

Application No: S/05/00218/FUL

Date Registered: 18th February 2005

**Applicant:** **Tritax Assets Ltd**  
**Aberdeen House**  
**South Road**  
**Hawwards Heath**  
**West Sussex**  
**RH16 4NG**

Agent: James Miller  
 Ironside Farrar Ltd  
 12 Gayfield Square  
 Edinburgh  
 EH1 3NX

**Development:** **Construction of Hotel and Class 4 Offices**

**Location:** **Land At Tritax (former Chunghwa Picture Tubes (UK) Ltd) 1**  
**Townhead Avenue Eurocentral Holytown Motherwell**

Ward: 27: Holytown Councillor James Coyle JP

Grid Reference: 275890 662058

File Reference: **S/PL/B/5/64/AM/LG**

Site History: Part of the Chunghwa Picture Tubes site developed during the Enterprise Zone Period.  
 Hotel development granted in outline (S/04/00413/OUT) 28<sup>th</sup> July 2004

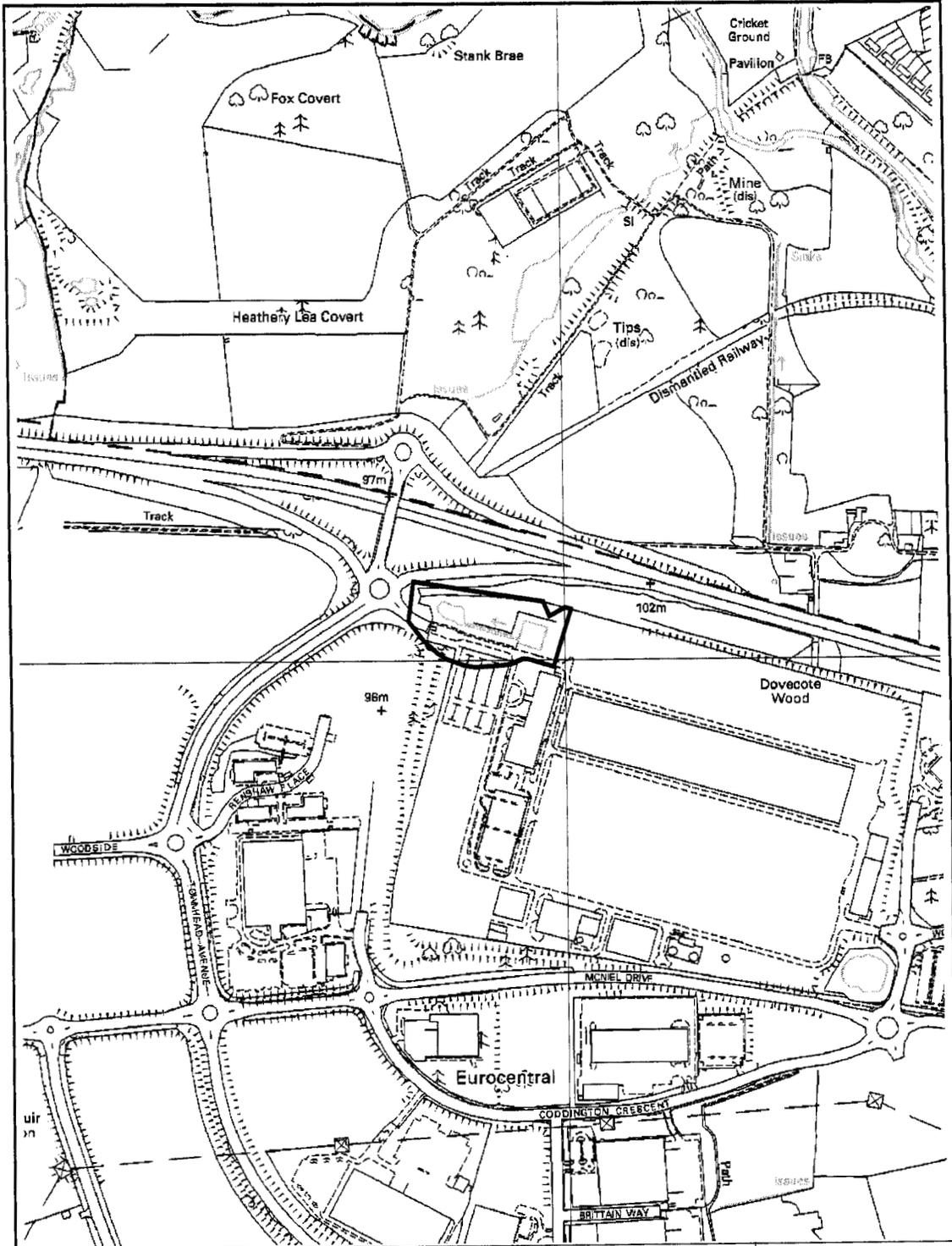
Development Plan: Policy I1 - Major Industrial User in the Northern Area Local Plan.  
 Policy IND8 - Established Industrial and Business Areas in the Southern Area Local Plan Finalised Draft (Modified 2001 and 2004).

