

**RAPLEYS**

Design Statement for  
**Lidl Great Britain Limited**

**Demolition of existing discount foodstore and the erection  
of new discount foodstore with associated parking,  
landscaping and other associated works at**

**19 MOSS ROAD,  
GOVAN, SCOTLAND, GL51 4JT**

**September 2021**

Our Ref: 21-01454



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## QUALITY ASSURANCE

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2008.

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## **1 INTRODUCTION**

- 1.1 This Design and Access Statement (DAS) has been prepared by Rapleys LLP on behalf of Lidl Great Britain Limited ('Lidl') in support of a full application for 'Demolition of existing discount foodstore and the erection of a new discount foodstore with associated parking, landscaping and other associated works at Lidl, 19 Moss Road, Glasgow G51 4JT'.
- 1.2 The application proposal is to erect a replacement Lidl foodstore (Use Class 1), comprising 2,301 sqm gross internal area (GIA) with a net sales area of 1,414 sqm; 120 car parking spaces (including seven disabled spaces, eight parent & child spaces and two electric vehicle (EV) spaces); and a trolley bay located adjacent to the store entrance.
- 1.3 This Design Statement sets out the design principles and concepts that have been applied to the development, demonstrating how the context of the development has been appraised and how the design of the development takes the context into account. Following this, the Design Statement explains the applicant's approach to access, how relevant Local Development Plan policies have been taken into consideration, and how specific issues which might affect access to the proposed development have been addressed.
- 1.4 This Statement should be read in conjunction with the Planning and Retail Statement and other supporting documentation.

## 2 ASSESSMENT OF THE SITE AND ITS CONTEXT

2.1 This section sets out the steps taken to appraise the physical context of the application site and its surrounding.

### METHODOLOGY

2.2 A planning history and planning policy review was undertaken to understand the existing planning context for the site before considering the design approach to the development proposal.

2.3 A full analysis of the development proposal against the national and local policy is provided in the accompanying Planning Statement.

### APPLICATION SITE

2.4 The application relates to an existing Lidl foodstore which has been built out and trading for several years pursuant to the original planning permission ref. 00/01716/DC. The site extends to 0.89 ha acres and is located 0.95km west of the Govan Local Centre, to the south-west of Glasgow. The site is situated 2.5 miles (4.0 km) west of Glasgow City Centre. Designated 'Local Shopping Facilities' are also found approximately 90m to the north-east of the site along Govan Road.

2.5 The site is located to the northeast of the junction between the A739 and Moss Road, in Govan to the west of Glasgow. The site falls within the administrative boundary of Glasgow City Council.

2.6 The site measures 0.89 ha and currently consists of an existing Lidl foodstore, measuring 1,334 sqm GIA, with associated car parking (121 spaces) and landscaping. A lawned area, including trees and hedges, can be in the south and southwest of the site.

2.7 Site photographs and aerial imagery are provided below

**Photo 1: View of existing building from Moss Road.**



**Photo 2: View of front elevation of the existing building from within site.**



**Photo 3: Side elevation of the existing building**



## SURROUNDINGS AND ACCESS TO THE SITE

- 2.8 The immediate area adjacent to the site primarily comprises a mix of residential, commercial, and residential institution uses. To the north of the site are beyond Peninver Drive is a block of residential properties, with ground-floor retail along the northern edge; to the east and south, beyond the A739, is a mix of flatted, terrace and semi-detached dwellings; to the west, beyond Moss Road, is Queen Elizabeth University Hospital.
- 2.9 Vehicular to the site is currently taken from Moss Road to the west of the site. The location of the site is close to the A739 and Govan Road means that the site is highly accessible by car.
- 2.10 The site is also accessible via public transport, with the closest bus stop being the Burghead Place Bus Stop which is a 0.2 mile (4 minutes) walk from the site to the north on Govan Road. Burghead Place Bus Stop benefits from regular services, connecting the site to Govan, Braehead Shopping Centre, and Glasgow Airport, along with other areas of Glasgow. The nearest Railway Station is Cardonald, located approximately 1.8 km (1.1 miles) to the south of the site.
- 2.11 Pedestrian access can be found adjacent to the vehicular access point, as well as from Peninver Avenue to the north of the site. The surrounding area benefits from wide pavements and controlled pedestrian crossing points at the Moss Road/Peninver Avenue junction to the west and the Moss Road/Linthouse Road/Govan Road junction to the northwest. Moreover, a subway off Burghead Place to the east of the site provides a safe route for pedestrians to access the site from the south beyond the A739.
- 2.12 There are no heritage assets within the boundary of the site, however, there are numerous historical assets within 500m of the site closest being the Category B Southern General Hospital building located approximately 125m to the west. Additionally, the site lies close to the boundary of the Govan Conservation Area, which is located approximately 130m to the east.

