposed to be demolished and an area of cleared brownfield land to the rear located adjacent to the existing retail units at Rose Street. The site wraps around the rear of the existing buildings at 110 to 122 Academy Street. To the east lies the former site of the two-level decked car park that was demolished in 2020.

1.2 The site is approximately 0.17Ha in size and lies within the defined City Centre boundary. Roughly half the site lies within the Inverness (Riverside) Conservation Area (See Map below) which runs along the back of Academy Street and includes the entire Ironworks building. Several listed buildings including Farraline Park, Old High Church and Al Welders are located in close proximity.

1.3 The site is visible from several vantage points. The surrounding area includes several buildings of height including the adjacent Rose Street Car park, the steeples of the High Church and East Church and, in the wider context, the BT building, Encore Hotel, and 5 storey flats on Strother's Lane.

1.4 The site has an extensive recent planning history dating back to the 2005 planning permission for the creation of the music venue at the Ironworks, a 2008 planning permission for a retail office development on the currently vacant plot to the rear of the Ironworks, and a 2012 permission (12/02567/FUL) for the erection of a 7 storey building with retail units on the ground floor and student flats above.

1.5 Most notable however, is planning application 20/01085/FUL for the demolition of the Ironworks building and the erection of a hotel, essentially the previous iteration of the current proposal. The hotel was 6 storeys high with the main bulk of the building being of a uniform height of approximately 22 metres and monolithic in



appearance. External materials comprised primarily of rainscreen cladding in hues of brown, red and grey. The standout element of the building was the contemporary double height entrance structure, featuring extensive glazing and sandstone-clad walls contained within an articulated sculptured canopy.

1.6 This application was subsequently refused planning permission by the Council's South Planning Applications Committee in December 2020 due to the significant adverse impact the development would have on the character and appearance of the Conservation Area and three adjacent listed buildings and their settings; its failure to make a positive contribution to the architectural and visual quality of the area; and its failure to comply with key place making principles set out in the Development Plan.

1.7 The applicant has recently lodged the Proposal of Application Notice (PAN) application, which is now registered and now public. The applicant proposed that at a new planning application for the project would be submitted in the 3rd/4th week of June.

2.0 Proposals:

CRGP noted they had recently been appointed as an entirely new Design Team for the project following the refusal of the original submission and have been working closely with the site owner (Bricks Capital) in bringing a much more sensitive proposal forward this time. With the scheme now proposing a 160bed hotel and a single retail unit within a maximum 6 storey high building.

In bringing this scheme forward it was noted that the whole context has been reviewed and the applicant now asserts that the approach to the building along Academy Street from Chapel Street is an important gateway as this route acts as one of the main artery coming into the city from the A82. This has led to the proposal being pushed further back from fronting Academy Street than the earlier scheme, this allows the full sandstone gable of the immediately adjacent building to be 'seen' and 'read' in context with the gable on the opposite side of the road, thus creating a 'gateway feature'.

Additionally, the applicant advised that the overall heights of the building had been reduced, with the Academy Street proposed height being 13.3m (3 storey) which is in keeping with the HHA building before it steps back and rises to 22.6m (4 storey) at the rear. On Rose Street, the old scheme was 20.6m in height to its roof line. This proposal is at 19m stepping back (5 & 6 storey's). The Hampton by Hilton hotel is at a height of 20.6m. However, it was noted that these heights did not include any plant equipment which would have to be added as the scheme developers.

3.0 Discussion:

Visual Representation:

The panel welcomed the applicant attempt to provide visualisation of the proposed buildings from a range of locations. Unfortunately, the consensus of the panel was the visuals provided did not provide a true reflection of the setting of the building, with the panel recommending that a much more detailed approach is taken, which avoids using 'grey blocks' to generally represent existing buildings. Additionally, more needs to be done to represent the spaces and relationship between the existing buildings, an example of this was highlighted in 'View 3' showing the Penta Hotel, where the space is not perceived accurately. The Old High Church (Category A-listed building) should also be shown in all views, especially from across the West side of the river, as the view of the Old High Church with the new building in the background is a critical view.

Academy Street Frontage:

It was widely accepted that the Academy Street Frontage was one of the key elements and needs to be responsive to the heritage context and in general the creation of a public open space gateway feature was considered to reflect the conservation and fabric of this part of the city and was therefore generally accepted. Nevertheless, the proposed colonnade structure was felt to be a missed opportunity and one that detracted from the setting, thereby undermining the original ethos of Academy Street Conservation Area. The Panel would welcome the rethinking of this aspect.

The surface finish of the public space would have to conform to the agreed specification for Academy Street, and would be Caithness slab with granite kerbstones.

With regards the Academy Street hotel frontage and notwithstanding the agent comment that further work was to be done on the detailing of the façade of the building, panel members still expressed some unease over the 'typical' hotel type frontage, as in their view it fails to provide a building of distinction that addresses the prestige of the locale and Inverness.

Rose Street Frontage:

The Rose Street frontage would form part of the wider Rose Street Retail Park and, as such, a more modern frontage would be acceptable. This could therefore result in the building having differing elevational treatments.

Building Scale:

The agent outlined the building will vary in height across the site, with the lowest height fronting Academy Street (noted as being 13.3m which is in keeping with the HHA building) and then stepping up to the maximum height (agent noted as being 22.6m) at the back of the site on Rose Street, a number of heights were referred to in the presentation and the agent stressed the building would be lower than the previous submission (agent noted by as much as 1.5storey's) and the approved Hampton by Hilton Hotel and the built Travelodge.

However, Panel Members noted that the plans currently omitted showing any roof top plant and the agent accepted this would need to be added to the building and would therefore raise the overall heights of the differing parts; including the highest part. Given the building height will be a key marker of the building success and integration into this important historical setting, the panel was disappointed at the omission of plant from the roof and questioned the accuracy of some of the heights quoted, which in turn led them to conclude on the information provided that there appear to be little height difference between this new scheme and recently refused proposal.

