



## Planning Applications Committee

Report by  
Divisional Director of Planning, Housing and Building  
Standards

## Item 1

1st November 2022

Contact: Suzanne Cusick Phone: 0141 287 7993

**Application Type** Full Planning Permission

**Recommendation** Grant Subject to Condition(s)

<b>Application</b>	<a href="#">21/03181/FUL</a>	<b>Date Valid</b>	03.11.2021
<b>Site Address</b>	Site at Springfield Road/Dalmarnock Road Glasgow		
<b>Proposal</b>	Erection of retail unit (Class 1), associated accesses, car parking and landscaping.		
<b>Applicant</b>	Lidl Great Britain Limited 1 Coddington Crescent ML1 4YF	<b>Agent</b>	Rapleys LLP Per Daniel Wheelwright 80 George Street EH2 3BU
<b>Ward No(s)</b>	09, Calton	<b>Community Council</b>	02_127, Bridgeton & Dalmarnock
<b>Conservation Area</b>	N/A	<b>Listed</b>	N/A
<b>Advert Type</b>	Bad Neighbour Development	<b>Published</b>	12 November 2021

**City Plan**

### Representations/Consultations

#### Representations

84 neighbour notification letters issued 28/07/22-25/08/22. Press adverts published 'Bad Neighbourhood Development' and 'Neighbourhood Notification' (09/11/21 – 02/12/22).

27 representations have been received in relation to this application, all of which confirm support of the proposed development with request to improve the detailed design, layout, parking and access. The comments may be summarised as follows and will be discussed as part of the assessment of the application:

1. The foodstore is much needed for the community without need to use a car, and use of the long-term vacant land will improve the appearance of the area.
2. The transport plan does not consider the impact on the Springfield Road/Dalmarnock Road junction through additional traffic, and the traffic light system is not adequate.
3. Over provision of car parking, no car parking for disabled/elderly, and the parking layout should be improved. Improved pedestrian access to the store from traffic lights. Improve cycle access at the entrance.

4. The proposed landscaping should be amended to remove shrubs which will catch litter and will impact site visibility splay for drivers.
5. Request for reuse of the existing trees/shrubs within the site elsewhere in the community. The site should feature rain gardens bordered from traffic light junction with planting/hedges. Tree pits to be used in car park.
6. CCTV and adequate lighting is required, as well as a system to prevent shopping trolleys being removed from the site
7. Request for public seating at traffic lights
8. Request inclusion of a Green Roof and Sustainable Urban Drainage System (SUDS) to serve the store.
9. Request for funding for voluntary activities/tree planting.
10. The Flagpole is unnecessary

## **BACKGROUND INFORMATION**

The application site was in Council ownership. The application site was formally declared surplus on 07 February 2020. On 17 March the Contracts and Property Committee approved a report giving provisional agreement on the terms and conditions for the off-market disposal of the site to Lidl. A conclusive missive is conditional on planning consent.

### **Site and Description**

The application site is vacant land occupying the corner of Springfield Road and Dalmarnock Road and is approximately 9461m<sup>2</sup> (0.94ha). It is a relatively level site, triangular shaped and hard surfaced with small sections of self-seeded vegetation on the north west boundary at Dalmarnock Road. The cleared site was previously a bus depot and most recently used as temporary overlay site to enable the 2014 Commonwealth Games infrastructure.

The site is bound to the west by the Esso petrol garage, Baltic Street Cleansing Depot is to the north west and the remainder of the land bordering the site is the hard-surfaced derelict bus depot. The existing drop kerb access to the bus depot is on Springfield Road. The nearest residential development is south east on Springfield Road, to the west on Dalmarnock Road and north east on Baltic Street/Connal Street. A planning application (ref 22/00909/FUL) for the residential development of the site to the east at Springfield Road/Lily Street has been submitted by Thenue Housing Association, and is pending consideration.

The site does not form part of an Economic Development Area, and is not designated as open space on the PAN 65 Planning and Open Spaces mapping. The site features on the policies and proposals map of Glasgow City Development Plan, as part of a Housing Land Supply area with capacity for up to 250 units (ref: H127). Notwithstanding, a site's inclusion in the Housing Land Supply does not preclude its acceptability for alternative uses. The remainder of the site to the north east is subject to assessment for residential development for 42 affordable housing units and the area to the north west remains as a potential housing site. The indicative capacity for the wider site in the current Housing Land Supply is calculated at 48 units.

The site is also part of the Clyde Gateway masterplan. The Clydeplan 2017 specifically identified Clyde Gateway as an area with potential to attract business and financial services/distribution and logistics sectors and recognised that it also has a wider, more strategic, role to achieve this through mixed-use regeneration. The site has no specific designation in the Clyde Gateway masterplan and has remained vacant since its use as a Bus Park in the Commonwealth Games infrastructure.

## **PROPOSALS**

The applicant, Lidl Great Britain Limited, seeks permission for the development of a Class 1 Retail unit comprising 1904m<sup>2</sup> G.I.F./1265m<sup>2</sup> sales area, 113 parking spaces including 6 wheelchair accessible spaces, 9 parent and child spaces and two Electric Vehicle (EV) charging bays. The existing access on Springfield Road will provide the site entrance/exit access for visitors and service/delivery vehicles. The building is set back within the site with the parking area to the fore. As a result of ongoing discussions during the processing of the application the parking arrangement has been reduced and reconfigured and the landscaping has been significantly enhanced. Landscaping now includes integrated SUDS and

a range of high quality native tree and shrub planting throughout the parking area, as well as a section of green roofing features on the canopy entrance of the building itself. These combine to improve the development's visual impact and relationship with adjacent developments.

The following information has been submitted within a supporting Retail and Policy statement from the applicant:

- Lidl commenced trading in the UK in November 1994 and since that date has grown to become a substantial presence in the convenience retail market, with over 900 stores currently trading nationwide. As at October 2021 Kantar Worldpanel identifies that Lidl has a 6.2% share of the grocery market across Great Britain.
- Lidl stores serve a relatively compact catchment area and are intended to provide a local shopping facility. The locational strategy of Lidl is for stores in urban areas, to serve an area that broadly equates to a 0-5-minute drive-time of the site. Owing to its limited offer, people do not tend to travel long distances to shop at Lidl.
- New staff are recruited from the local community using a variety of methods, including local newspaper advertisements, Job Centre advertisements and open days.
- Lidl are mindful of the need to minimise any disturbance to neighbouring residents and landowners. To assist in achieving this, each store has only one or two dedicated deliveries per day.

The standard trading hours for Lidl stores is 8am to 10pm seven days per week. Suitable conditions controlling delivery times and opening hours will safeguard residential amenity.

#### Landscaping and boundary treatments

The majority of the site is currently hard surfaced with sections of self-seeding mature shrubbery at periphery edges. The site will be cleared and to offset the impact of the parking a comprehensive strategy of high quality, biodiversity rich, native tree planting, shrubs and soft landscaping will feature throughout the car parking and site edges forming a green buffer. The canopy entrance of the building will feature a green roof to further enhance the biodiversity qualities of this densely populated urban area.