## PLANNING HISTORY

- 2.13 A search of the Council's online planning register revealed a long planning history, with the key applications summarised in the table below.

Reference	Description	Decision	Decision Date
99/00071/DC	Erection of two-storey car sales centre, formation of parking, display and yard areas and formation of landscaping.	Approved	24 March 1999.
00/01597/DC	Erection of restaurant with the drive-through facility, formation of access, roadways and landscaping.	Approved	13 September 2000
00/01716/DC	Erection of class 1 retail unit. Formation of the access road, servicing, car parking and landscaping.	Approved	13 September 2000
09/02505/DC	Erection of office building (Class 4), formation of vehicle access plus associated car parking and ground engineering.	Approved	18 June 2010

- 2.14 As can be seen above, the site is subject to numerous historic applications, however, it is understood that the application for the existing Lidl store (Ref. 00/01716/DC) was the only planning permission to be implemented within the statutory timeframe. Given this, it is considered that the lawful land use of the site is established as Class 1 retail.

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## PLANNING POLICY CONTEXT

### National Planning Policy

2.15 The national planning policy is set out within the Scottish Planning Policy (SPP) reflects the Scottish Minister’s priorities for the operation of the planning system and the development and use of land.

2.16 SPP provides that the presumption in favour of development that contributes towards sustainable development is a material consideration in all planning applications.

2.17 Specifically:

*“The planning system should support economically, environmentally and socially sustainable terms. The aim is to achieve the right development in the right place; it is not to allow development at any cost (paragraph 28).”*

2.18 The ‘Placemaking’ section of the SPP highlights the importance of creating better places through design, development, renewal, or regeneration of the urban or rural built environments. The SPP confirms that planning should take every opportunity to create high-quality places by taking a design-led approach.

### Local and Regional Planning Policy

2.19 The City of Glasgow forms part of the Clyde Valley Strategic Development Plan area, as such the Clydeplan (adopted 2017) forms part of the planning policy relevant to the site Policies at the local level that dictate development within Glasgow are contained within the City Development Plan (2019), which is supported by an associated Proposals Map.

2.20 Relevant policies are set out below.

#### Clydeplan (2017)

2.21 **Policy 1 Placemaking** indicates that new development should contribute towards the creation of high-quality places across the city region.

2.22 **Policy 18 Strategic Walking and Cycling Network** highlights that development proposals should maintain and enhance the strategic walking and cycling network.

#### Local Policy: Glasgow City Development Plan (2019)

2.23 **Policy CDP 1 (The Placemaking Principle)** requires that development demonstrates the six qualities of place as outlined in the SPP and takes a design-led approach that contributes towards the creation of a better and healthier city. To achieve this the policy sets out numerous measures which development proposals should consider/implement, These consist of:

- Is adequately located to serve the community.
- Promotes healthy lifestyles.
- Demonstrates sustainability.
- Engages with stakeholders.
- Demonstrates creativity through an iterative process.
- Delivers highly creative, innovative, and technical standards in design.
- Respects the historic environment.
- Protects and enhances amenity.
- Promotes connectivity and sustainable travel options.
- Utilises brownfield land where possible.
- Avoids unacceptable levels of pollution, including noise and air; and,

- 
- Adheres to the Glasgow Healthy Sustainable Neighbourhood Model.

2.24 **Policy CDP 11 (Sustainable Transport)** expects (inter alia) that new development will encourage a shift away from car travel to public transport and active travel by ensuring that the surrounding infrastructure supports and encourages more sustainable travel options. The policy also requires all major developments to be supported by a Transport Assessment and Travel Plan.