Building Detailing & Material Finish:

As part of the presentation the agent confirmed that much of the building detailing and fenestration was still to be progressed and they wanted to bring the proposal to the panel at this early stage to discuss the overall concept rather than the finer details of the building. The current thinking is that the lower levels will be finished in a sandstone coloured panelling to complement the adjacent buildings and to have the upper floors clad in a dark grey of black cladding so that from the river it will look like a slate roof, thus toning the building down. The panel expressed some unease over the design noting it was typical of many modern hotels of the type proposed and the flat roof is totally at odds with what is reflected on the buildings on Academy Street. Whilst other panel members were more content with the design but expressed a concern regarding dark cladding on top of the sandstone cladding and suggested that whilst a contrast is correct, a lighter top would be beneficial, such as, a metallic copper cladding.

The panel did agree that the materials along with the design and scale must fit the location and enhance the key surrounding buildings and have a positive impact on the conservation area, with the building being one of distinction which feels to be "of Inverness" and at this stage generally the panel were unconvinced regarding the success of the building being proposed.

Sustainable Design:

A Sustainable Design statement should be provided to show it is enshrined within the proposal from the outset rather than just being an afterthought. It would be useful to see what the carbon requirements of the building will be and if they can be off set and the panel recommended opening discussions

Description: Proposed Hotel Development at Rose Street/Academy Street, Inverness

Panel Meeting Date: 21 April 2021

Version: 1.1

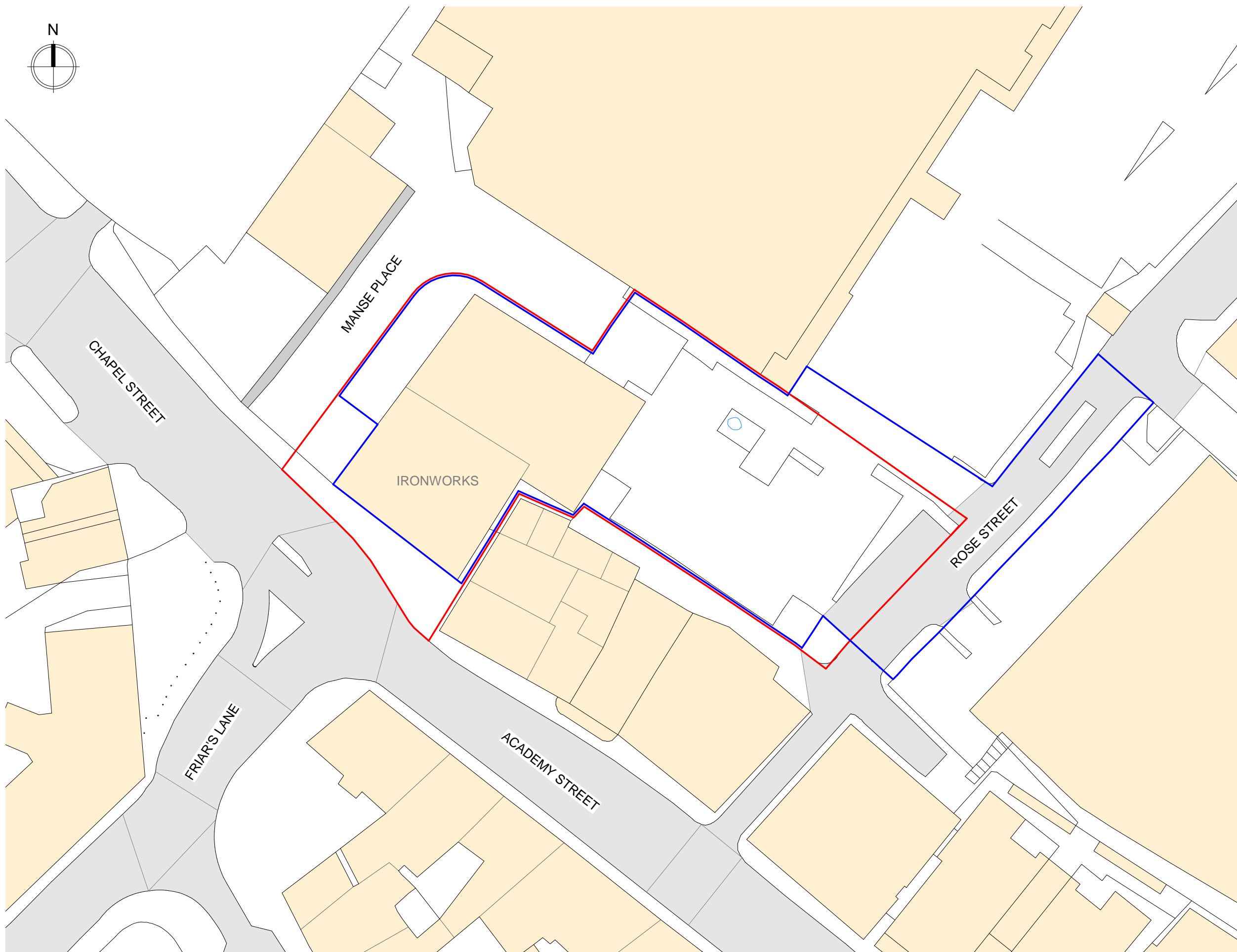
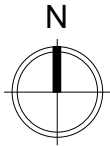
with the Councils' energy team in this regard. The use of solar panels on the building was suggested and the panel was pleased to note that the building would be of traditional construction, rather than off site build.

Parking & Access:

It was confirmed that parking will be minimal on site, with just 5 disabled spaces and a pickup drop off area only, all located in the lane to the side of the building. The agent confirmed appropriate Transport & Travel Assessments would be provided as part of any formal submission.

Signage:

Subsequent to the meeting a panel member highlighted the importance of the consideration of any proposed signage and would welcome this aspect being integrated with the design at the earliest opportunity.



