
CAIRNGORMS NATIONAL PARK AUTHORITY

Title: REPORT ON CALLED-IN PLANNING APPLICATION

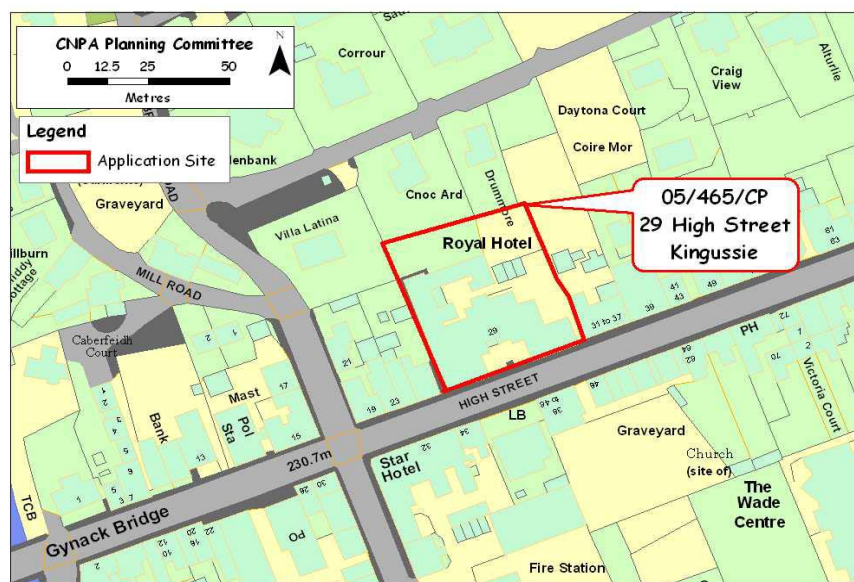
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(DEVELOPMENT CONTROL)

DEVELOPMENT PROPOSED: APPROVAL OF RESERVED MATTERS FOR DEMOLITION OF HOTEL AND ERECTION OF 22 FLATS AND ASSOCIATED CAR PARKING, FORMER ROYAL HOTEL, 29 HIGH STREET, KINGUSSIE

REFERENCE: 05/465/CP

APPLICANT: AVIEMORE & HIGHLAND DEVELOPMENT LTD., MYRTLEFIELD HOUSE, GRAMPIAN ROAD, AVIEMORE, PH22 1RH

DATE CALLED-IN: 18 NOVEMBER 2005



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Fig. 1 - Location Plan

SITE DESCRIPTION AND PROPOSAL

1. This former hotel is sited in a central position on the High Street in Kingussie. It lies within the central commercial core of the settlement on the north side of High Street. To either side and across the road are mixed commercial and residential uses. The buildings either side are 2 storey. The site is essentially flat but an embankment rises steeply to the rear where there are some trees with some houses beyond. The existing hotel buildings consist of 2 traditionally built 2 storey wings facing the High Street (slate and white washed harling and one containing a former bar), with a central flat-roofed modern linking wing. There are several modern flat-roofed and unsightly additions extending to the rear. The main pedestrian access to the building is via the central wing but there is an existing vehicular access from High Street to the east side which leads to a small parking and service area to the rear.



2. Members will recall that, in July 2005, the Committee considered and approved Outline Planning Permission for the demolition of this former hotel and its replacement with 22 residential flats and associated car parking. In granting permission, 9 conditions were imposed. You will also recall that it was agreed to permit only 22 car parking spaces on the site (normal requirement would have been 33) on the basis that the entire development was to be for affordable housing.
3. This application seeks to gain the **Reserved Matters Approval** following the granting of the Outline Permission. The drawings indicate the 22 flats arranged in two blocks. The front block facing the High Street accommodates 4 no. 1 bedroom and 10 no. 2 bedroom flats. It comprises two 2 storey wings either side of a three storey central wing with a central pedestrian access point through to the parking courtyards. The block to the rear of the site accommodates 8 no. 2 bedroom flats within a mainly 3 storey building. Finishing materials are roofing slate and a wet dash wall render. Vehicular access is from the east side. A pitched roof timber boarded structure to accommodate 24 cycles is proposed adjacent to the parking courtyard area. The existing steep embankment to the rear of the site will continue to be supported by existing retaining walls which will be strengthened by gabion walls, and it is stated that all existing trees on this embankment will be kept.
4. The application is accompanied by a letter from **Albyn Housing Society Ltd.** It confirms that the proposal is being carried out in association with the Society's requirements for affordable housing where 14 of the units will be for

rented accommodation and the other 8 units will be for low cost home ownership.

