

Planning Application: Report of Handling

Reference No. 19/0843/PP



Renfrewshire
Council

KEY INFORMATION

Ward (4) :
Paisley Northwest

Applicant:
Cairns Hotels Group
31- 40 West Parade
Newcastle upon Tyne
NE4 7LB

Registered:
6 January 2020

Report by Director of Communities, Housing and Planning Services

PROSPECTIVE PROPOSAL: Erection of hotel with car parking, access, landscaping and other associated works

LOCATION: Land to East of No 1, Marchburn Drive, Glasgow Airport, Paisley

APPLICATION FOR: Full Planning Permission



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RECOMMENDATION

Grant subject to conditions

Fraser Carlin
Head of Planning and
Housing

IDENTIFIED KEY ISSUES

- The proposals accord with the Adopted Renfrewshire Local Development Plan (2014) and are consistent with Policies E1 'Local Investment Areas and E2 'Glasgow Airport investment Zone'. The proposals also accord with Policies E1: 'Renfrewshire's Economic Investment Locations' and E5: 'Glasgow Airport' of the Proposed Local Development Plan (2019).
- Two letters of objection have been received.
- There have been no objections from consultees.
- The principle of the development is considered to be acceptable as the proposal involves the development of a vacant, brownfield site to erect a new hotel to serve the recognised need for visitor accommodation facilities in Renfrewshire and at Glasgow Airport.

RENFREWSHIRE COUNCIL

DEVELOPMENT AND HOUSING SERVICES
REPORT OF HANDLING FOR APPLICATION 19/0843/PP

AGENT:	Iceni Projects Ltd
APPLICANT:	Cairns Hotels Group
SITE ADDRESS:	Land to East of No 1, Marchburn Drive, Glasgow Airport, Paisley
PROPOSAL:	Erection of hotel with car parking, access, landscaping and other associated works.
APPLICATION FOR:	Planning Permission Full

NUMBER OF REPRESENTATIONS AND SUMMARY OF ISSUES:	<p>Two letters of objection have been received, the substance of which can be summarised as follows:-</p> <p>1.The height of the proposed hotel is not in keeping with surrounding buildings which range from single storey in some cases.</p> <p>Response – The design of the hotel has been altered significantly during the assessment process to reduce the height adjacent to residential development. The scale and bulk of the proposed hotel building is now on the opposite side of the site which is closer to the existing hotel building.</p> <p>2. There are no trees existing along the boundary with all of the neighbouring dwellings.</p> <p>Response – Noted from site visit. A landscape scheme is proposed as part of the proposal.</p> <p>3. Overshadowing appears to be significant from the applicant's supporting information and would have a detrimental impact on solar panels too.</p> <p>Response – Following discussions with the applicant during the assessment process and taking into consideration the comments of the objectors, the height of the building proposed was reduced to address these concerns.</p> <p>4. The positioning of windows would overlook domestic properties.</p> <p>Response – Alterations to the building design and window positionings from the original plans have ensured the potential for overlooking has been addressed.</p> <p>5. The positioning of the drop off area would create disturbance</p>
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	<p>to residential properties.</p> <p>Response – Changes to the overall layout has ensured that the drop off and servicing of the hotel will be at the opposite side from the existing residential properties.</p> <p>6. The proposals will result in a loss of light to gardens.</p> <p>Response – The reduction in scale of the development adjacent to existing residential properties has addressed this concern and impact.</p> <p>7. Displacement of wildlife (vermin) will result, which may seek refuge in neighbouring properties.</p> <p>Response – Noted, however this would require to be referred to Environmental Protection Section should an incident occur as this is not a material planning consideration.</p> <p>8. Will have an adverse affect on the value of property.</p> <p>Response – This is not a material planning consideration in the assessment of proposals.</p>
CONSULTATIONS:	<p>Transport Scotland - No objections.</p> <p>Response – Noted.</p> <p>Glasgow Airport Safeguarding – No objections, subject to the submission of a Bird Hazard Management Plan.</p> <p>Response – Noted.</p> <p>NATS - No objections.</p> <p>Response – Noted.</p> <p>SEPA - No objections.</p> <p>Response – Noted.</p> <p>Scottish Water - No objections.</p> <p>Response – Noted.</p> <p>Health and Safety Executive - Do not advise against.</p> <p>Response – Noted.</p> <p>Director of Environment and Infrastructure (Roads Traffic) – No objections.</p> <p>Response – Noted.</p> <p>Director of Environment and Infrastructure (Design Services) - No objections.</p>