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- Planning Application Boundary
- Ownership Boundary

Rev	Date	Description	By
A	-	Original - First Issue	

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Unit 9 The Green House
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also in Glasgow

Tel: 01463 718200
Fax: 01463 716222
web: www.crgp.co.uk

Architecture Building Surveying Project Management Quantity Surveying



CLIENT

Bricks Group

PROJECT

**Courtyard by Marriott Hotel
Academy Street
Inverness**

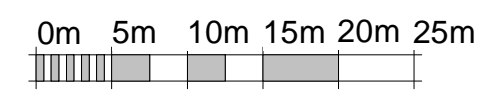
DRG. TITLE

Existing Site Plan

STATUS INFORMATION			
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CHECKED	BMcF	ORIGINAL	A3
JOB NO.	102-0123	DATE	01/04/21

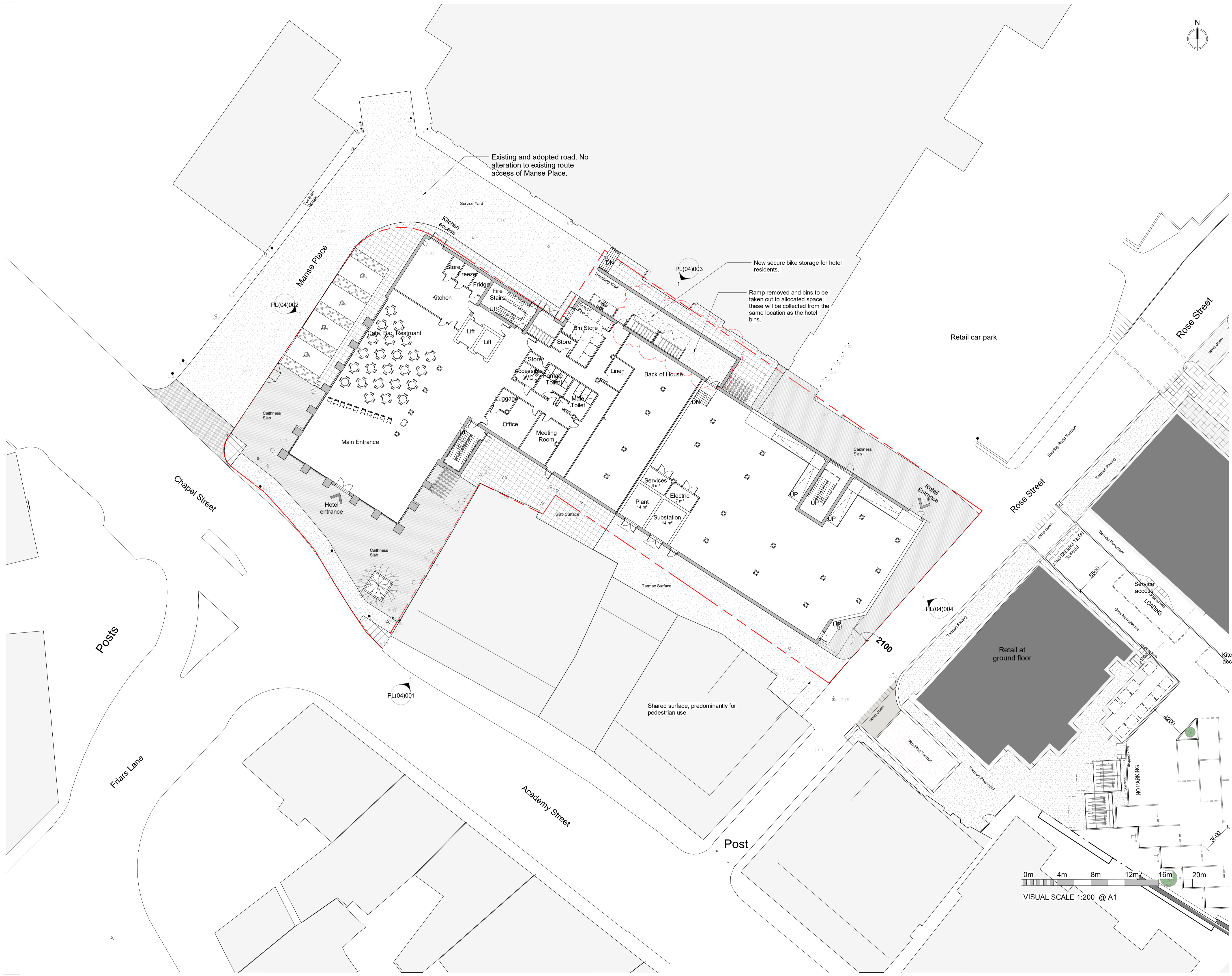
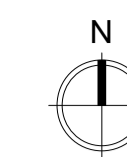
DRG. NO. -REV.

102-0123-L(00)001-A



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Rev	Date	Description	By
E	26/05/22	Response to Transport Memorandum dated 25/05/22	RGL

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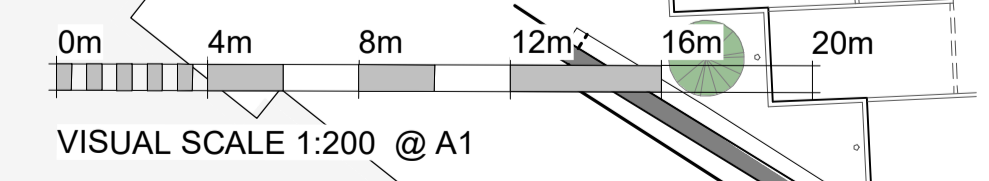
PROJECT