DEVELOPMENT PLAN CONTEXT

5. **Highland Structure Plan 2001** sets out the following policies which are relevant to the proposal. **Policy G2 (Design for Sustainability)** states that developments will be assessed on the extent to which they, amongst other things; make use of brownfield sites, existing buildings and recycled materials; are accessible by public transport, cycling and walking as well as car; are compatible with service provision; demonstrate sensitive siting and high quality design in keeping with local character and historic and natural environments; and contribute to the economic and social development of the community. **Policies H4 & H5 (Affordable Housing)** both support the general principle of providing an adequate supply of social housing where there is a demonstrable need, through various mechanisms, including developer contributions. There are no specific **Tourism Policies** which prevent the loss of hotels. However, the general spirit of these policies is to promote tourism activity and accommodation. **Policy TC9 (Car Parking)** seeks to ensure that car parking provision associated with development proposals are carried out in accordance with Highland Council's general maximum standards.
6. The site lies within the commercial core of Kingussie which is designated for commerce/ tourism. The main settlement objectives for Kingussie, as stated in the **Badenoch and Strathspey Local Plan 1997** are to encourage further investment in service businesses, strengthen commercial prospects and enhance the village centre for pedestrians and shoppers, and safeguard the village from unsympathetic infill housing. **Policy 7.2.1. (Tourism)** of the settlement statement, provides support for the development of tourist-related facilities and services. Opportunities exist, it states, for upgrading and expanding existing hotels, and other accommodation and facilities, subject to site specific planning requirements. **Policy 7.2.7. (Village Centre)** seeks to consolidate retail, office, community and residential uses within the village centre. Rehabilitation of vacant properties, including public and Listed Buildings, and other properties of townscape value, will be encouraged.

CONSULTATIONS

7. Consultations carried out at the Outline stage remain valid. However, several parties have been consulted again relative to the details now proposed.
8. **Scottish Executive Trunk Roads** have reiterated the same conditions that they required at the outline stage. These refer to the construction and layout of the access (which include pavement "build-outs" on each side of the vehicular access), positioning of any gates, and drainage.
9. **Highland Council's Area Roads Manager** requires the internal roads and parking areas to be designed and constructed to a standard generally in

compliance with their "Guidelines for New Developments". They also require a suitable management and maintenance agreement to be established in respect of the internal roads and parking areas.

10. **SEPA** have no objections to the proposed SUDS which include infiltration trenches and soakaways on the site with an emergency overflow to the combined sewer. They request a condition requiring the SUDS scheme to be implemented and operational prior to the occupation of any phase of the development in order to prevent potential pollution of controlled waters.

REPRESENTATIONS

11. No representations have been received.

APPRAISAL

12. The principle of demolishing this former hotel and re-developing the site for affordable residential purposes has been accepted by the granting of the outline permission. The issues that require consideration now therefore are the proposal's compliance with the terms and conditions of the outline permission and the detailed matters of layout and design and impact on localised amenity.
13. In relation to the conditions of the outline permission, the applicant's agents have submitted information in written and drawing format. The submissions comply with all the conditions and these include, confirmation that all the units will be within the **affordable sector provided in association with a Registered Social Landlord (Albyn Housing Society)**. There is also confirmation that all trees will be retained and that the steep embankment to the rear will not be affected by the development but maintained in a natural state by the managers of the development. Engineers have confirmed that existing retaining walls supporting this embankment will be strengthened by the use of gabion walls constructed against the retaining walls and that SUDS will be incorporated in the scheme. The access arrangements are in accordance with those agreed with the Scottish Executive Trunk Roads Division, and the number of parking spaces provided meets the reduced standards previously agreed. Also, acceptable details of the cycle and bin storage enclosures have been submitted. No issues are therefore raised in terms of the requirements of the conditions imposed at the outline stage.
14. In relation to the layout of the proposal, space is quite restricted. However, the site layout will be able to function adequately without adversely impacting on the functioning of adjacent land uses and buildings. Overall the development is of a moderate density but in the heart of the town centre, where the pattern and density of developments is generally higher than elsewhere, the proposal does not have any detrimental impacts in this respect.

15. The front block is the most important element of the development in terms of its impact on the streetscape of the High Street. Pre-application discussions have taken place and the result, I feel, is a proposal which respects the scale, character and appearance of the area and one which will have a generally positive impact on the quality of the built environment in the centre of Kingussie. The side wings are 2 storey which respect the height and scale of the adjacent buildings on either side. The central 3 storey wing with gable element accentuates the centre of the development and the pedestrian access, and will provide an acceptable townscape feature. The materials proposed are traditional in character, although some further details are required on some of the more detailed finishes. The block to the rear is perhaps less “elaborate” in terms of its overall design characteristics. However, it is positioned behind the front block which will almost entirely screen it from the street. Sections through the site, indicate this building being the same height as the one to the front. Its rear elevation is close to the steep embankment, and therefore it is not seen from any public vantage point. Overall, I feel that no adverse visual impacts are created with the proposal, and that the design of the buildings complements the existing built forms in High Street and the surrounding area.
16. Finally, some minor amendments have been submitted which overcome some minor overlooking issues. The site sections show the relationship between the proposed buildings and the houses which are located at the top of the embankment to the rear of the site. The level change between the top of the embankment and the ground level of the proposed site, is such that the ridge level of the proposed buildings will be below the ground level of these houses. There is therefore no impact on the amenity or outlook of these properties.
17. **To conclude, this Reserved Matters proposal raises no issues in relation to the terms and conditions of the outline permission. I feel that, overall the development is positive, in terms of its impact on the centre of Kingussie and in what it provides for the affordable housing sector of the community.**

IMPLICATIONS FOR THE AIMS OF THE NATIONAL PARK

Conserve and Enhance the Natural and Cultural Heritage of the Area

18. Provided the trees on the embankment to the rear of the site are retained, as proposed in the application, there are no negative implications for the natural heritage of the area. The design of the development is appropriate to the townscape of the High Street and is viewed as positive in terms of enhancing the built heritage of the area.