	<p>Response – Noted.</p> <p>Environmental Protection Section – No objections, subject to conditions relating to the submission of a site investigation report, remediation strategy and verification report and that illumination and noise be restricted.</p> <p>Response – Noted.</p>
SUPPORTING STATEMENTS	<p>Pre-Application Consultation Report - The applicant submitted a proposal of application notice (19/0607/NO) to the Council on 11 September 2019, given this is a major planning application.</p> <p>A stakeholder and public consultation process was undertaken and a pre-application consultation report has been submitted.</p> <p>The report provides an overview of all pre-application consultations which were undertaken, including details of the pre-application consultation event held on 8 October 2019.</p> <p>The public consultation event was held at the Courtyard by Marriott Hotel, adjacent to the site, with Paisley North West Local Members and Community Councils and local residents invited.</p> <p>The event was also open to all other interested parties and was advertised in the local press.</p> <p>The summary provided by the applicant's agents states that 5 people attended the event. No adverse comments were made in relation to the development by those attending the event.</p> <p>Response The content of this report meets the requirements set out in statute for a major development.</p> <p>Planning Statement – The supporting statement by the applicant highlights that the proposal involves the development of a vacant site to erect a new hotel to serve the recognised need for new visitor accommodation facilities in Renfrewshire.</p> <p>In terms of the principle of development, it is considered that the location would be sustainable and in close proximity of Glasgow Airport, with the nature of the development complementing the existing character of the area.</p> <p>The design, massing, access and parking arrangements for the proposed development are also considered. The applicant states that the proposal has been designed carefully to fit with the site taking into consideration planning policy and the existing context of the surrounding buildings.</p>

	<p>Response It is considered that the occupancy rates for hotels at this location and requirement to augment existing provision demonstrate a need for additional hotel accommodation at this location.</p> <p>Preliminary Ecological Appraisal - A Preliminary Ecological Appraisal has been undertaken as there are two statutory designated sites within 2 km of the application site boundary.</p> <p>The appraisal finds no suitable habitats for Badgers or evidence of Bats within the site. Nesting birds could be attracted by potential habitat and no records were found of reptiles within 1km of the site.</p> <p>Response Noted and relevant legislation to be adhered to should consent be issued. In relation to the nesting birds, any works will require to be undertaken outside bird nesting season.</p> <p>Phase One Geo-Environmental Desk Study - The Phase One Desk Study provides an initial analysis of the ground conditions of the site and makes recommendations for the secondary investigation works as a result.</p> <p>Response Details provide an acceptable basis for the secondary investigation works required to provide a detailed site investigation report for the development site.</p> <p>Noise Assessment - A noise assessment has been provided which considers potential impact from aircraft and road traffic noise on the proposed development as well as from the fixed plant associated with the proposed use on surrounding residential development.</p> <p>Following assessment, it has been concluded that the use of suitably glazed windows and the use of mechanically ventilated systems would ensure no impact from surrounding uses on the proposed development.</p> <p>Response Following consultation with Environmental Protection Section it is agreed that the terms of this report are satisfactory to allow the continued assessment of the proposals.</p> <p>Flood Risk Assessment and Drainage Impact Assessment - The Drainage Impact Assessment advises that should relevant recommendations as outlined within the report, be implemented the proposed development would not be at an unacceptable risk from flooding, will not increase the risk of flooding elsewhere and can be drained in a manner to meet the requirements of all relevant authorities.</p>
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	<p>Response In consultation with the Director of Environment and Infrastructure (Design Services) the Flood Risk and Drainage Impact Assessment proposals are confirmed as adequate and are integral to submitted documents.</p> <p>Design and Access Statement - The Design and Access Statement provides a context to the site and application and considers the applicant's approach to the design of the building, it's scale in response to the surrounding area and the use of materials.</p> <p>The site is located within close proximity to Glasgow Airport, The Airport can be reached from the site by a 10 minute walk along a sign-posted, pedestrian route. There is also an existing shuttle bus service. Public transport accessibility to the site is also good, with bus stops located in the vicinity.</p> <p>Response The detail of this document is considered to be adequate for the purposes of assessing the application.</p> <p>Transportation Statement - The Transportation Statement provided assesses the potential for minimising private car usage by promoting the use of sustainable transportation modes.</p> <p>Whilst it is acknowledged that the distance from the nearest bus stop is in excess of 400mm, the applicant considers that this is unlikely to deter users of the proposed hotel from utilising this service if necessary.</p> <p>Pedestrian linkages to the airport are also already in place for the use of adjacent hotel customers.</p> <p>The document also considers that a low volume of created trips would be expected as a result of the development having an insignificant impact on the local road network.</p> <p>Response In consultation with the Director of Environment and Infrastructure (Roads Traffic) the proposals are found to be in accordance with the relevant Roads policies and standards.</p>
DEVELOPMENT PLAN POLICIES/ OTHER MATERIAL CONSIDERATIONS	<p><u>Adopted Renfrewshire Local Development Plan 2014</u> Policy E1: Local Investment Area Policy E2: Glasgow Airport Investment Zone Policy E4: Tourism Policy I1: Connecting Places Policy I5: Flooding and Drainage</p> <p><u>New Development Supplementary Guidance 2014</u> Delivering the Economic Strategy: Economic Development Criteria; Local Industrial Areas; Airport; and Tourism Delivering the Infrastructure Strategy: Connecting Places and Flooding and Drainage</p>