A 2 metre high close board fence will be erected on part of the north boundary rear of the building and also on the west boundary adjacent the petrol station. A 0.6m high post and rail fence will enclose the sites north and east boundaries. The site presents a well-defined green buffer to Dalmarnock Road and Springfield Road. However, to better distinguish the prominent corner aspect of the site a suitable condition requires prior approval of details of a feature wall/fence on the sites' corner edge at Springfield Road/ Dalmarnock Road.

During the course of the planning application, and following discussions with officers the applicant has made the following changes to the detailed design:

- Removal of vehicle access from Dalmarnock Road
- Increased and improved landscaping, and alterations to boundary treatments
- Re-configuration of the parking layout and pedestrian routes
- Inclusion of green living roof.

These changes are considered beneficial to the scheme, and were not considered sufficiently material to require re-notification of interested parties.

## **POLICIES AND SPECIFIED MATTERS**

### **POLICIES**

The Development Plan consists of The Glasgow and the Clyde Valley Strategic Development Plan (Approved July 2017) and the City Development Plan which was adopted on 29 March 2017.

The following policies and accompanying supplementary guidance in the City Development Plan are considered particularly relevant to the application assessment:

CDP 1: The Placemaking Principle & SG 1: The Placemaking Principle  
CDP 2: Sustainable Spatial Strategy

CDP 4 Network of Centres & SG4 Network of Centres  
CDP 5: Resource Management & SG 5: Resource Management  
CDP 7: Natural Environment & SG 7: Natural Environment  
CDP 8: Water Environment & SG 8: Water Environment  
CDP 11: Sustainable Transport & SG 11: Sustainable Transport  
CDP 12: Delivering Development & IPG 12: Delivering Development

## **SPECIFIED MATTERS**

Planning legislation now requires the planning register to include information on the processing of each planning application (a Report of Handling) and identifies a range of information that must be included. This obligation is aimed at informing interested parties of factors that might have had a bearing on the processing of the application. Some of the required information relates to consultations and representations that have been received and is provided elsewhere in the Committee Report. The remainder of the information and a response to each of the points to be addressed, is detailed below.

### **A. Summary of the main issues raised where the following were submitted or carried out**

#### **i. An Environmental Statement.**

Under the EIA regulations the proposal does not constitute a Schedule 1 development. Schedule 2 of the Regulations lists those schemes with applicable thresholds and criteria for which an Environmental Impact Assessment may be required. Under the heading of Infrastructure Projects, 'urban development projects' may require EIA if the site area of the scheme is more than 0.5 hectares.

The site area amounts to 0.94ha and is a Schedule 2 development by reason of the land area involved. The Regulations advise that EIA will be required only where it is likely to have significant effects on the environment by virtue of factors such as physical scale, nature or location. In taking account of the relevant selection criteria listed in Schedule 3 it is the Council's view that EIA is not required.

#### **ii. An appropriate assessment under the Conservation (Natural Habitats etc.) Regulations 1994.**

A Preliminary Ecological Appraisal (PEA) (Gavia Environmental Ltd: 12/10/22) has been submitted. The surveys undertaken conclude that the habitats and species on site are typical of those found on urban brownfield sites and are not considered a constraint for development. There is no evidence of any protected species on site.

It is recommended within the Report that vegetation removal and soil stripping of rough ground is done between mid-August and March to avoid the bird breeding season, and so remove any possibility of breeding birds being an ecological constraint. A suitable advisory note is attached.

#### **iii. A Design Statement or a Design and Access Statement.**

Issues relating to design and access have been addressed by the applicant in the drawing package which was submitted as part of the application.

#### **iv. Any report on the impact or potential impact of the proposed development (for example the retail impact, transport impact, noise impact or risk flooding)**

Retail Impact Assessment, Noise Impact Assessment, Flood Risk Assessment, Site Investigation – details of these are discussed in the Assessment section of this report.

### **B. Summary of the terms of any Section 75 Planning Agreement**

No legal agreement is considered necessary for this development.

### **C. Details of directions by Scottish Ministers under Regulation 30, 31 or 32**

These Regulations enable Scottish Ministers to give directions:

#### **i. with regard to Environmental Impact Assessment Regulations (Regulation 30)**

Not applicable to this application.

#### **ii. 1. Requiring the Council to give information as to the manner in which an application has been dealt with (Regulation 31)**

Not applicable to this application.

## **2. Restricting the grant of planning permission**

Not applicable to this application.

### **iii. 1. Requiring the Council to consider imposing a condition specified by Scottish Ministers.**

Not applicable to this application.

### **2. Requiring the Council not to grant planning permission with satisfying Scottish Ministers that the Council has considered the condition.**

Not applicable to this application.

## **Assessment and Conclusions**

With respect to The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 this application falls within the description of 'Business and General Industry, Storage and Distribution'. The application site area is 0.94ha, and the development of a Class 1 Retail unit comprising 1904m<sup>2</sup> G.I.F.A/1265m<sup>2</sup> sales area is proposed. The proposal represents 'Local' development where no formal pre-application consultation with the local community is required.

Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997, as amended, require that when an application is made under the Planning Acts, it shall be determined in accordance with the Development Plan unless material conditions indicate otherwise.

The main issues to consider in the assessment of this application are:

- (a) Whether the proposal accords with the Development Plan; and
- (b) Whether there are any other material considerations to be taken into account, including any matters raised in the consultation responses or any comments and matters arising in letters of representation, that would warrant a departure from the development plan.

In respect of (a), the Development Plan consists of The Glasgow and the Clyde Valley Strategic Development Plan (adopted July 2017) and the Glasgow City Development Plan (adopted 29 March 2017). It is considered that the proposal has no Structure Plan implications.

### City Development Plan

The City Development Plan (CDP) consists of high-level policies, with statutory Supplementary Guidance providing further information and detail in respect of these policies. Some Supplementary Guidance is currently under preparation and these items form Interim Policy Guidance.

The two key overarching aims of the Development Plan are to create a healthy, high quality place, and to promote a compact City form that supports sustainable development. In addition, the CDP has the following Strategic Outcomes:

- A vibrant place with a growing economy
- A thriving and sustainable place to live and work
- A connected place to move around and do business in
- A green place which is resilient, accessible and attractive

**Comment:** With reference to the CDP, the Policy and Proposals map identifies a number of areas in the City as locations to protect/promote industry and business development (CDP 3: Economic Development) or to protect/promote entertainment, shopping and commercial uses (CDP 4: Network of Centres). Other areas are identified as part of the Housing Land Supply (CDP 10: Meeting Housing Needs) or important green spaces for people and wildlife (CDP 6: Green Belt and Green Network, and CDP 7: Natural Environment).

The long-term vacant site was previously used as a bus garage and the site has been declared surplus to the Council's requirements. The application site is designated as part of the Housing Land Supply, where it is included as part of a larger site with current calculated capacity for up to 48 units (ref: H127). Notwithstanding, a site's inclusion in the Housing Land Supply does not preclude its acceptability for

alternative uses. The remainder of the site to the north east is subject to assessment for residential development for 42 affordable housing units and the area to the north west remains as a potential housing site. The proposed development will utilise a vacant site as a Class 1 Retail (discount store) to serve an established residential area. As such the proposal would contribute to a compact City form.