**Courtyard By Marriot
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Inverness**

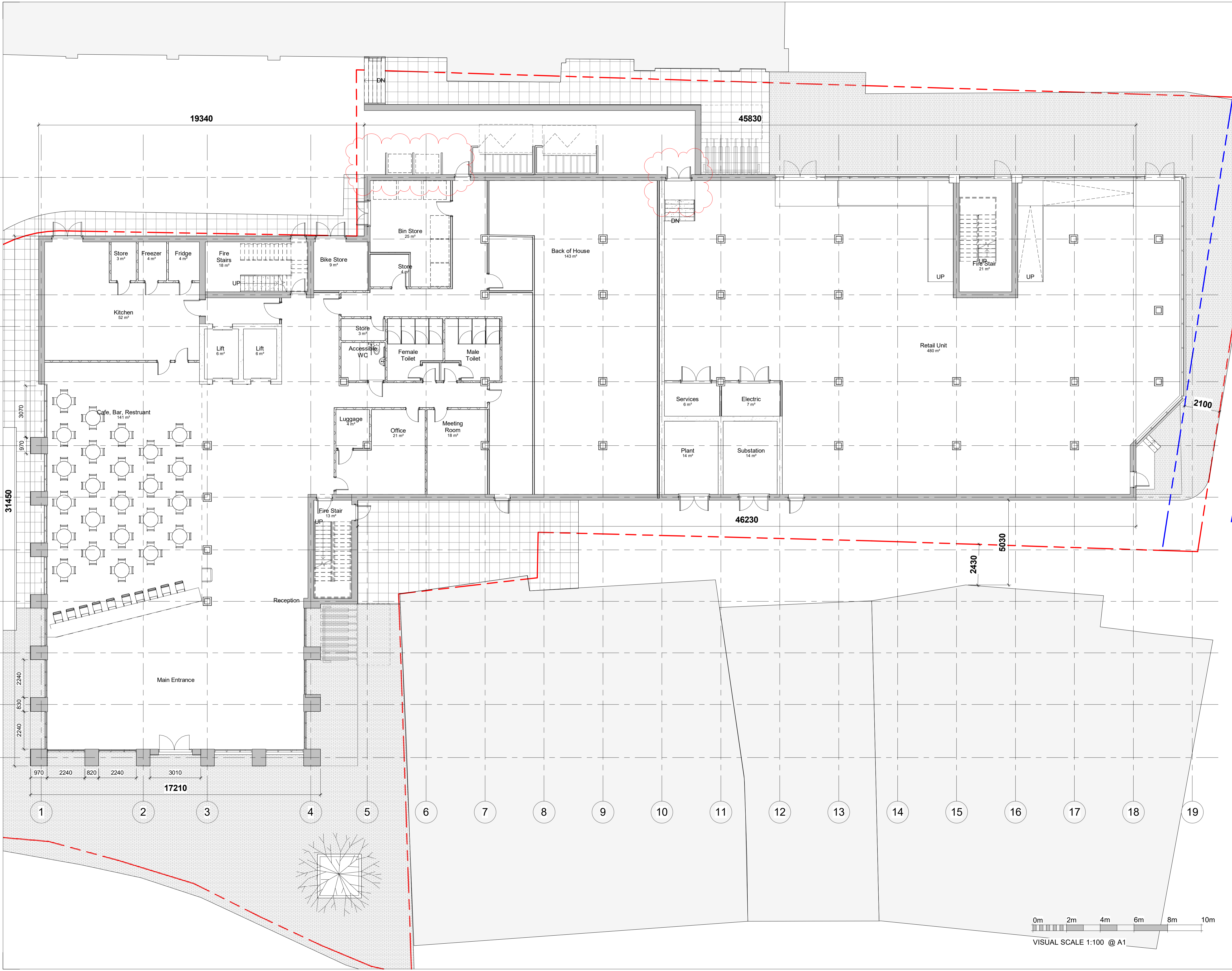
DRG. TITLE

Location Plan

STATUS	Planning Application		
DRAWN	RGL	SCALE	1:200
CHECKED	BMcF	ORIGINAL	A1
JOB NO.	102-0123	DATE	06/21
DRG. NO. -REV.	102-0123 - PL(00)001-E		



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E	26/05/22	Response to Transport Memorandum dated 25/05/22	RGL
C	26/04/22	Elevation Revisions and Undercroft Removed	RGL
Rev	Date	Description	By

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PROJECT
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DRG. TITLE
Ground Floor PPlan