Contrary to Development Plan: No

**Consultations:** British Gas Transco (no objection)  
 NLC Geotechnical (comments)

**Representations:** None Received

Newspaper Advertisement: Advertised on 25th February 2005



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PLANNING APPLICATION No. S / 05 / 00218 / FUL

CONSTRUCTION OF HOTEL AND CLASS 4 OFFICES

LAND AT TRITAX ( FORMER CHUNGHWA PICTURE TUBES (UK) Ltd. ),  
 1 TOWNHEAD AVENUE, EUROCENTRAL, HOLYTOWN,  
 MOTHERWELL.

Site Area = 2.02 ha.

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**Recommendation: Grant Subject to the Following Conditions:-**

1. That the development hereby permitted shall be started within five years of the date of this permission.

**Reason:** To accord with the provisions of the Town and Country Planning (Scotland) Act 1997.

2. That before the development hereby permitted starts, a report describing the soil and ground conditions prevailing over the application site (including details of the nature, concentration and distribution of any contaminants), shall be submitted to the Planning Authority and the works required in order to remove or render harmless these contaminants, having regard to the proposed use of the site, shall be agreed in writing with the Planning Authority, and development shall not be commenced until these works have been completed.

**Reason:** To ensure the suitability of the site for the proposed development.

3. That before the commencement of the development, the scheme proposed for drainage within the site shall be agreed in writing by the Planning Authority and shall be designed to comply with the principles of Sustainable Urban Drainage Systems and that this system shall be implemented in accordance with a timescale to be agreed with the Planning Authority.

**Reason:** To safeguard the amenity of the area and to ensure that the proposed drainage system complies with the latest SEPA guidance.

4. That before the commencement of construction on the site, a flood impact study shall be undertaken and all measures required to mitigate the potential for flooding shall be agreed in writing by the Planning Authority and that these measures shall be implemented in accordance with a timescale to be agreed with the Planning Authority.

**Reason:** To safeguard future residents from potential flooding threats.

5. That prior to the commencement of development, the following access, parking and manoeuvring requirements shall be met:-
  - (i) the main development access road shown hatched purple on the "proposed site plan" shall be constructed to adoptable standards;
  - (ii) a vehicle turning facility, independent of any access, should be constructed at the east end of the main development access road and should be designed to industrial/commercial development standards; and
  - (iii) the 'deliveries' area shall be re-designed in accordance with the specifications of the Roads Authority.

**Reason:** To ensure satisfactory vehicular and pedestrian access arrangements to the site.

6. That before the development hereby permitted is brought into use, all the parking and manoeuvring areas shown on the approved plans, shall be levelled, properly drained, surfaced in a material which the Planning Authority has approved in writing before the start of surfacing work and clearly marked out, and shall, thereafter, be maintained as parking and manoeuvring areas.

**Reason:** To ensure the provision of adequate parking facilities within the site.

7. There shall be no means of direct access to the Trunk Road either pedestrian or vehicular.

**Reason:** To ensure that vehicles entering or leaving the access can undertake the manoeuvre safely with the minimum interference to the safety and free flow of traffic on the Trunk Road.

8. There shall be no means of drainage connections to the Trunk Road drainage system.

**Reason:** To ensure that the efficiency of the existing drainage network is not affected and that the standard of construction is commensurate with that required within the road boundary.

9. No signage shall be displayed on a location that would distract drivers on the Trunk Road.

**Reason:** To minimise the distraction to drivers on the Trunk Road.

10. That before the development hereby permitted is commenced all habitats potentially affected by the proposed development be carefully surveyed by a suitably qualified person for any species which receive statutory protection, particularly for badgers. If such species are found to be in or around these areas, SNH should be contacted before any development is commenced.

**Reason:** To minimise risk to protected species and to ensure legal compliance with the requirements of the protection of Badgers Act 1992 and the Wildlife and Countryside Act 1981.