The detailed development proposals would deliver a well-designed building of high quality materials deploying a range of low energy sustainable heat and cooling sources (Air Source Heat Pumps, Photovoltaic panels, fabric improvements, Green Living Roof etc.) on and within the store. The main shopfront will be largely glazed with an over sailing canopy to protect the customer entrance, trolley area and cycle parking area. The building will be clad primarily in white and grey composite cladding panels to provide a contemporary look.

A comprehensive strategy of biodiversity-rich planting and trees throughout the parking area and at the site periphery will lead to a net gain in biodiversity habit and offset any negative visual impact on the surrounding street scene and enhance the prominent wayfinding east/north corner. The site is well connected to several public transport nodes and within short walking distance of all surrounding residential schemes. The relocation of the site access to the less congested east boundary and adequate on-site parking provision alleviates any potential for on-street parking and congestion on the wider road network. The proposal would bring a vacant, brownfield site back into use and generate permanent jobs and its accessibility would support the Council's ambition of the City becoming net zero carbon by 2030.

For these reasons the proposed development is considered to be consistent with the high level aims and strategic outcomes of the CDP stated above.

The Development Policies and Policy Principles considered to be relevant to the current application are discussed below.

Policy CDP 1 requires a holistic, design-led approach to development to achieve the City Development Plan's key aim of creating and maintaining a successful, high quality, healthy place. The Council expects new development to contribute towards making the City a better and healthier environment to live in and aspire towards the highest standards of design whilst protecting the City's heritage. This will be achieved by:

- Making the City an appealing place to live, work and visit;
- Embedding community facilities in communities and recognising the needs of all members of society;
- Creating healthy and more equitable environments and promoting healthy lifestyle opportunities, including opportunities to grow food;
- Respecting the historic and natural environment.
- Providing high quality amenity to existing and new residents.
- Promoting connectivity.
- Bringing, where possible, vacant and derelict land back into effective use.

#### Development of Brownfield and Contaminated Land.

The issues relating to vacant and derelict land include poor ground conditions limiting economic potential, visual blight on local communities, associated anti-social behaviours, and the concentration of such sites in the east and north of the City. The Council will continue to support public and private investment in investigating and remediating sites particularly for economic development to reaffirm the character and identity of places and repairing street edges and improving legibility to make environments safer and more vibrant places

**Comment:** The site is long-term vacant brownfield land within an area historically characterised by heavy industry and will inevitably be subject to a degree of ground contamination. The comprehensive Site Investigation report submitted identifies and addresses the ground contamination issues. The Department recommends safeguarding conditions requiring that prior any works commencing on site a remediation strategy addressing the Site Investigation findings is submitted and approved.

#### Non-Residential Development Affecting Residential Areas

The Plan does not identify land use zones to direct particular types of development. Instead, Policy CDP1 Placemaking encourages development to be informed by a place-based approach, which means new development should be responsive to its context and seek to build upon the benefits of proximity. It is critical that new development is compatible with existing and future uses. The guidance aims to ensure that any non-residential development in proximity to residential development does not harm residential amenity or erode the character of residential neighbourhoods. Residential areas are

supported by a range of uses that help to reinforce the community by creating focal points as well as reducing the need to travel. Generally, the uses that are deemed to be compatible and complementary to residential areas and will be encouraged. These include schools, Class 1 Retail - local shops; community facilities, Class 2 small businesses etc. Permission will not be granted where it is considered there would be an unacceptable level of disturbance, traffic, noise, vibration, emission in particular outwith normal working hours. The need to reduce pollution and gas emissions is of even greater importance in light of national and local commitments in recognition of the climate emergency and the Scottish Governments target to be carbon neutral target by 2030. The need to reduce private car kilometres sets a duty on Councils to favour sustainable development that de-prioritises the unnecessary use of private car. The recently approved Glasgow's Climate Plan 2021 and Transport Strategy 2022 are the Council's proactive response to the statutory targets and are material considerations in the planning process.

Uses which the Council consider acceptable will require to provide adequate screening for any outside storage, provide traffic mitigation measures if required to preserve the amenity of the surrounding area. Proposals for non-residential uses will also be considered against CDP3 Economic Development and CDP4 Network of Centres.

**Comment:** While Town Centres are recognised as the preferred locations for retail uses, in residential areas outwith Town Centres the principle of Class 1 Retail may be regarded to support the needs of local residential communities, subject to consideration of their impact on residential amenity and on the continued viability and vitality of Town Centres.

The impact of noise on the neighbouring amenity has been considered. Two Noise Impact Assessments (NIA's) consider noise from deliveries and from the fixed plant on existing and future residents to the north of the site. The findings regarding plant on the building and vehicle assessments are considered reasonable and indicate no adverse impact on the nearest dwelling houses on Springfield Road/Dalmarnock Road and Connal Street. To protect residents from the predicted noise levels from late night deliveries a suitable safeguarding condition will restrict deliveries to the hours of 7am to 11pm.

The Transport Assessment (TA) considers sustainable travel opportunities and impact on the surrounding road network through increased traffic generated by the development. It is recognised the site benefits from a variety of existing public transport nodes and the existing/emerging residential settlements within walking distance. The range of proposed footpath and pedestrian crossways throughout the site provides direct access to all public transport nodes while electric vehicle and cycle parking facilities encourage the use of sustainable travel modes. A Travel Plan Framework for staff will focus on reducing reliance on single vehicle occupancy. The Springfield Road access to the site is in the form of a simple priority junction. The TA findings confirm the proposed arrangement is suitable to accommodate additional demand. Any queueing traffic will not interact with the Dalmarnock Road signals and the additional traffic can be safely accommodated on the road network with no detriment to existing road users or requirement for any additional physical mitigation. In terms of increased emissions through unnecessary car trips, the TA advises that a proportion of trips associated with new retail developments already travel on the existing road network as 'pass-by' or 'diverted trips' such as journeys home from work. The TA concludes approximately only 30% of retail trips are considered non-primary trips (i.e. 'pass-by' or 'diverted') during weekdays. The Department accepts the findings of the TA.

With regards to screening, the proposed development incorporates a high quality of biodiversity rich native planting throughout the scheme and boundary edges to lessening the impact of the parking and internal storage area from within and outwith the site.

The impact of the proposed retail unit on the viability and vitality of Town Centres is considered below in relation to CDP 4: Network of Centres. In summary, the development is not considered to have a significant effect.

The proposed development at this location is considered to comply with the Councils Placemaking policy. The Class 1 Foodstore would have no significant adverse impact on residential amenity through noise and disturbance or late-night activity. Noise from delivery vehicles will subject to safeguarding conditions and the development would not generate significant volumes of unnecessary vehicle trips or significant vehicle emissions. The proposal is therefore considered comply to the wider strategic Placemaking policy aims of the Council which inform assessment of sustainable development.