STATUS **Planning Application**

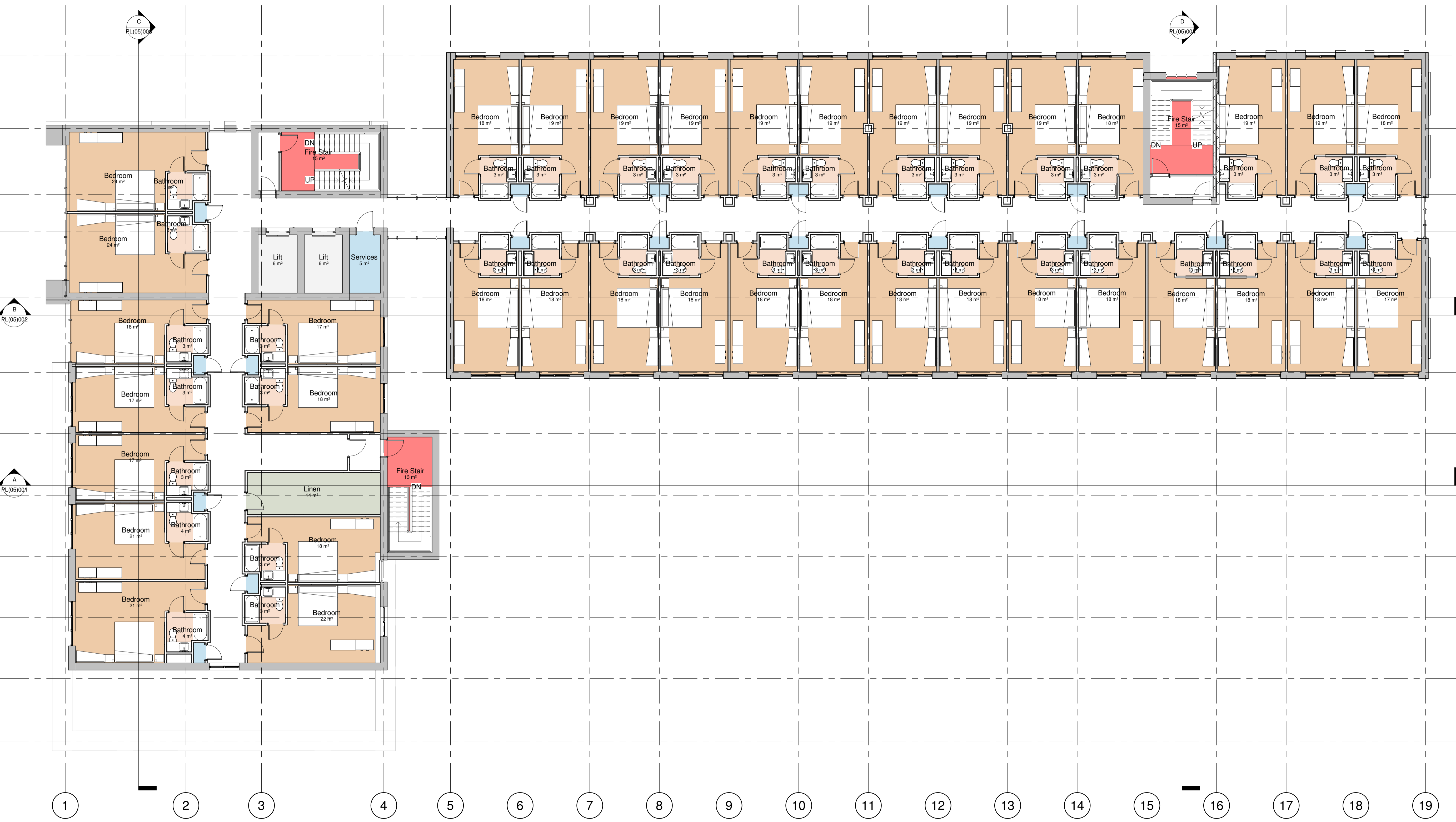
DRAWN RGL SCALE 1:100

CHECKED BM&F ORIGINAL A1

JOB NO. 102-0123 DATE 05/11/21

DRG. NO. -REV.
102-0123 - PL(20)001-E

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PROJECT
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DRG. TITLE
Second Floor Plan

