

16/04228/FUL OBJECTION: further comment

Our previously lodged objection remains in place on the basis of the earlier documented reasons, the following further comments are also lodged.

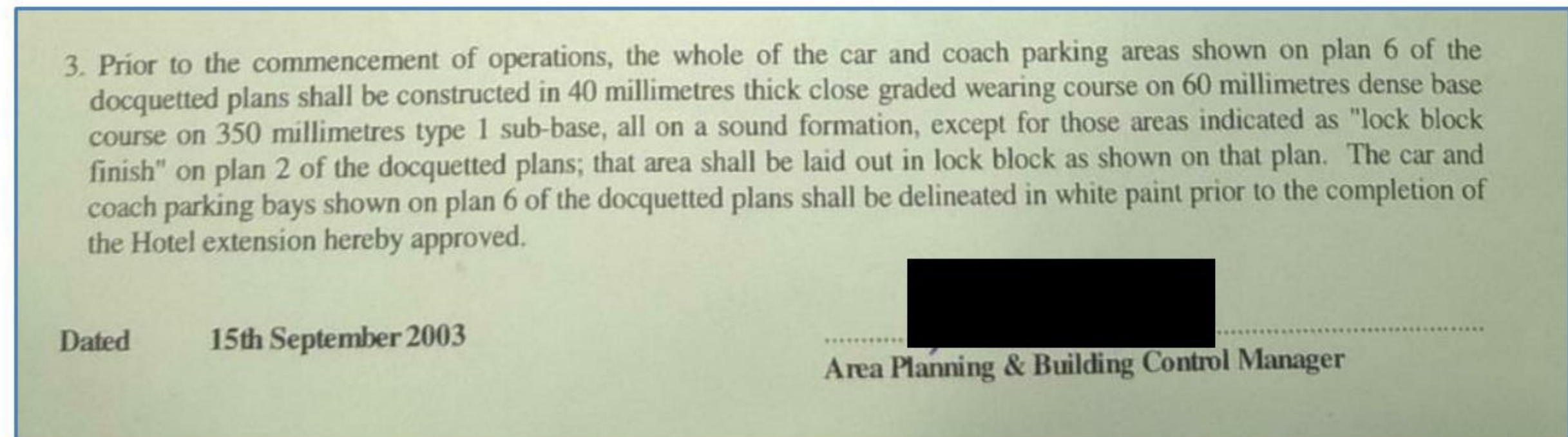
We remain extremely concerned that the proposals do not take full and proper account of both our own concerns and those of our neighbours. We believe the site is simply not able to accept further development of the scale proposed and the ensuing areas of conflict are a result. The matters of parking and road safety have so far not been given proper scrutiny by the Council with the notable omission of any form of transport planning despite the material concerns raised by neighbouring residents and vehicle safety being a concern first raised by the Community Council more than 10 years ago. A swept path analysis has not been made available despite several requests. The proposals remain fundamentally unsound both in respect of parking capacity, road safety and building design. The layout is disjointed and when full the new building will be hemmed in by parked coaches and cars and there is no amenity space available to staff or guests. We note the reduced height of the proposed annex building however a key problem feature remains unchanged, namely the proposed turret, which would continue to overlook our first floor windows and garden with the further effect of blocking out valuable late evening summer sun.

Main Comments

a) The Carrbridge Hotel has been subject to a number of extensions and modifications over the preceding 15 year period. The approach has been ad-hoc resulting in minimal attention towards ensuring overall coherence in the eventual layout of the hotel and its grounds, this application continues that trend. The majority of the changes have involved significant scale development which has successively removed existing vehicle parking space whilst increasing overnight bedspace and coach traffic into the site. Despite this, past and current objectors concerns and the obvious limitations of the local road network, no transport assessment has ever been carried out. The extent of the deficiency can be readily illustrated via comments made by the then Case Officer handling an application for a further extension in 2011 (11/03966/FUL). He described the previous extension, granted permission in 2003, (03/00028/FULBS) as *'seriously deficient in relation to Roads guidelines'*. The Area Planning Committee Report of 11/08/03 for 03/00028/FULBS also records a neighbour's comments as *'Current parking situation not good at rear... Both front and rear parking can and often do create danger'*. The layout and operation of the rear parking remains largely unchanged since these comments were made. Once again further significant development is proposed and no proper transport assessment has been required by the Council nor carried out by the applicant. This is neither appropriate nor acceptable and the Council would be failing in their responsibilities if this approach were to continue.