## **CDP 2: Sustainable Spatial Strategy**

This policy states that the council will continue to focus on the regeneration and redevelopment of the existing urban area to create a sustainable city. In doing so, the Council will support new development proposals that, among other things:

- Utilise brownfield sites in preference to greenfield sites.
- Prioritise the remediation and reuse of vacant and derelict land.
- Contribute to the development of vibrant and accessible residential neighbourhoods.
- Support higher residential densities in sustainable locations.
- Protect and reinforce town centres as the preferred locations for uses which generate significant footfall, including retail and commercial leisure uses, offices, community and cultural facilities and, where appropriate, other public buildings such as libraries, and education and healthcare facilities

**Comment:** The development will utilise and remediate an existing vacant brownfield site. Its central location among several existing and emerging large-scale residential settlements within easy walking distance and well served by public transport would serve the resident's local shopping needs and contribute to a sustainable vibrant residential neighbourhood. As a result, there would be minimum negative impact on community wellbeing and local air quality through unnecessary car trips and increased traffic vehicle emissions. While it is recognised the proposed development is located out with a town centre as discussed above under CDP1, the retail store would not negatively affect residential amenity or the local road network. The principle of the retail development at this location will be considered further under CDP4 Network of Centres. The proposal is considered to meet the sustainable policy aims of CDP2.

#### **CDP Policy 4: Network of Centres**

CDP4 aims to protect and revitalise town centres and states that development proposals out with town centre locations are required to be assessed in line with the detailed Supplementary Guidance set out in SG4 Network of Centres.

The proposal is for a new Lidl foodstore (Use Class 1), comprising 1,904 sqm gross internal area (GIA) with a net sales area of 1,265 sqm split between 80% (1,012sqm) convenience floorspace and 20% (253 sqm) convenience floorspace. The proposed site is defined as out of centre in City Development Plan Supplementary Guidance Note 4: Network of Centres. Since the application seeks to provide over 1000sqm convenience floorspace it is subject to the following Assessment Guidelines set out in SG4: AG 1 – the Sequential Approach and AG 9 - Large Scale Retail and Commercial Leisure Development Proposals. These are assessed below.

#### **Assessment Guideline 1(AG1): The Sequential Approach**

AG1 states that development proposals outwith a Town Centre must demonstrate that they cannot be accommodated at a sequentially preferable location. Alternative sites should be considered in the following order of preference:

1. Town Centres (including the City Centre, Major Town Centres and Local Town Centres)
2. Edge of Town Centre locations
3. Other Retail and Commercial Leisure Centres
4. Out of Centre locations that are, or can be made, easily accessible by a choice of transport modes

Since the proposal is an out of centre location the applicant has conducted an analysis of the suitability of sites located in or on the edge of the following locations (all within a 5-minute drivetime of the store):

*Bridgeton Local Town Centre, Parkhead Major Town Centre, Rutherglen Town Centre and Parkhead Commercial Centre (the Forge Retail Park)*

This analysis has identified one potential site of sufficient size to accommodate the proposal at the former hospital site in Parkhead TC however preliminary works are underway to create a Health and Social 'hub' and this site is ruled out on that basis. Therefore, there are no sequentially preferable, available sites in or on the edge of any of these centres.

#### **Assessment Guideline 9: Large Scale Retail and Commercial Leisure Development Proposals**

AG9 states that proposals that are over 1000 sqm gross convenience and/or 2000sqm comparison retail floorspace must be accompanied by supporting information to allow the Council to determine its acceptability. In this case the convenience floorspace is over the threshold and needs to be assessed in terms of whether the proposal is in accordance with the following criteria:

- (i) *Accordance with the sequential approach, as detailed in Assessment Guideline 1.*

This has been considered above.



*(ii) The proposal will help to meet a demonstrated quantitative or qualitative deficiency.*

In terms of a quantitative deficiency the recent closure of the Tesco Extra at Forge Retail Park will remove £50m-£60m p.a. of turnover from the catchment and some of this expenditure will be available to the new store. The applicant's retail statement indicates that the convenience goods turnover of the proposed store will be £8.61 million p.a. in 2027. Available expenditure in the catchment is forecast to be £62.84m and therefore there is sufficient expenditure in the catchment to accommodate the proposal. In terms of a qualitative deficiency, there is currently no discount foodstore that serves the Dalmarnock community. The proposal will therefore meet an unmet local need as evidenced by the number of letters of support for the application. The local residential population is also expected to grow in coming years and the store will help to meet this increased demand.

*(iii) An assessment of the retail impact of the proposal to ensure it will not have a significant adverse impact on the vitality and viability of Centres, either on its own or cumulatively with other consented developments.*

The proposed comparison floorspace (244sqm) is not significant in terms of retail impact and is not required to be assessed in line with AG9. The applicant has conducted a retail impact analysis of the convenience floorspace (1,021sqm) and found the following levels of impact on town centres within the catchment as of 2027 by which time; the proposal is expected to have fully established its trading pattern:

Parkhead TC 1.52%  
Rutherglen TC 2.56%  
Bridgeton TC 1.61%  
Parkhead Commercial Centre 3.14%  
Dalmarnock Road Commercial Centre 2.45%

It is important to assess the health of centres in order to understand their ability to withstand the predicted levels of impact. In this respect the applicant's agent has visited the centres in the catchment in order to assess their level of vitality and viability. These surveys have concluded that all centres perform reasonably well in terms of vacancy, mix of uses and level of activity. The Council's own surveys indicate that there is a high level of vacancy in Bridgeton TC which is focussed in certain areas of the centre. Nevertheless, the relatively small levels of impact that have been identified are not likely to have a significant impact on the vitality or viability of any of the centres within the catchment.

*(iv) An assessment of any significant economic impact of the proposal, including any job creation and potential job displacement effects created by the loss of employment within Town Centres.*

The applicant states that the proposed store would create up to 40 full time equivalent posts. It is not anticipated that there will be any job displacement effects.

*(v) The scale of the proposal will not change the role and function of a Centre relative to other Centres with the same status in the Network. Such proposals will require to be promoted through a plan-led process.*

It is not considered the proposal would significantly change the role/function of an existing Centre.

*(vi) Good existing or potential access by the appropriate catchment population. This should be by a variety of means of transport (including public transport, cycle and on foot).*

The site is well connected by public transport. Dalmarnock Train Station and a Glasgow public cycle hire hub is opposite on Dalmarnock Road while several frequent bus services travel Dalmarnock Road and Springfield Road. Numerous established and emerging large-scale residential development are within walking distance of the site. The development provides parking for Electric Vehicles and secure covered cycle parking facilities.

*(vii) Existing physical infrastructure must be capable of supporting the development or, failing this, capable of being improved to the necessary standards\*.*

The brownfield site is well served with existing infrastructure and utilities and is very accessible to roads, rail lines, and public transportation. A range of comprehensive technical reports in support of the development (site remediation, Floor Risk and Drainage Impact Assessment reports) setting out soil contamination, drainage and flooding risk measures are accepted.

*(viii) No loss of amenity to nearby residents and no adverse environmental impacts (unless mitigated to the satisfaction of the Council).*

As discussed, there would be no significant impact on residential amenity, local air quality or surrounding road network in terms of noise, late night disturbance, unnecessary vehicle trips/ emission levels and increased traffic.

*(ix) The proposal does not conflict with other provisions set out in the City Development Plan and associated Supplementary Guidance (including Spatial Supplementary Guidance).*

The proposal is considered to comply with the aims of the relevant City Development Plan and Supplementary Guidance.

AG1 relating to the sequential approach and AG9 relating to the need to demonstrate a quantitative/qualitative deficiency confirm that there will be no significant impacts on existing town centres. It is considered the principle of the Class 1 Retail Foodstore at this location complies with CDP4 and SG4 Network of Centres policy.