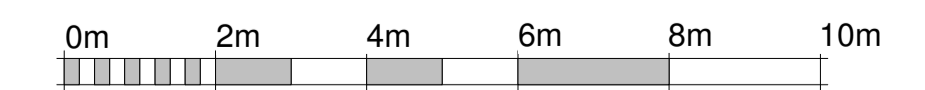
STATUS **Planning Application**

DRAWN RGL SCALE 1:100

CHECKED BM&F ORIGINAL A1

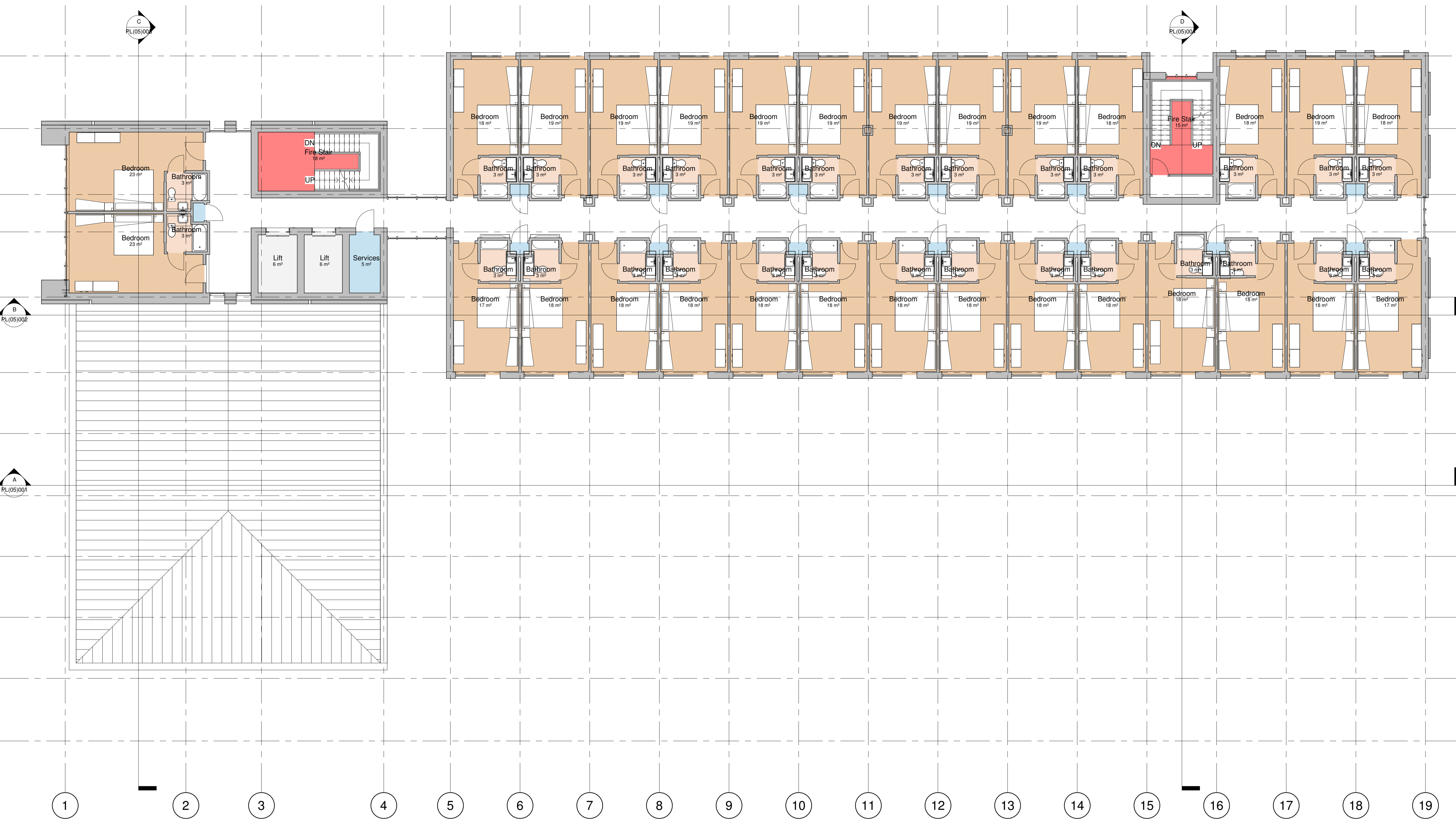
JOB NO. 102-0123 DATE 05/11/21

DRG. NO. -REV.
102-0123 - PL(20)003



VISUAL SCALE 1:100 @ A1

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DRG. TITLE
Third Floor Plan

STATUS **Planning Application**

DRAWN RGL SCALE 1:100

CHECKED BM&F ORIGINAL A1

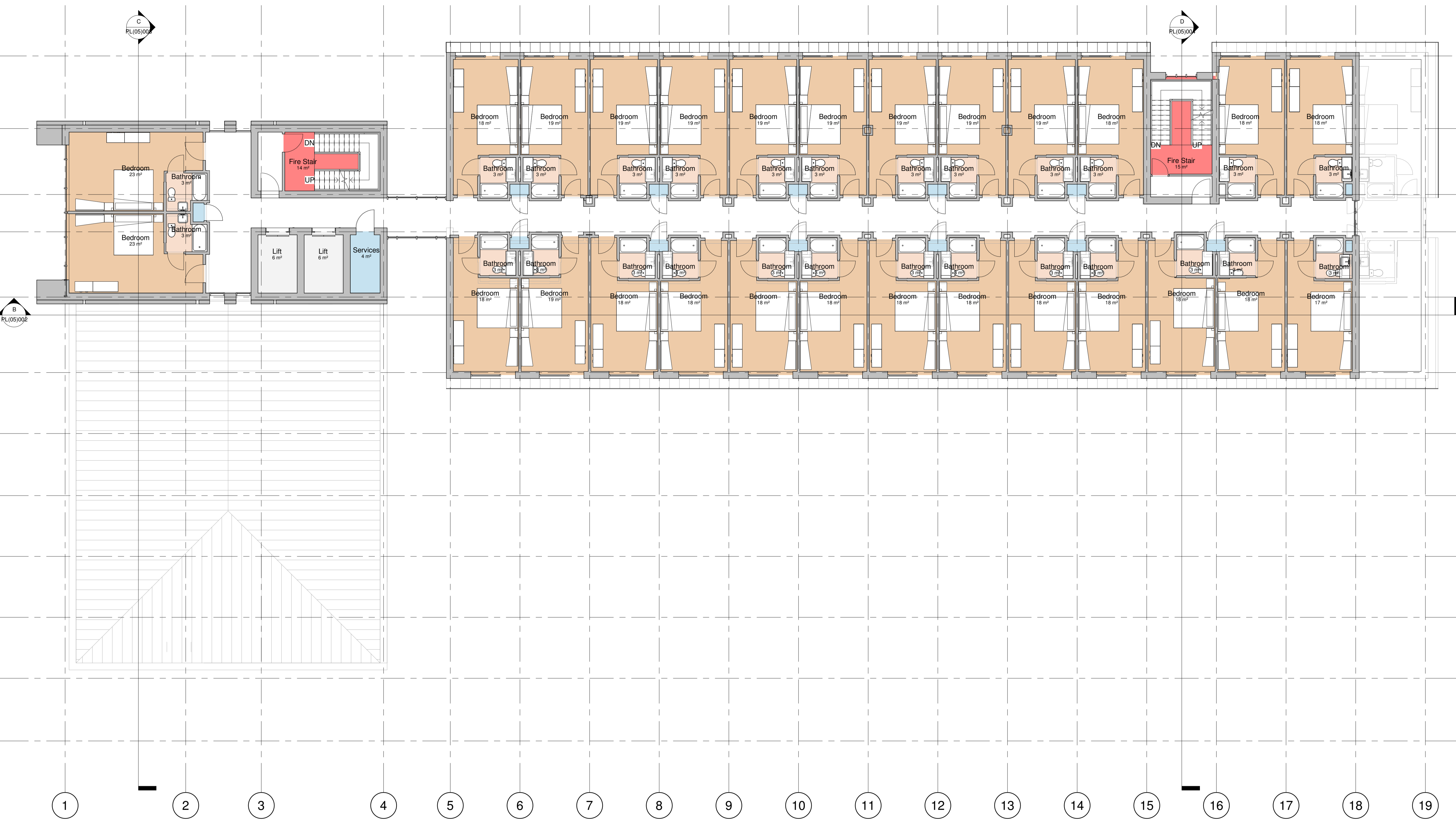
JOB NO. 102-0123 DATE 05/11/21

DRG. NO. -REV.
102-0123 - PL(20)004



VISUAL SCALE 1:100 @ A1

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DRG. TITLE
Fourth Floor Plan