b) In relation to the current fitness and operation of the rear car park, deficiencies are exacerbated because important conditions attached to the aforementioned approval 03/00028/FULBS, granted in 2003, appear outstanding. These conditions, stipulating proper setting-out and surfacing of the hotel car park have, to date, not been carried out by the applicant nor, presumably, checked by the Council or enforced. The conditions are intended to formalise parking arrangements to the rear of the hotel including bitmac surfacing, paint marking of all parking bays and installation of essential surface run-off drainage. It is unlawful that this substantial work has not been undertaken and a clear demonstration of the Council's failing to carry out due oversight, let alone ensure competent design.

Serious concerns are raised over the likelihood car/coach parking arrangements will not be properly implemented should the current proposals receive approval. An extract from the decision notice is shown below:



c) It has already been pointed out that entry into the car park is adjacent to a convoluted 3 way junction with prevailing poor site lines. The junction intersects the B9153 and A938 which carries National Cycle Route 7, a paved footway crosses it and there are other nearby accesses onto the A938 furthermore two Core Paths (LBS123 & LBS62) are a short distance east. The regular presence of cycles, pedestrians and school children have been raised on numerous occasions.

d) In formulating the most recent parking calculations the percentage of guests arriving by coach has been 'rounded up' from an agreed **84%** to **90%** thereby miscalculating the number of non-coaching guests and available parking provision for them. If the agreed figure of 84% (Ref: 16/00723/FUL: Transport Planning Memorandum, Cathy Kay, 11/08/16) is used then there is, in accordance with Council guidelines, a requirement for 42 guest car parking spaces plus 6 spaces for live-out staff, the total of additional spaces required therefore being **38** compared to the proposed **27**.

e) In addition the latest proposals have failed to account for the detail of approved application 14/00044/FUL granted 28/02/14 for conversion of attic space to form a self-contained annex in respect of the hotel manager's house. These approved plans include secured dedicated parking provision for the approved conversion/house (2 spaces) along with a dedicated pedestrian access route to and from the converted building. It is assumed the pedestrian access is also necessary to serve the nearby emergency/fire exits. Adherence to these approved plans will remove **3** spaces from those incorporated within latest parking proposals – that is **2** spaces for those identified as dedicated and **1** space located directly over the approved access and egress route. See Drawing No. 1011-101 extract below:



e) The proposals have also failed to account for **2** presumed owned business cars which, in addition to the already identified car parking needs, also require to be parked on site. The vehicles in question are two sign-written white coloured Vauxhall Corsas.

f) In respect of the issues raised above it is thereby necessary to reduce the number of car parking spaces identified as being available to serve hotel operations by **5**. The total number will therefore reduce from **29** to **24** available spaces. There remains therefore a major discrepancy between the available spaces for non-coach and staff parking - the requirement being **38** spaces compared with availability of **24** – a difference of **14** spaces.

g) Notwithstanding the above calculations we also take issue with the proposal that available parking for patrons of the public bar is to be reduced by the average percentage for overnight occupancy. This simply does not make sense given the public bar is open to public passing trade, is actively promoted as such and patronage therefore not solely influenced by overnight occupancy. Provision of only 1 parking space for non-resident customers of the bar is simply not a competent proposition now or for the future. It is not unreasonable to suggest there should be at least 5 spaces available to service customers of the public bar.

Jacqueline Rice

13th February 2017