## **CDP 5: Resource Management & SG 5: Resource Management**

This policy sets out how the City Development Plan can help contribute to meeting the Climate Change (Scotland) Act 2009 targets by reducing greenhouse gas emissions. All new developments need to be designed to reduce the need for energy from the outset, by making use of low and zero carbon generating technologies. This can be done through careful siting, layout and design and making the best use of energy efficiency techniques and materials.

This application requires to meet Gold Hybrid Standard of the Technical Handbook, plus 20% carbon dioxide emissions abatement through the use of low and zero carbon generating technologies.

**Comment:** The applicant has submitted a Statement on Energy which advises that the proposal will incorporate measures to meet the Gold Standard of the Technical Handbook. The developer has adopted a 'fabric first' approach to reduce energy demand, and the SoE advises that a wide range of different Low and Zero Carbon Generating Technologies (LZCGT) including natural and mechanical ventilation, Building Management System (BMS), low energy sensory lighting, rooftop Solar PV system are proposed. The system is expected to generate 149,954kWh of electricity, per year, of which around 95% will be self-consumed, saving 31.5tonnes of Carbon.

The figures presented show that the building will generate more electricity than it consumes (a negative Building energy Ratings - BER) and a figure of a 99% carbon reduction due to renewables which exceeds the Councils minimum of 20% LZCGT.

Conditions ensure that the formal confirmation of the constructed development's compliance with the Statement on Energy, carried out by a suitably qualified professional, is obtained by the Planning Authority as the development goes through the Building Warrant process.

The proposal is therefore considered to comply with CDP 5 and SG 5 Resource Management.

## **CDP 7 and SG 7 Natural Environment**

CDP 7 aims to ensure that Glasgow's natural environments, including its ecosystems and protected species, are safeguarded and, wherever possible, enhanced through new development. New developments shall aim to incorporate existing habitats, enhance and expand them and/or help create new habitats as well as enhancing the ecosystem services that the development site currently supports, or could support. This can involve protecting and incorporating existing habitat features such as hedges, trees, ponds, streams, wetlands and even derelict areas into plans. The climate and ecological emergencies declared by the Council in 2020 means that there is now an acute focus, not just on retaining trees, but on delivering significant numbers of new trees in the City in the coming years.

**Comment:** The site does not contain any habitats protected by law or designated for their nature or landscape importance. The findings of the Preliminary Ecological Appraisal by Gavia Environmental: 11<sup>th</sup> October 2021.

The Ecological Appraisal acknowledges the site is brownfield with limited natural habitat near this site but identifies the large area of open grassland and semi-natural woodland c.500m, to the east at Cuningar Loop Woodland Park, across the River Clyde. The survey effort focused on prominent features such as trees, hedgerows, buildings or structures, and habitat boundaries (150m buffer), all of which provide shelter and commuting routes for wildlife. No evidence of protected mammals was recorded within the Site. The trees on site were not determined suitable for roosting bats and therefore are not a constraint for the proposed works and no mature tree species was recorded offering limited suitability

for nesting. However, the area may be used by foraging bats and advisory notes will be included instructing no works during the night, limited security lighting away from trees and vegetation clearance should be outwith the breeding bird season (March—August, inclusive).

The proposed landscape strategy, including two SUDS areas, introduces a comprehensive native tree and shrub planting strategy throughout the site, with special regard to the site boundaries to include seasonal native hedges and shrubs to create opportunities for habitat creation. A section of green living roof will also be installed on the store's canopy. Suitable conditions are attached to control the landscaping proposals and ensure installation of bird and insect boxes to further increase the site's biodiversity value.

The proposal is considered to comply with CDP 7 and SG 7 Natural Environment.

#### **CDP 8: Water Environment & SG 8: Water Environment**

Policy CDP8 provides detailed guidance on Flood Risk Assessments and Drainage Strategies for new development. A Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) is required for any non-residential development greater than 250m<sup>2</sup>. These require to be self-certified and independently checked in accordance with published Glasgow City Council policy 'Flood Risk Assessment and Drainage Impact Assessment: Planning Guidance for Developers'.

**Comment:** The applicant has submitted a Flood Risk Assessment and Drainage Strategy reports by Killoh Associates (dated 04/11/2021 and 26/01/22 respectively) and the information has been reviewed by the Department. The reports conclude that the site has little or no risk of flooding, and porous paving has been proposed as the primary SuDS treatment component for road and car park runoff with detention basins provide secondary treatment.

Suitable safeguarding conditions are attached to control the detailed design and implementation of the surface water drainage proposals. The proposal is therefore considered to comply with CDP 8.

#### **CDP 11 and SG 11: Sustainable Transport**

CDP 11 aims to ensure that Glasgow is a connected City, characterised by sustainable and active travel, by: supporting better connectivity by public transport; discouraging non-essential car journeys; encouraging opportunities for active travel; reducing pollution and other negative effects associated with vehicular travel and optimising the sustainable use of transport infrastructure. New developments shall require to be designed to promote and facilitate walking and cycling. Development proposals should protect/enhance the quality and continuity of cycle routes and core paths and take account of rights of way and other significant paths.

SG 11 provides guidance on vehicle and cycle parking standards, and electric vehicle charging provision

As discussed, the need to reduce pollution and emissions is also of significant importance following the recent COP26. The Scottish Government's target to be carbon neutral target by 2030 and to reduce private car kilometres sets a duty on Councils to favour sustainable development that de-prioritises the unnecessary use of private car. As such, the recently approved Glasgow's Climate Plan 2021 and Transport Strategy 2022 are material consideration to this application to assist the Councils proactive response to statutory targets. SG 11 requires a holistic assessment of car parking, and the policy contains both vehicle parking standards and design guidance. SG 11 advises that final parking provision should be determined through a placemaking approach to the design of the development. Every effort should be made to minimise the impact of on-street parking for safety reasons and to reduce visual impact in residential areas. These standards are consistent with the approach set out in Scottish Planning Policy (SPP), in setting more restrictive standards than the national standards where public transport is particularly good.

##### **Car Parking**

The minimum car parking for Class 1 Retail outwith a Town Centre and in a High Accessibility Public Transport Area is 6 spaces per 100sqm gross floor area. The minimum car parking for disabled people for Retail, Leisure and Recreational Uses is 3 spaces for a car park up to 22 spaces. For retail uses over 500sqm the minimum passive Electric Vehicle (EV) space provision is 10%.

##### **Cycle Parking**

The minimum cycle parking provision for Class 1 Retail Food stores is 1 space per 100sqm gross floor area and 1 space per 10 staff.

**Comment:** A single vehicular access to the retail unit is proposed from Springfield Road for use by customers and servicing vehicles. Pedestrian accesses to the retail unit are from Dalmarnock Road and Springfield Road. Delineated routes are proposed for the pedestrians and 2 crossing points are proposed. The findings of the Transport Assessment confirm there will be no significant adverse impact on the surrounding road network of queuing traffic and no additional traffic calming mitigation measures are required have been reviewed and are accepted.