STATUS **Planning Application**

DRAWN RGL SCALE 1:100

CHECKED BM&F ORIGINAL A1

JOB NO. 102-0123 DATE 05/11/21

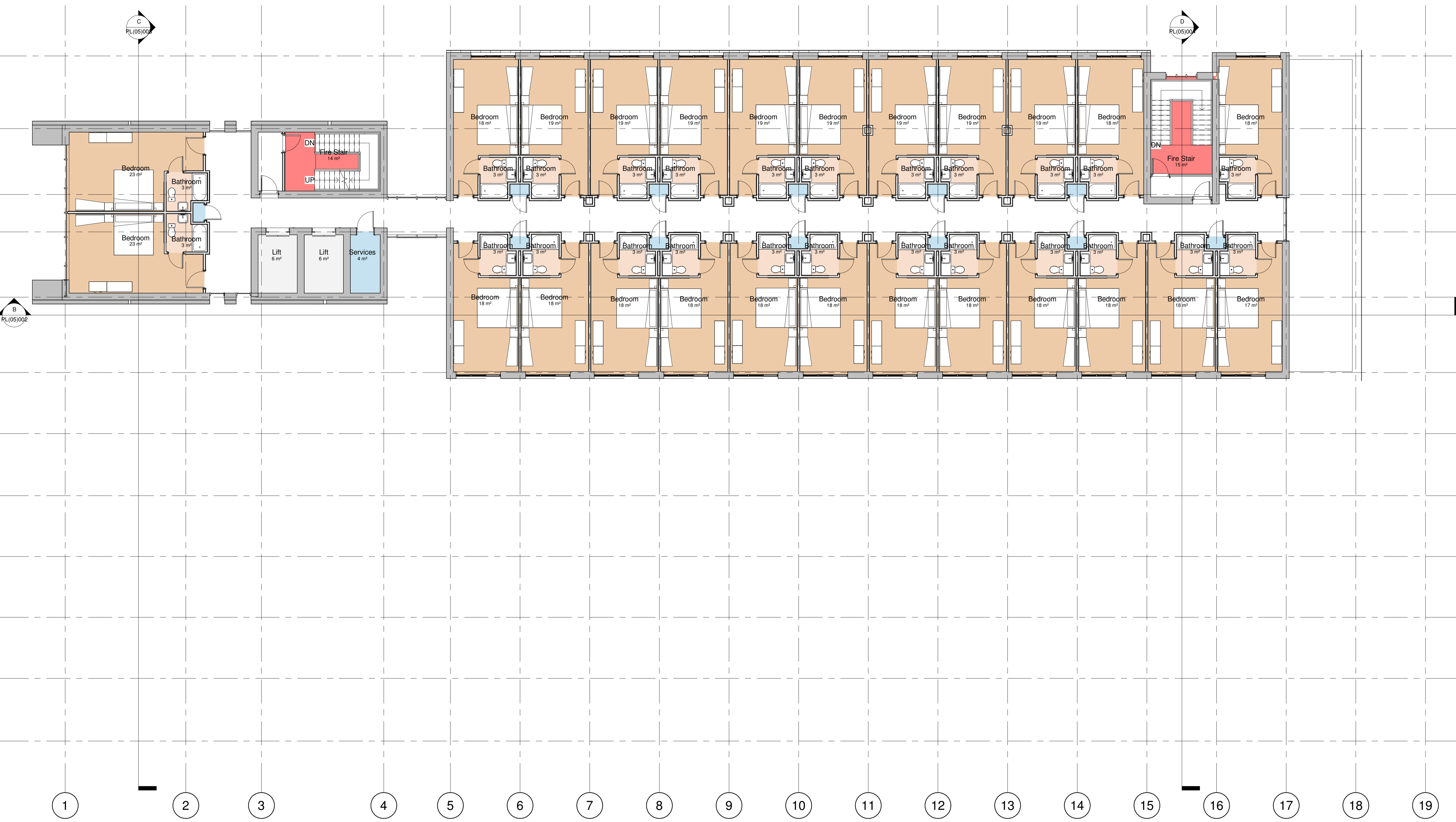
DRG. NO. -REV.

102-0123 - PL(20)005

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

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PROJECT
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DRG. TITLE
Fifth Floor Plan

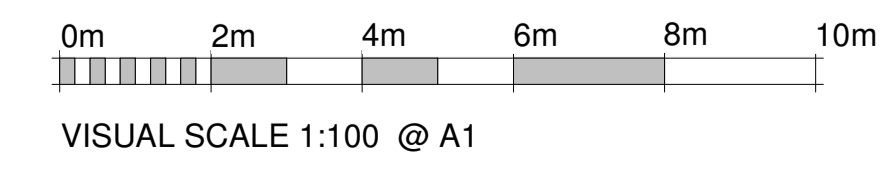
STATUS **Planning Application**

DRAWN RGL SCALE 1:100

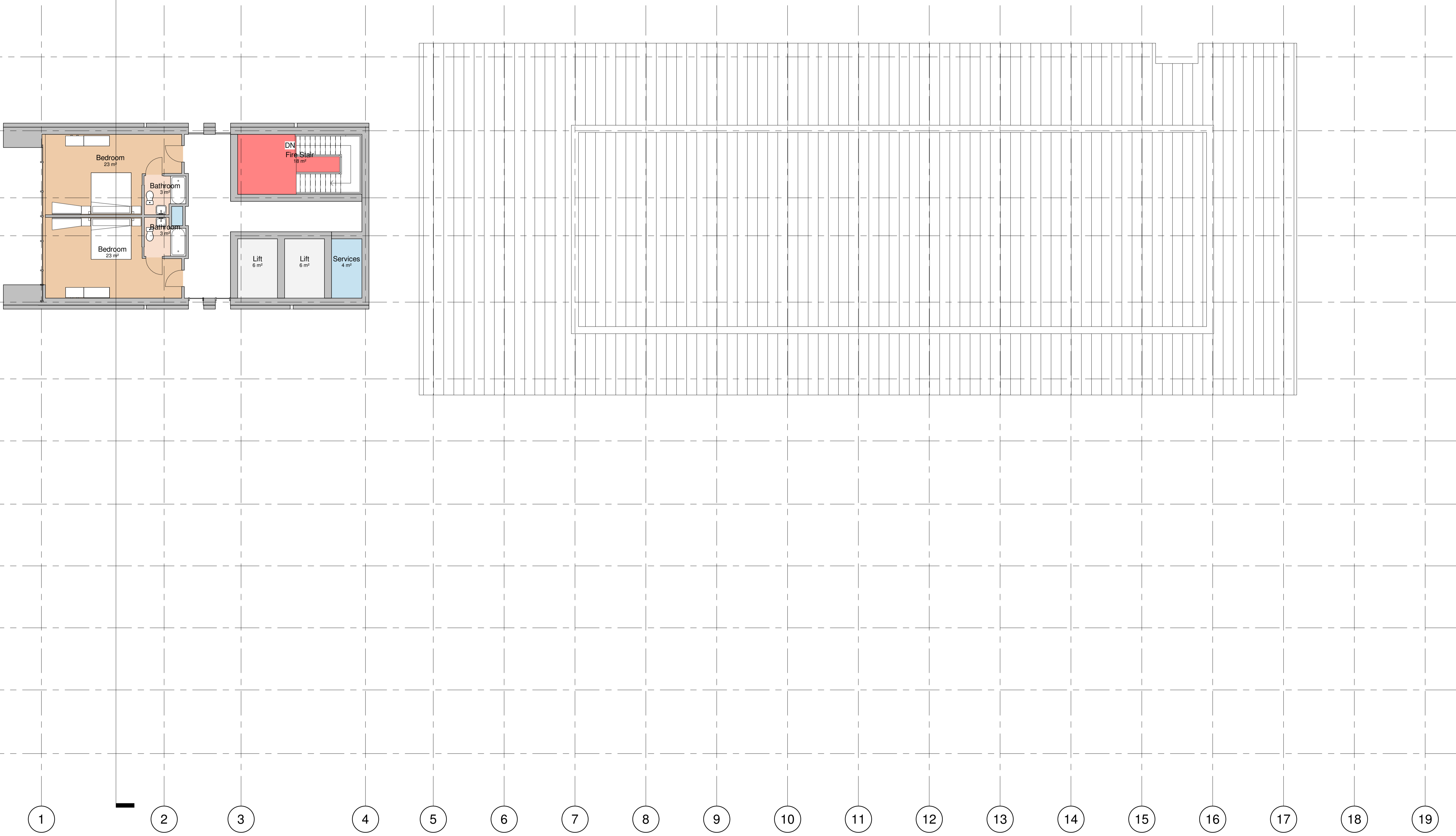
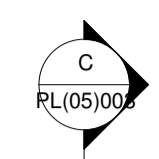
CHECKED BM&F ORIGINAL A1