11. Before the development hereby permitted is commenced, an amphibian survey should be undertaken of the two ponded areas to determine the presence or absence of amphibian species including Great Crested Newts. These are North Lanarkshire Local Biodiversity Action Plan (LBAP) priority species and are further protected under the Wildlife and Countryside Act 1981 and Conservation (Natural Habitats) Regulation 1994. If necessary, proposals for their protection and/or relocation shall be submitted to and approved in writing by the Planning Authority and shall be implemented within a timescale agreed by the Planning Authority. The survey should be undertaken by suitably qualified person/s and undertaken at the appropriate time of year.

**Reason:** To retain biodiversity in the area.

12. That before the development hereby permitted starts, a scheme of landscaping, including boundary treatment, shall be submitted to, and approved in writing by the Planning Authority, and it shall include:-

- (a) details of any earth moulding and hard landscaping, grass seeding and turfing;
- (b) a scheme of tree and shrub planting, incorporating details of the location, number, variety and size of trees and shrubs to be planted;
- (c) an indication of all existing trees and hedgerows, plus details of those to be retained, and measures for their protection in the course of development
- (d) details of the phasing of these works.

**Reason:** To enable the Planning Authority to consider these aspects.

13. That within one year of the occupation of the development hereby permitted, all planting, seeding, turfing and earth moulding included in the scheme of landscaping and planting,

approved under the terms of condition 12 above, shall be completed and any trees, shrubs, or areas of grass which die, are removed, damaged, or become diseased, within two years of the completion of the development, shall be replaced within the following year with others of a similar size and species.

**Reason:** To ensure proper implementation of the landscaping scheme.

**Background Papers:**

Application form and plans received 18<sup>th</sup> February 2005

Letter from British Gas Transco received 25<sup>th</sup> February 2005

e-mail from Scottish Executive TRNMD received 18<sup>th</sup> February 2005

Northern Area Local Plan 1986

Southern Area Local Plan Finalised Draft (Modified 2001 and 2004)

Glasgow & the Clyde Valley Structure Plan 2000

Any person wishing to inspect these documents should contact Alistair Maclean at 01698 302093.

## APPLICATION NO. S/05/00218/FUL

### REPORT

#### 1. Description of Site and Proposal

- 1.1 The application site is land on the northwestern edge of the former Chunghwa Picture Tubes (CPT) site, now owned by the applicants Tritax Assets Ltd, at 1 Townhead Avenue, Eurocentral adjacent to the Eurocentral interchange with the A8(M8). The application site measures 2.1 hectares, of which 0.96 hectares lay within the former Enterprise Zone (EZ). The Enterprise Zone provided planning and financial benefits to developers for a 10-year period from 1993 which, unless otherwise provided for through 'Golden Contracts', ended on 28 February 2003.
- 1.2 The site is afforded visual prominence from the major transport corridor of the A8(M8) given its elevated position and close proximity. It also acts as a gateway to Eurocentral itself, being the first site off the interchange. The site currently comprises part of the internal access road and car parking for the former CPT, the site security gatehouse, two ornamental ponds and perimeter landscaping on the northern boundary. With the exception of the access road and eastern most pond, the remainder of the site is subject to varying topographies. The vast Picture Tubes building currently lies redundant outwith the site and is located directly to the southeast, presenting a stark view.
- 1.3 In July 2004 the applicants were granted outline consent for the construction of a hotel with mixed leisure facilities and ancillary car parking and landscaping. This application incorporates the hotel element of the outline application but instead of the mixed leisure facilities the proposal is to construct a serviced office facility. The proposal now submitted involves a 92 bed four star hotel with café / bar / grill facility and Pullman lounge in a six storey building with limited associated leisure facilities. The hotel building will comprise bold, iconic architecture using predominantly black polished finishes of granite rainscreen, black cladding panels and tinted glass curtain walling. The office facility will provide some 4000 square metres gross of serviced office accommodation on three levels. The hotel will be approximately 21.5 metres in height while the office block will be some 12.6 metres high. Approximately 300 car parking spaces will be provided to the A8 frontage with a high amenity landscaped foreground and environment for the development.
- 1.4 The *Dakota* hotel and *Innovate* serviced office concept offers a new model creating a corporate hub and destination hotel to serve Lanarkshire and the Central Belt. Conference and corporate facilities are a key part of the product creating both the functionality and service support to address contemporary business needs. This concept is already proving extremely successful at the Company's Nottingham facility. It is intended that the *Innovate* office facility will be run as a meeting and conference facility using much of the ground floor as dedicated conference/meeting rooms run by *Innovate* office and *Dakota* jointly. The office spaces will be flexible and divisible with secretarial facilities, IT back up and Broadband communications available centrally.