Promote Sustainable Use of Natural Resources

19. There are no proposals submitted in relation to the promotion of sustainable energy efficient design but the re-use of a “brownfield” site in the heart of an existing town for residential purposes should reduce the need for travel by car to essential services.

Promote Understanding and Enjoyment of the Area

20. The development has no implications for this aim.

Promote Sustainable Economic and Social Development of the Area

21. Although established by the granting of outline planning permission, the loss of the hotel business is generally negative in terms of its contribution to the tourist economy of the area. However, this loss is off-set by the 100% provision of affordable housing in this town centre location.

RECOMMENDATION

22. **That Members of the Committee support a recommendation to:**

Grant Approval of Reserved Matters for the Demolition of Hotel and Erection of 22 Flats and Associated Car Parking, at Former Royal Hotel, 29 High Street, Kingussie, subject to the following conditions:

1. The development hereby approved shall be commenced prior to 18 July 2010.
2. This approval relates solely to the reserved matters referred to in the CNPA outline planning permission reference number 04/331/CP. Nothing contained in this proposal or this notice shall be deemed to affect or vary the conditions imposed on that outline planning permission.
3. That, unless otherwise agreed in writing with the CNPA acting as Planning Authority, in consultation with SEPA and Scottish Water, prior to the occupation of any individual phase of the development hereby approved, the agreed Sustainable Urban Drainage System proposals for that phase of development, shall be implemented and fully operational.
4. That the internal roads and parking areas shall be designed and constructed to a standard generally in compliance with Highland Council's Road Guidelines for New Developments.
5. That prior to the occupation of any part of the development hereby approved, a suitable management and maintenance agreement, to the satisfaction of the CNPA acting as Planning Authority in consultation with Highland Council's Area Roads and Community Works Manager, shall have been established in respect of the internal roads and parking areas. This management and maintenance agreement shall thereafter be implemented in perpetuity, unless otherwise agreed in writing with the CNPA acting as Planning Authority, in consultation with Highland Council's Area Roads and Community Works Manager.
6. That prior to the occupation of any part of the development hereby approved, the car parking areas (22 no. spaces) shall have been constructed and completed to the satisfaction of the CNPA acting as Planning Authority, in

consultation with Highland Council's Area Roads and Community Works Manager.

7. That unless otherwise agreed in writing with the CNPA acting as Planning Authority, in consultation with the Scottish Executive Trunk Road Network Management Division, the proposed access shall join the A86 trunk road in a manner which complies with the layout detailed on the approved drawing no. 2759-P-050, Rev. E (previously outline permission drawing 2759-SK-01 Rev. A.). It shall be constructed to a standard as described in the Department Advice Note TA 41/95 (Vehicular Access to All-Purpose Trunk Roads, as amended in Scotland) and in accordance with details that shall be submitted and approved by the CNPA acting as Planning Authority, in consultation with the Scottish Executive Trunk Road Network Management Division, prior to any other part of the development commencing.
8. For the avoidance of doubt, and unless otherwise agreed in writing with the CNPA acting as Planning Authority, only natural slate shall be used for the finishing to the roofs of the residential buildings hereby approved.
9. That prior to the commencement of works on site, the following details and specifications for finishing materials (samples may be required) shall be provided for the further written approval of the CNPA acting as Planning Authority;
 - i. External windows and doors,
 - ii. Quoins, string course, and window surrounds,
 - iii. Wet dash render for the walls,
 - iv. Paviers for the car parking spaces.
10. That no development shall commence on this site until the trees to be retained, have been protected by the measures detailed in Bracewell Stirling Architect's letter of 23 December 2005 (Paragraph 9) and in accordance with BS5837:2005 (Trees in Relation to Construction).
11. The trees and existing natural landscaping areas on the embankment to the rear of the site, shall be maintained in a tidy condition at all times in the future, by the managers of the development, all to the satisfaction of the CNPA acting as Planning Authority.

Neil Stewart
29 December 2005

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The map on the first page of this report has been produced to aid in the statutory process of dealing with planning applications. The map is to help identify the site and its surroundings and to aid Planning Officers, Committee Members and the Public in the determination of the proposal. Maps shown in the Planning Committee Report can only be used for the purposes of the Planning Committee. Any other use risks infringing Crown Copyright and may lead to prosecution or civil proceedings. Maps produced within this Planning Committee Report can only be reproduced with the express permission of the Cairngorms National Park Authority and other Copyright holders. This permission must be granted in advance.