JOB NO. 102-0123 DATE 05/11/21

DRG. NO. -REV.
102-0123 - PL(20)006



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PROJECT

**Courtyard By Marriot
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DRG. TITLE

Sixth Floor Plan

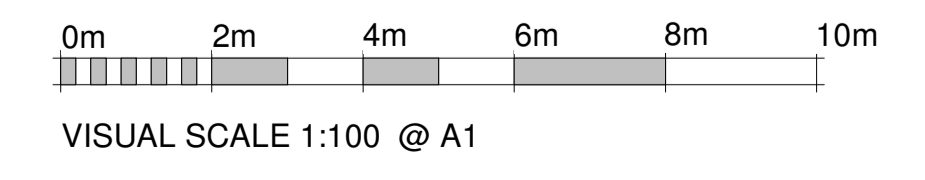
STATUS **Planning Application**

DRAWN RGL SCALE 1:100

CHECKED BMcF ORIGINAL A1

JOB NO. 102-0123 DATE 05/11/21

DRG. NO. -REV.
102-0123 - PL(20)007



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VISUAL SCALE 1:100 @ A1

Rev	Date	Description	By
C	26/04/22	Elevation Revisions and Undercroft Removed	RGL

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PROJECT
**Courtyard By Marriot
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DRG. TITLE
North Elevation

STATUS **Planning Application**

DRAWN RGL SCALE 1:100

CHECKED Checker ORIGINAL A1

JOB NO. 102-0123 DATE 05/11/21

DRG. NO. -REV.

102-0123 - PL(04)002-C

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Rev	Date	Description	By
C	26/04/22	Elevation Revisions and Undercroft Removed	RGL

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

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PROJECT
**Courtyard By Marriot
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DRG. TITLE
East Elevation

STATUS **Planning Application**

DRAWN RGL SCALE 1:100

CHECKED BM&F ORIGINAL A1

JOB NO. 102-0123 DATE 05/11/21

DRG. NO. -REV.
102-0123 - PL(04)003-C

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Level 6
20300

Level 5
17200

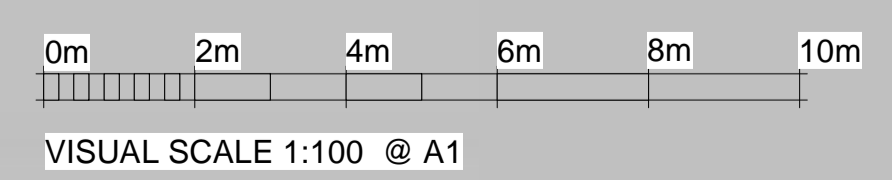
Level 4
14100

Level 3
11000

Level 2
7900

Level 1
4800

Level 0
0



Rev	Date	Description	By
C	26/04/22	Elevation Revisions and Undercroft Removed	RGL
B	04/04/22	Window and stone panel size altered.	RGL
A	04/04/22	Cladding colour changed and pattern altered in areas.	RGL

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PROJECT
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DRG. TITLE
South Elevation

STATUS **Planning Application**

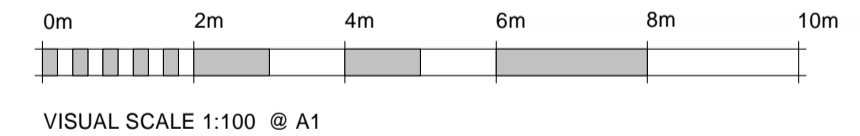
DRAWN RGL SCALE 1:100

CHECKED BM&F ORIGINAL A1

JOB NO. 102-0123 DATE 05/11/21

DRG. NO. -REV.
102-0123 - PL(04)004-C

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Rev	Date	Description	By
C	26/04/22	Elevation Revisions and Undercroft Removed	RGL
A	04/04/22	Cladding colour changed and pattern altered in areas.	RGL

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PROJECT

Courtyard By Marriot
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Inverness

DRG. TITLE

West Elevation

STATUS Planning Application

DRAWN RGL SCALE 1:100

CHECKED BMF ORIGINAL A1

JOB NO. 102-0123 DATE 05/11/21

DRG. NO. -REV.
102-0123 - PL(04)001-C