The proposal provides 113 parking spaces which includes 6 parking spaces for disabled persons, 9 parent and child spaces and two EV spaces. Parking for 12 cycles is proposed are evenly dispersed throughout car parking areas. A condition is attached requiring approval of secure and covered cycle parking facilities submitted prior development. The parking layout and numbers were discussed with the applicant during the processing of the application to offset the visual impact of the parking area on the surrounding area and encourage sustainable travel modes. The numbers were slightly reduced to 113 and additional of native trees and shrubs were introduced throughout the parking area with special attention at site boundaries. The parking provision is within the standard permissible in accordance with the City Development Plan, Supplementary Guidance 11: Sustainable Transport, Section 6 Vehicle Parking.

As discussed, the area is identified as 'high' accessibility for public transport with several frequent bus services stopping on Springfield Road and Dalmarnock Road and is directly opposite Dalmarnock Train Station providing very good connectivity with the City Centre and surrounding neighbourhoods. The site is in a prominent location and is highly accessible by foot from all directions. A sheltered bus stop will be relocated on Springfield Road as part of the proposal and a travel plan for staff ensures the ongoing commitment to the uptake of sustainable active transport to decrease travel by car.

Taking account of the above criteria, it is considered that the range and level of the proposed parking provision for the development is sufficient, is unlikely to result in unacceptable pressure on on-street parking in the local area and that the development actively encourages and provides for sustainable travel modes. The proposal is considered to comply with CDP 11 and SG 11 Sustainable Transport.

## REPRESENTATIONS

In respect of (b), whether any other material considerations, including the matters raised in the consultation responses and letters of representation, have been satisfactorily addressed, it should be noted that no adverse comments have been received in respect of the consultation process. With regard to the letters of representation, the grounds may be summarised, with appropriate comment, as follows:

1. The foodstore is much needed for the community without need to use car and use of the long-term vacant land will improve the appearance of the area.

**Comment:** Comments in support of the food store at this location are noted.

2. The transport plan does not consider the impact on the Springfield Road/Dalmarnock Road junction through additional traffic, and the traffic light system is not adequate.

**Comment:** The Department has reviewed the updated Transport Assessment and accepts the findings in that there will be no significant adverse impact on the existing surrounding road network and traffic light system at Dalmarnock Road.

3. Over provision of car parking, no car parking for disabled/elderly, and the parking layout should be improved. Improved pedestrian access to the store from traffic lights. Improve cycle access at the entrance.

**Comment:** Following discussions with the Department the applicant has slightly reduced the car parking provision, and has reconfigured and improved the layout to ensure direct access from Dalmarnock Road and Springfield Road to the store for pedestrians, cyclists and wheelchair users. Dedicated parking spaces for disabled persons and Parents and Child spaces are provided. The proposals are considered to comply with the requirements of policy CDP11 Sustainable Transport.

4. The proposed landscaping should be amended to remove shrubs which will catch litter and will impact site visibility splay for drivers.

**Comment:** The proposed landscaping provides native seasonal planting throughout the car parking and site peripheries to increase biodiversity quality of this urban site and improve visual impact on the surrounding neighbourhood. A condition has been recommended to require a comprehensive maintenance and management schedule for all hard and soft landscaping within the site, to include regular litter picking of the site. The landscaping strategy is considered acceptable with no impact on the visibility splay.

5. Request for reuse of the existing trees/shrubs within the site elsewhere in the community. The site should feature rain gardens bordered from traffic light junction with planting/hedges. Tree pits to be used in car park.

**Comment:** The Ecological Appraisal confirms that the existing trees have limited value. The landscaping strategy ensures a comprehensive range of high quality native trees and shrubs throughout the site to offset the loss of the existing landscaping.

6. CCTV and adequate lighting is required and system to prevent shopping trolleys being removed from the site

**Comment:** The details of the CCTV facilities, prevention measures on the removal of shopping trolleys from the site and luminosity levels are conditions of the planning application.

7. Request for public seating at traffic lights

**Comment:** Public seating has not been provided at this location. Seating families adjacent to a busy junction may not be considered in keeping with the Council's placemaking principles in terms of pedestrian safety and general amenity value.

8. Request inclusion of a Green Roof and Sustainable Urban Drainage System (SUDS) to serve the store.

**Comment:** A Green Roof and Sustainable Urban Drainage System (SUDS) will be installed and operational prior occupation of the store.

9. Request for funding for voluntary activities/tree planting.

**Comment:** The funding for voluntary activities/tree planting is a matter between the store operator and the local community groups and separate to the assessment of this application.

10. The Flagpole is unnecessary

**Comment:** The Flagpole will be subject to a separate application seeking advertisement consent

## **Conclusion**

The above assessment demonstrates that the proposed development complies with the relevant policies of the Development Plan. The site occupies an accessible location within walking distance of densely populated part of the City. The proposed development of the Class 1 Retail Foodstore would contribute positively to the quality of the surrounding built and natural environment and designed with reference to climate change mitigation with a range of fabric first approaches to reduce energy demand. The design and siting of development would respect the character and amenity of the place, create a sense of community and identity and enhance connectivity to existing and future residential neighbourhoods. The built form would incorporate creative approaches to urban design through use of high quality finishing materials, and a comprehensive range of landscaping and green infrastructure, appropriate to the local context and the scale and nature of the development. The detailed design is considered to preserve the character of the surrounding context. It is accepted that there are no sequentially preferable sites available for this development within the catchment area of east Glasgow. The proposed development would deliver of low cost food store at this densely populated area with no significant impacts on existing town centres.

The site does not contain any habitats protected by law or designated for their nature or landscape importance however the comprehensive landscaping strategy would add significantly improve the green infrastructure and biodiversity quality of this dense urban area.

The development will re-use a well-known site providing a low cost food store centrally located within an established residential area. The proposal will deliver a high quality, sustainably designed community

facility, and regenerates and encourages investment into the area with no significant impact on resident's amenity.

This proposed development is considered appropriate for the location and site context. Other material considerations including the consultation responses and letters of representation have been considered, but do not outweigh the acceptability of the proposal. It is recommended that the application for planning permission be granted subject to conditions

## Conditions and Reasons

### Approved Drawings

R/2534/1E-1C LANDSCAPE DETAILS OCTOBER 2022  
4636-(PL)-03 REV J PROPOSED SITE PLAN 06/10/22  
4636-(PL)-05 REV C PROPOSED GA ROOF PLAN 01/04/22  
4636-(PL)-06 REV E PROPOSED ELEVATIONS 01/04/22  
4636-(PL)-07 REV A PROPOSED GA SECTIONS 01/04/22  
4636-(PL)-04 PROPOSED GROUND FLOOR PLAN 14/10/21

### Conditions

01. Before the approved development commences on site samples and/or product literature of all proposed external materials shall be submitted to and approved by the Planning Authority in writing in respect of type, format, colour and texture of the following; all roof materials, glazed units, all elevations including mortar colour, cills, flashing, soffits, entrances including canopies. The development shall thereafter be implemented in accordance with these approved details.

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

**Reason:** In order to protect the appearance of the development and the surrounding area

**Reason:** To ensure the design intent of the Design and Access statement is delivered and to protect the appearance of both the property itself and the surrounding area

02. Before the approved development commences on site, full details of all external vents, flues and any other similar fixings shall be submitted to and approved in writing by the planning authority. Where reasonably practical it is expected that all requirement for vents, flues and similar fittings shall be accommodated on rear elevations or internal terminate at roof level. It is expected that all external fittings including roof terminals, burglar alarms, air conditioning and ventilation plant, ducts and grilles, balanced flues and security fittings shall be factory finished or painted out to match the colour of the background to which they are attached. The development shall thereafter be implemented in accordance with these approved details.