	<p><u>Proposed Renfrewshire Local Development Plan 2019</u> Policy E1: Renfrewshire's Economic Investment Locations Policy E4: Tourism Policy E5: Glasgow Airport Policy I1: Connecting Places Policy I3: Flooding and Drainage Policy I5: Waste Management</p> <p><u>New Development Supplementary Guidance 2019</u> Delivering the Economic Strategy: Economic Investment Locations; Glasgow Airport; and Tourism Delivering the Infrastructure Strategy: Connecting Places; Provision for Waste Recycling in New Developments; and Flooding and Drainage Delivering the Environment Strategy: Noise; Air Quality; and Contaminated Land</p>
PLANNING HISTORY	<p>06/0250/PP – Formation of vehicular access to site from existing roundabout. Granted subject to conditions July 2006.</p> <p>11/0265/PP – Renewal of consent 06/0250/PP for formation of vehicular access to site from roundabout for a further 3 years. Granted subject to conditions July 2011.</p> <p>14/0270/PP – Renewal of consent 11/0265/PP for formation of vehicular access to site from roundabout. Granted subject to conditions June 2014.</p> <p>17/0292/PP – Formation of vehicular access to site (renewal of planning permission 14/0270/PP). Granted subject to conditions June 2017.</p> <p>19/0607/NO - Erection of hotel with car parking, access, landscaping and other associated works. Accepted September 2019.</p>
DESCRIPTION	<p>Planning permission is sought for the erection hotel at Marchburn Drive, Paisley.</p> <p>The proposed building would incorporate 181 guestrooms with public areas, as well as a gym and public bar.</p> <p>Fifty eight parking spaces would also be created by the development (including 3 disabled).</p> <p>The proposed development would be located to the east of the Travelodge Glasgow Airport, with the Courtyard by Marriott to the north west. Loganair lies to the north, with commercial uses to the north east and residential development to the south and south east, with access taken directly off Marchburn Drive.</p> <p>The building footprint itself would be located to the southernmost and western sections of the site, with parking provision to the frontage. Guestrooms would be located on the upper floors with the ground floor encompassing a kitchen area, storage facilities, main reception, gym and changing facilities,</p>

	<p>toilets and plant space.</p> <p>The building itself would have an overall footprint of 6481 sq m and would reach a maximum height of 21.5m (5 storey element) and 11.1m (3 storey element closest to residential properties).</p> <p>Finishing materials proposed include brick cladding, buff coloured facing brick, fibre cement, glazing panels, aluminium louvres and aluminium frame windows.</p>
COMMENTS	<p><u>Adopted Renfrewshire Local Development Plan 2014</u></p> <p>The proposal site is covered by Policy E1 of the Adopted Renfrewshire Local Development Plan.</p> <p>This policy seeks to promote Local Business and Industrial Areas for the development of Class 4 - Business, Class 5 - General Industry, Class 6 - Storage and Distribution, and ancillary service provision.</p> <p>Policy E2 is also applicable and relates to the areas surrounding Glasgow Airport specifically (such as this site), as key locations which will support economic growth and the operational requirements of the airport.</p> <p>In this case the applicant has identified a requirement in the market for additional hotel accommodation to assist the operational requirements of the Airport and continue to promote it as one of the UK's top 10 airports for passenger and aircraft movements.</p> <p>Given the location of the site, between two existing hotel buildings, it's proximity to the terminal building and the compatibility of the proposal with Policy E2 of the Adopted Local Development Plan, it is considered that the principle of development of this nature is acceptable.</p> <p>In terms of Policy E4 relating to tourism, specific development criteria is identified within the Delivering the Economic Strategy of the New Development Supplementary Guidance.</p> <p>The criteria to be assessed, is as follows:-</p> <p>Make a contribution to the local economy with a social and/or cultural benefit to the area;</p> <p>The proposals would see employment creation, both through the construction phase and the continued operation of the hotel complex itself, which would include bar facilities contributing to social benefit as well as economic.</p> <p>It does not result in a significant impact on visual amenity and local landscape character;</p> <p>Given the alterations to the design and massing of the proposed hotel and its location it is not considered that it would have a significant impact on visual amenity or local landscape character to the detriment of the wider area.</p>