#### 2. Development Plan

- 2.1 The development is located within the Eurocentral Strategic Industrial and Business Location as defined in the Glasgow and the Clyde Valley Structure Plan thus the Class 4 element is in accord with the Structure Plan. The hotel element of the application raises no strategic issues and does not conflict with the Structure Plan.
- 2.2 The adopted Northern Area Local Plan zones the site as a small part of a 100 hectare site for a Major Industrial User as required by the Secretary of State following the First Review of the Strathclyde Structure Plan.

- 2.3 The emerging Southern Area Local Plan Finalised Draft (Modified 2001 and 2004) continues the industrial zoning and designates the site as an Established Industrial and Business Area.

### **3. Consultations and Representations**

- 3.1 Given the recent consent granted for a hotel development on a similar site the responses from the utility bodies raise no new issues.
- 3.2 SEPA, Scottish Water and NLC Geo-technical advised on the requirements for Sustainable Urban Drainage Systems (SUDS) for surface water run off. NLC Geo-technical advise that the proposals for the car parking incorporate an element of sustainable drainage however the plans do not show proposals for sustainable drainage for the building and other areas of hardstanding. NLC Geo-technical also express concerns about potential flooding, mining stability and slope stability.
- 3.3 The Scottish Executive Trunk Roads Authority raised no objections to the outline hotel development but requested that conditions be imposed restricting access, drainage and signage to the Trunk Road. Confirmation has been received that they are content that the same conditions be applied to this development. NLC Transportation raised no objections to the development and advised on access, manoeuvring and parking requirements.
- 3.4 Scottish Natural Heritage (SNH) recommended that certain conditions be attached to the outline planning consent and have confirmed this is still the case. These included the requirement for a wildlife survey to determine whether there were any statutorily protected species within the site; the retention of existing trees and the formation of a new shelterbelt or hedgerow around the site. Similarly, NLC Community Services requested that an amphibian survey be undertaken on the ponds to establish whether there were any amphibian species particularly Great Crested Newts. They also wished the developer to consider retaining some of the existing tree planting and the western most pond which has a more natural appearance.
- 3.5 NLC Protective Services advised that a comprehensive site investigation report should be submitted to confirm the existence of any contaminants.
- 3.6 No objections were raised following the press advertisement or neighbour notification procedures.

### **4. Planning Assessment and Conclusions**

- 4.1 The application raises no strategic issues and is generally in accord with the Development Plan as stated in paras 2.1 to 2.3 above.
- 4.2 The proposal falls into two discrete Uses – Hotel and Class 4 Business Use. The overall Eurocentral site has consent for Classes 4 (Business), 5 (Industry) and 6 (Warehousing) while the Masterplan showed an amenity hub within a site off McNeill Drive. This site has been developed by Headlam and thus an alternative site must be considered for this development. The Council granted outline consent for a hotel with mixed leisure facilities and ancillary car parking and landscaping on this site in July 2004. The leisure facilities element has been toned down and the Class 4 Business element introduced. While the proposal for the hotel clearly reflects the outline consent, the Class 4 Business element has to be assessed separately. Class 4 uses are permissible within the Eurocentral site as determined by outline consent Ref. 522/91 however this placed a restriction in the amount of each of Classes 4, 5 and 6 uses. The outline consent allowed for over 500,000 square metres of floorspace in total; Class 4 being restricted to some 26,500 square metres. Currently there is some 20,000 square metres of Class 4 space, allowing a further 6500 square metres. The current proposal is for some 4000 square metres so it is within the terms of the consent.

- 4.3 The rationale of the amenity hub is to serve a dual purpose of providing supporting amenities for the Eurocentral site, and amenity and visitor accommodation for central Scotland. This development will be located on a high profile site in order to maximise awareness of its existence and attract tourists and businesses and will have high visual prominence from the adjacent major A8(M8). The development of a 6 storey hotel with black cladding on a raised prominent site will introduce a bold statement. External detailing and landscape framework will be a key part of the development.
- 4.4 With regard to the issues raised by consultees, it is considered that all of these matters can be adequately addressed through the imposition of conditions which will secure the receipt of all relevant information and require mitigation measures to be implemented prior to the commencement of development.
- 4.5 In conclusion, I consider that the development could contribute to the vitality of Eurocentral and North Lanarkshire due to the increased provision of visitor accommodation and business facilities to the benefit and furtherance of inward investment. The building will enhance the perception of the area by the creation of a bold, iconic building with high quality profile to the major A8 transport corridor. I therefore recommend that consent be granted subject to conditions.