**Reason:** In order to safeguard the amenity properties and the amenity of the surrounding area.

03. Before the approved development commences on site, a revised drawing of the design, location and finishing materials for all fences, gates and walls including the feature corner wall at Springfield Road/Dalmarnock Road shall be submitted to, and approved in writing by the Planning Authority. The development shall thereafter be implemented in accordance with these approved details, which shall be completed prior to occupation.

**Reason:** To ensure the provision of appropriate boundary treatments in the interests of the visual amenity of the surrounding area.

04. Before the approved development commences on site, a revised scheme of landscaping shall be submitted to and approved in writing by the planning authority. The scheme shall include hard and soft landscaping works and detail;

(a) the design and finish materials to be used in the construction of the footways, junctions, parking, set down areas

(b) any earth moulding and hard landscaping, boundary treatment, grass seeding and turfing

(c) A scheme of tree and shrub planting, incorporating details of the location, number, variety and size of trees and shrubs to be planted; in particular this should include a detailed scheme of biodiversity enhancement, details and location of the tree mounted bird boxes and insect boxes, the wildflower, the green roof substrate, all seasonal shrub planting and trees within and bordering all communal amenity areas, the cycle parking, all car parking areas, SUDS and the site entrances

(d) the programme for the implementation/phasing of the landscaping in relation to the construction of the development.

(e) full details of external lighting within the site.

Thereafter all landscaping, including planting, seeding and hard and soft landscaping, shall be completed in accordance with the approved scheme. A final joint inspection with the planning officer and the NRS Landscape Architect of each phase of the works is to be held to ensure all landscaping adheres to the scheme approved by the planning authority.

**Reason:** To enable the Planning Authority to consider these aspects in detail and to ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

05. The minimum depth of topsoil shall be 150mm for grass areas, 450mm for shrub areas and 900mm for trees on clean subsoil free from builder's rubble and other deleterious materials. Topsoil shall be free from pernicious weeds and shall have a pH value of approximately 7.0. Any trees or plants which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development shall be replaced in the next planting season with others of similar size and species.

**Reason:** To ensure that favourable conditions are created for survival of the planting.

06. Before the approved development commences on site, a management and maintenance scheme inclusive a litter picking rota, for all hard and soft landscaping within the site shall be submitted to and approved in writing by the Planning Authority. This shall include details of the appointed contractor and proposals for the continuing care, maintenance and protection of the following aspects:

- (a) the footpaths and parking areas;
- (b) the trees, grassed, planted and landscaped areas;
- (c) fences, gates and walls;
- (d) bird and insect boxes
- (e) all seating, lighting, cycle shelters, trolley bay, litter facilities
- (f) SUDS
- (g) the green roof substrate

**Reason:** To ensure the maintenance of the landscaping scheme in the interest of amenity.

08. Details of external security features proposed for use on the premises shall be submitted to the Planning Authority for written approval in respect of design, colour and location. Written approval from the Planning Authority shall be obtained prior to any installation work.

**Reason:** In order to protect the visual amenity of the surrounding area.

09. Before the approved development commences on site, details of a scheme to prevent the removal of shopping trolleys from the site shall be submitted to and approved in writing by the planning authority. The scheme shall be fully operational before any part of the shopping development commences trading to the public.

**Reason:** To ensure that shopping trolleys associated with this development do not give rise to environmental or travel movement problems in the area by being discarded in inappropriate places.

10. The use of the premises shall be restricted to the following days and hours of operation:  
0800 - 2200, 7 days.

**Reason:** To protect local residents from exposure to noise and disturbance at unsocial hours.

11. The arrival of delivery vehicles at the premises shall be restricted to the following days and

hours:

0700 - 2300, 7 days.

**Reason:** To protect local residents from exposure to noise at unsocial hours.

12. Noise from or associated with the completed development (the building and fixed plant) shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

**Reason:** To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

13. Before the approved development commences on site, final details of the drainage design shall be submitted to and approved in writing by the planning authority. The development shall thereafter be implemented in accordance with these approved details.

**Reason:** To minimise the risk of flooding and its adverse effects.

14. Before any work on the site is begun, a comprehensive site investigation report shall be submitted for the written approval of the Planning Authority. Site investigations shall be conducted and reported in accordance with current and recognised codes of practice such as British Standards Institution "The investigation of potentially contaminated sites - Code of Practice" and BS ISO 18400 Series of Standards. The investigation reports shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN33 Development of Contaminated Land. Where a risk assessment identifies any unacceptable risk or risks, a remediation strategy shall be prepared that sets out all the measures necessary to bring the site to a condition suitable for the intended use and must be agreed with the Planning Authority in writing prior to work starting on the development. The remediation strategy shall also include a timetable and phasing plan where relevant.

A historic mineshaft is located close to the northern boundary of the site and therefore the potential for ground gas must be considered within the site investigation report. Where risks are identified, a remediation strategy shall be prepared that sets out all the proposed gas protection measures necessary to bring the site to a condition suitable for the intended use and must be agreed with the Planning Authority in writing prior to work starting on the development.

The approved remediation scheme shall be carried out in accordance with the approved strategy unless otherwise agreed in writing by the Planning Authority. Upon completion of the remediation works and prior to the site being occupied, a verification report which demonstrates the execution of the completed remediation works in accordance with the approved remediation scheme shall be completed by a suitably qualified Engineer and submitted for approval in writing by the Planning Authority.

**Reason:** To ensure that the site is free of contamination in the interests of the amenity and wellbeing of future users of the site.

15. In the event that any previously unsuspected or unencountered contamination is found at any time when carrying out the approved development, it shall be reported to the Planning Authority within one week and work on the affected area shall cease unless otherwise agreed by the Planning Authority in writing. A comprehensive contaminated land investigation and assessment shall be conducted to determine the revised contamination status of the site and a remedial strategy where required shall be prepared and agreed in writing with the Planning Authority before work recommences on site. Upon completion of the remediation works and prior to the site being occupied, a verification report which demonstrates the effectiveness of the completed remediation works shall be submitted and approved in writing by the Planning Authority.

**Reason:** To ensure that the site is free of contamination in the interests of the amenity and wellbeing of future users of the site

16. When submitting the required Building Warrant application for this development an updated Statement on Energy (SoE) shall be submitted to and approved in writing by the planning authority. The SoE shall demonstrate how the development will incorporate low and zero-carbon



generating technologies to achieve at least a 20% cut in CO2 emissions and that the Gold Hybrid Standard are to be met, as per City Development Plan policy CDP 5: Resource Management & accompanying Supplementary Guidance SG5: Resource Management. The development shall thereafter be constructed in compliance with the approved SoE.

**Reason:** To reduce energy consumption and greenhouse gas emissions by ensuring that the development is designed and constructed to be energy efficient and utilises cleaner and more renewable sources of energy. To comply with City Development Plan policy CDP 5: Resource Management. To comply with City Development Plan policy CDP 5: Resource Management.