	<p>The development can demonstrate a site specific locational need; The primary function of the hotel is to serve Glasgow Airport, however the applicant would also like to serve Renfrewshire as a whole through the additional tourism market that is being created, therefore a locational need is justified.</p> <p>The road network is able to accommodate the development; The hotel is located in close proximity to the M8 motorway and is served by a well maintained, urban road network.</p> <p>Parking provision and delivery movements within the site are also considered to be acceptable.</p> <p>Suitable infrastructure and services can be provided to serve the proposal; Following consultation, suitable infrastructure and services have been confirmed as available to serve the proposed development.</p> <p>There is high quality design which is appropriate to the site and in keeping with the surrounding area; During the assessment process, significant alterations to the original building design have been implemented, with a revised design and layout now being adopted, which adequately reflects the wider area in terms of use of materials and scale and massing which would be in-keeping with the surrounding area.</p> <p>The scale, positioning and location of the development is appropriate; The proposed development is of an appropriate scale and form in the context of the existing built form surrounding the site. The positioning and location are also acceptable.</p> <p>The amenity of the surrounding area will not be significantly affected by the loss of open space and by the nature of the development; It is not considered that there would be any impact on utilised open space as a result of the development. No overlooking of existing operations is likely given the separation distances between the buildings, positioning of glazing and internal configuration.</p> <p>The development will provide facilities which will encourage and assist business; As previously assessed, the proposals would assist existing hotel facilities to contribute to this aim.</p> <p>In terms of Policy I5 'Flooding and Drainage', the Director of Environment and Infrastructure (Design Services) have raised no objections, with the Drainage Impact Assessment proposals confirmed as adequate.</p>
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	<p><u>Proposed Renfrewshire Local Development Plan 2019</u></p> <p>The policies contained within the Proposed Local Development Plan are broadly similar to the requirements set out within the currently Adopted Local Development Plan and as such the proposals are also considered compliant with the relevant policies of the Proposed Local Development Plan.</p> <p>Policy I5 relates to waste management in new developments and is specific to the Proposed Development Plan. The information provided within this application submission is also considered to be compliant with the principles of this policy.</p>
RECOMMENDATION	Grant subject to conditions

Reason for Decision

The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan.

Conditions

- 1 That no development works shall commence on site until the applicant submits for the written approval of the Planning Authority:-
 - a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); and, if remedial works are recommended therein
 - b) a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained with the site investigation report

prepared in accordance with current authoritative technical guidance.

Reason: To ensure that the site will be made suitable for its proposed use.

- 2 Prior to commencement of use of the facility hereby approved, the developer shall submit for the written approval of the Planning Authority:-
 - a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan; or
 - b) where remediation works are not required but soils are to be imported to site, a Verification Report confirming imported materials are suitable for use.

Reason: To demonstrate that works required to make the site suitable for use have been completed.

- 3 That the design, installation and operation of any plant, machinery or equipment shall be such that noise associated with the development shall not exceed Noise Rating Curve NR25 between the hours of 2300 and 0700 hours and NR 35 at all other times., when measured within any dwelling in the vicinity of the development. Structure borne vibration from the development hereby approved shall also be imperceptible within any dwelling in the vicinity of the development.

Reason: In the interests of residential amenity.

- 4 That before development starts, full details of the design and location of all fences and walls to be erected on the site shall be submitted to, and approved in writing by, the Planning Authority;

Reason: These details have not been submitted.

- 5 That before the development hereby permitted is occupied, or brought into use, all the fences, or walls, for which the permission of the Planning Authority has been obtained under the terms of condition 4 above, shall be erected;

Reason: In the interests of amenity.

- 6 That prior to commencement of operation of the hotel use hereby approved, all planting, seeding turfing and earth moulding included in the scheme of landscaping and planting, also hereby approved, shall be completed; and any trees, shrubs, or areas of grass which die, are removed, damaged, or diseased within 5 years of the completion of the development, shall be replaced in the next planting season with others of a similar size and species.

Reason: In the interests of amenity.

- 7 Prior to the commencement of any development works on site, the developer shall provide for the written approval of the Planning Authority, a Bird Hazard Management Plan, which shall include details of the proposed management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' and shall thereafter be implemented as approved, on completion of the development and shall remain in force for the life of the development. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport.

Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Glasgow Airport.

- 8 Prior to the installation of any lighting associated with the car park hereby approved or any security lighting on the building, the developer shall submit for the written approval of the Planning Authority, full details of the scheme to be implemented which shall accord with the provisions of the Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light.

Reason: In the interests of residential amenity.

9. That the mitigation measures identified within the applicant's Noise Assessment, - Rev 03, dated 12th December 2019, by New Acoustics shall be fully implemented prior to the commencement of operation of the hotel complex hereby approved.

Reason: In the interest of residential amenity.

Fraser Carlin
Head of Planning and Housing

Local Government (Access to Information) Act 1985 - Background Papers
For further information or to inspect any letters of objection and other background papers,
please contact Sharon Marklow on 0141 618 7835.