#### EMERGING LOCAL PLAN

2.25 Glasgow City Council is currently in the process of producing a new local development plan (Glasgow City Development 2), however, at the time of writing there is no draft plan available. The production of the new plan has been delayed, for an undisclosed time, so that the new plan can align with emerging NPF4 policy priorities.

#### SUPPLEMENTARY PLANNING GUIDANCE

2.26 Glasgow City Council rely on several supplementary planning guidance documents to support planning policy within the City Development Plan. The guidance aligns closely with the policies of the Development Plan and there is a supplementary document for most of the policies, the documents deemed relevant to the Design and access are summarised in turn below.

2.27 **SG1 (The Placemaking Principle)** builds on Policies CDP 1 and CDP 2 to offer additional guidance on the new 'place' based approach to planning which forms the basis of the Development Plan. The guidance document focuses on the placemaking process as well as the elements of development which contribute to placemaking. The principle of placemaking, as set out in SG1, aims to encourage public engagement and the thorough consideration of the impact on sustainability, visual impact, usability, and amenity as a result of development, both on-site and in the surrounding area.

2.28 **SG11 (Sustainable Transport)** provides further information concerning Policy CDP 11. The document outlines the Council's approach to improving connectivity; promoting more sustainable travel patterns; meeting climate change targets and minimising the carbon footprint of the cities transport network; and improving air quality through planning.

#### SUMMARY

2.29 The proposal has been prepared considering these policies, as set out in the following sections of the Design Statement. Additionally, the merits of the proposal are assessed regarding the relevant national and local policy considerations within the accompanying Planning and Retail Statement.

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### 3 DESIGN PROPOSALS

3.1 This section sets out the design rationale for the proposed development at the site by explaining the design principles and concepts that have been applied to the design of the development in terms of use, amount, layout, scale, appearance, and landscaping.

#### DESIGN RATIONALE

3.2 The Scheme proposes the following:

- The existing building will be demolished;
- A new single-storey discount foodstore will be constructed;
- A landscaping plan; and
- The provision of 120 parking spaces.

3.3 The fundamental need for the redevelopment was due to an internal operational review of the business and in response to emerging legislative requirements. The design, layout and appearance of the development proposal have therefore been informed by Lidl's design and operational requirements as well as a review of both the surrounding area and planning policy.

3.4 The existing building was built in the early 2000's and comprises a single storey building with white rendered walls and cladding close to the roof line.

3.5 The new building will be made of composite wall cladding panels predominantly in pure white (RAL 9010) with the entrance curtain walling in gentian blue (RAL 5010). The top of the wall cladding will have a render strip in white aluminium (RAL 9006). The building will also have a composite roof panel with the, verge, eaves, and eaves gutter in grey (RAL 7004). The doors consist of a steel frame in gentian blue (RAL 5010).

3.6 The layout of the site will be reconfigured, the proposed new store will occupy roughly the same location as the existing store, in the north-east corner of the site; the entrance will be located in the south-west corner of the store building; and, the car park will extend to the west, south-west and south. The delivery bay will be located in the south-east corner of the store building. Vehicular access will remain unchanged, off Moss Road. It is proposed that delivery vehicles will share the same access.

3.7 It is considered that the design approach offers a high-quality design solution that is modern and contemporary. The proposal will provide a significantly better quality than the existing building which will be more attractive and thereby making better contributions to the surroundings and character of the area. The proposal will also meet Lidl's operational requirements, new legislative requirements (including DRS bottle store) and also provide an improved customer experience.

3.8 Existing trees on the site will be removed and replaced with an area for the Sustainable Urban Drainage System (SUDS). The removal of trees is supported by both the Tree Report and Bat Survey.

3.9 The area surrounding both building and car parking is proposed to be covered by various forms of soft landscaping. The southern boundary will be covered with grass and ornamental shrubberies. Trees will also be planted near the southern boundary. The northern boundary will be covered by shrubberies and grass.