17. Formal confirmation of the constructed development's compliance with the SoE, carried out by a suitably qualified professional, shall be submitted to and approved in writing by the planning authority before the development is occupied.

**Reason:** To reduce energy consumption and greenhouse gas emissions by ensuring that the development is designed and constructed to be energy efficient and utilises cleaner and more renewable sources of energy. To comply with City Development Plan policy CDP 5: Resource Management. To comply with City Development Plan policy CDP 5: Resource Management.

18. Before any work on the site is begun, a refuse and recycling strategy including details and plans of the storage areas and bins and provision of sustainable recycling facilities and measures to reduce waste shall be submitted to and approved in writing by the planning authority. These facilities shall be completed before the development is occupied.

**Reason:** To ensure the proper sustainable disposal of waste and to safeguard the environment of the development and wider area.

19. Prior occupation of the approved building details of a Travel Plan for staff and visitors to the foodstore, as per the requirements of Glasgow City Council City Development Plan, Supplementary Guidance 11: Section 10 Transport Assessments and Travel Plans, shall be submitted to and approved in writing by the planning authority. Thereafter copies of the approved Travel Plans shall be available within the building for staff and visitors.

**Reason:** In order to promote the long term use of Sustainable Transport and to minimise the risk of overspill parking developing on surrounding roads.

20. Unless otherwise agreed in writing by the Planning Authority, safe, secure and sheltered cycle parking facilities for staff and users shall be provided within the development as per the requirements of City Development Plan, Supplementary Guidance 11: Sustainable Transport, Section 4 Cycle Parking. Full details of this provision including finishing materials shall be submitted to and approved in writing by the Planning Authority prior to development commencing on site, and shall thereafter be implemented prior to occupation of the building.

**Reason:** In order to promote Sustainable Transport, to support the successful implementation of the Travel Plan and to ensure that the development is accessible to all in accordance with the principles of inclusive design.

21. The applicant shall provide a minimum of 23 no. (21 passive and 2 active) electric vehicle charging spaces within the carpark, providing individual fuse boxes for each space and designing in ducting for future cabling. Full details of this provision shall be submitted to and approved in writing by the Planning Authority shall be submitted to and approved in writing by the Planning Authority prior to development commencing on site, and shall thereafter be implemented prior to occupation of the building.

**Reason:** In order to promote Sustainable Transport, to support the successful implementation of the Travel Plan and to ensure that the development is accessible to all in accordance with the principles of inclusive design.

22. Before any development commences on site detailed arrangements for the relocation of the existing bus stop between Lily Street and Sorn Street to its new location at Springfield Road shall be submitted to and approved in writing by the planning authority. These details shall include build out at layby, new bus shelter, high access kerbs, flag pole and surfacing. The bus stop shall thereafter be relocated in accordance with these approved details, and shall be operational prior to occupation of the building.

**Reason:** In order to promote Sustainable Transport

23. All fences, walls, shrubs and structures within the sightlines of the proposed vehicle access at Springfield Road shall be installed and kept to a maximum height of 600mm.

**Reason:** To ensure that the access complies with approved standards in the interests of pedestrian and vehicular safety.

24. An area of 1 metre of hardstanding is required at all end car parking spaces.

**Reason:** To ensure that the development complies with approved standards in the interests of pedestrian and vehicular safety

25. All redundant footway crossings shall be removed, and the footways reinstated to match the dimensions of the existing footways as soon as the accesses serving the development are available for use by the occupiers of the development.

**Reason:** In the interests of pedestrian safety.

26. Prior to commencement of development, a Construction Method Statement shall be submitted to and approved by the Planning Authority. For the avoidance of doubt, the Construction Method Statement shall cover:

- (a) details of the proposed phasing of all works;
- (b) details of all on-site construction including means of access to the site and;
- (c) a dust management plan during the construction period;
- (d) details of wheel cleaning equipment for all construction vehicles entering and leaving the site;
- (e) details of siting and scale of plant storage and employee facilities (offices, wc etc).

**Reason:** In the interests of the amenity of the residents and the wider area and to ensure that necessary contingencies are in place, to minimise pollution risks arising from construction activities.

27. During the construction period, wheel washing equipment shall be provided at all egress points and kept in operation during all times when vehicles are leaving the site.

**Reason:** To ensure in the interests of traffic and pedestrian safety that mud from the site is not carried onto any road.

28. Standard customer car parking bays shall be a minimum of 4.8 m in length, and disabled car parking spaces shall be 3.9m in width and 6.5m in length

**Reason:** In the interests of pedestrian and vehicular safety.

29. Light from the development shall not give rise to: (a) An "Upward Waste Light Ratio" (maximum permitted percentage of luminaire lux that goes directly to the sky) in excess of 15% (b) A "Light Into Windows" measurement in excess of 10Ev (lux). (Ev is the vertical luminance in lux.) (c) "Source Intensity" measurement in excess of 100 Kcd (kilocandela). (Source Intensity applies to each source in the potentially obtrusive direction out of the area being lit.)

**Reason:** To protect the local residents from unacceptable light pollution

#### **Reason(s) for Granting this Application**

01. The proposal was considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's accordance with the Development Plan.

#### **Advisory Notes to Applicant**

01. The applicant should have received written approval from Scottish Water and the Scottish Environment Protection Agency before construction works commence on site
02. Prior to implementation of this permission, the applicant should contact Development and Regeneration Services (Transport) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development. For the avoidance of doubt the developer shall be expected to cover all costs of the bus stop infrastructure works.
03. The applicant should consult with Land and Environmental Services (Environmental Health) concerning this proposal in respect of legislation administered by that Service which is likely to affect this development.
04. Before the use commences, the applicant should, following the testing of the installed lighting system, submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the system complies with its design specification.
05. In order to protect local residents' amenity, noise associated with construction and demolition works in residential areas should not occur before 0800 or after 1900 Monday to Friday, and not before 0800 or after 1300 on Saturdays. Noise from construction or demolition works should be inaudible at the site's perimeter on Sundays and public holidays. The planning authority should be notified of necessary works likely to create noise outwith these hours.
06. Lighting design should comply with the requirements of the light pollution condition. Key issues in the provision of lighting are identified in Designing Streets (The Scottish Government, 2010): context, lighting intensity, scale and colour. Designing Streets also contains other useful information on lighting.
07. Any advertisement, other than that deemed within the terms of the Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984, to be the subject of an application for express consent.
08. Security lighting during night time hours should be directed away from trees to avoid disturbing any potential bat roosts.
09. Tree, shrub and vegetation clearance should be outwith the breeding bird season (March—August, inclusive).

#### **Advisory Notes to Council**

for Chief Executive, Glasgow City Council

DC/ SCU/29/08/2022

#### **BACKGROUND PAPERS**

##### **PLEASE NOTE THE FOLLOWING:**

*Any Ordnance Survey mapping included within this report is provided by Glasgow City Council under licence from the Ordnance Survey in order to fulfil its public function to make available Council-held public domain information. Persons viewing this mapping should contact Ordnance Survey Copyright for advice where they wish to license Ordnance Survey mapping/map data for their own use. The OS website can be found at [www.ordnancesurvey.co.uk](http://www.ordnancesurvey.co.uk)*

*If accessing this report via the Internet, please note that any mapping is for illustrative purposes only and is not true to any marked scale.*