3.10 Overall, the proposed design of the development will improve the overall visual amenity of the existing locality. In addition, the proposal fully utilises the site and makes as much use as possible of the existing developed site.

3.11 The proposed development will replace the dated existing store with a modern, clean and contemporary store, which is considered to be in line with relevant design policy.

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## USE

- 3.12 The site is currently used by Lidl for retail purposes. In this context, further details for the justifications on the proposed retail is assessed in the accompanying Planning and Retail Statement. The statement concludes that the proposed retail use is acceptable in principle.

## AMOUNT OF DEVELOPMENT

- 3.13 The Lidl foodstore (Use Class 1) will extend to 2,301 sqm GIA, with a net sales area of 1,414 sqm, together with 120 parking spaces comprising seven disabled parking spaces, eight parent & child spaces and two electric vehicle (EV) spaces.
- 3.14 The amount of development proposed is considered to strike the right balance between making the most efficient use of the land whilst providing a high-quality discount foodstore.

## LAYOUT

- 3.15 The new Lidl store will maintain approximately the same position as the existing store, in the north-east corner of the site. The orientation of the store will be altered slightly, with the proposed store running parallel to the northern site boundary, as opposed to at an angle. Furthermore, the larger floorplate of the proposed Lidl store means that the store building will extend further southwards and westwards than the current store.
- 3.16 The car park will extend out from the store to the south and west, with the disabled bays adjacent to the store entrance to the west and the parent & child spaces directly to the south of the store building. The proposed store will also include a dedicated service area, similar to what is already in place, to the southeast of the site at the end of the car park.
- 3.17 The vehicular access to the site will be retained from Moss Road along with the existing pedestrian access points on Moss Road and Peninver Drive. Delivery vehicles will share the same vehicular access, driving into the site and crossing the car park before turning right and reversing into the delivery bay.
- 3.18 A detailed landscaping plan has also been prepared which provides further detail on the landscaping improvements which will be made as part of this application.
- 3.19 The layout of the proposal is logical, sympathetic, and appropriate for the site and its setting.

## SCALE

- 3.20 The scale of the development is necessary and consistent with Lidl's latest operational requirement. The new development will comprise a contemporary single-storey building with a sloping roof.
- 3.21 Overall, the proposal is sympathetic to its immediate context, with the scale of development being in keeping in terms of its height and scale.

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## 4 ACCESS CONSIDERATIONS

- 4.1 It is important to note that the site is currently occupied by an existing Lidl store. Whilst it is acknowledged that the new store will have a modest uplift in net sales floorspace it is not anticipated that trips to the site will increase significantly because of the development.
- 4.2 The vehicular access to the site will be retained from Moss Road along with the existing pedestrian access points on Moss Road and Peninver Drive. Delivery vehicles will share the same vehicular access, driving into the site and crossing the car park before turning right and reversing into the delivery bay.
- 4.3 The site will provide 120 car parking spaces. Two being electric charging stations, seven disabled spaces and eight being parent and child.
- 4.4 The development will provide a total of 5 'Sheffield' bicycle stands, providing 10 spaces.
- 4.5 The development has also been designed to be accessible by all users with pedestrian crossings provided within the car park area. Direct access will be provided into the site will be provided from Moss Road.
- 4.6 With regards to public transport, the closest bus stop is the Burghead Place Bus Stop which is a 0.2 mile (4 minutes) walk from the site to the north on Govan Road. Burghead Place Bus Stop benefits from regular services, connecting the site to Govan, Braehead Shopping Centre and Glasgow Airport, along with other areas of Glasgow. The nearest Railway Station is Cardonald, located approximately 1.8 km (1.1 miles) to the south of the site.
- 4.7 With regards to active transport, the surrounding area benefits from wide pavements and controlled pedestrian crossing points at the Moss Road/Peninver Avenue junction to the west and the Moss Road/Linthouse Road/Govan Road junction to the north-west. Moreover, a subway off Burghead Place to the east of the site provides a safe route for pedestrians to access the site from the south beyond the A739.
- 4.8 Overall, it is clear that the site is well-connected to the surrounding area. It is therefore considered that the application will not result in a material impact on the local highway network as there is an established customer base who are not wholly reliant on travel by private car.