

## **GHSL LTD**

### **PLANNING STATEMENT**

**EXTENSION TO EXISTING RETAIL SHOP (CLASS 1),  
ERECTION OF DRIVE THROUGH RESTURANT (CLASS 3/ SUI  
GENERIS), NEW CAR WASH BUILDING (SUI GENERIS)  
INCORPORATING STORAGE SPACE ASSOCIATED WITH  
THE SHOP (CLASS 6), INTERNAL ALTERATIONS TO  
EXISTING HARDSTANDINGS AND  
VEHICLE PARKING RE-ALLOCATIONS.**

**AUTOPORT SERVICES,  
675 PAISLEY ROAD WEST,  
GLASGOW, G51 1RP**

**September 2021**

**Our Ref: 2021\_82**

**W: [www.grayplanning.co.uk](http://www.grayplanning.co.uk)**

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**Appendix A** – Retail Analysis of Cessnock Local Town Centre shops/commercial relevant to CDP Policy

4 Network of Centres Strategy to be read alongside submitted drawing “3842-Site analysis drawing”.

## 1 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Gray Planning & Development Ltd, on behalf of the applicant GHSL Ltd. It supports the drawings and Design and Access Statement prepared by AMCA Architects and a Coal Mining Risk Assessment Report prepared by Christie Gillespie and Partners. The Planning Statement refers to this information along with other details contained herein, to justify the context for the proposals and demonstrate compliance with the Development Plan and other material considerations.
- 1.2 A detailed planning application has been submitted to Glasgow City Council for:  
*“Extension to existing retail shop (Class 1), erection of drive through restaurant (Class 3 / Sui Generis), new car wash building (Sui Generis) incorporating storage space associated with the shop (Class 6), internal alterations to existing hardstandings and vehicle parking re-allocations. At Autoport Services, 675 Paisley Road West, Glasgow, G51 1RP.”*
- 1.3 The concept of the proposed development is to respond to market demand by extending the sales offer of convenience retail goods (primarily fresh produce, organic and natural products introduction of zero waste foods, vegan, organic, gluten free and free from (this range has been implemented at the Strathclyde store), similar idea to Locavore; along with a unique line of frozen drink or ‘slush’ and other hot and fresh desserts produced in-store (Tubbees)), from within the existing shop associated with the existing petrol filling station.
- 1.4 At the same time, the applicants have also identified a market to provide ‘high sided’ vehicles (vans and trucks) with a car-wash facility. Efficient operation of this requires taller ‘up and over’ roller washers. The existing external storage operations (associated with the existing shop and petrol filling station) uses existing yard space. However, a more efficient secure and better-managed storage arrangement for the shop can be achieved through use of upper space identified within the proposed new car-wash building. This frees-up the yard ground area to accommodate a new food restaurant with ancillary drive through.
- 1.5 The overall ‘package’ of land use proposals and re-organisation of space within the existing petrol filling station space described above is best achieved through a ‘one plan’ approach as submitted. Thus enabling the proposed alterations and extension and new build to be implemented in one construction project, minimising customer disruption and reducing construction impacts on surrounding neighbouring amenity.
- 1.6 GHSL Ltd is a Glasgow company. It has successfully developed business partnerships with key commercial operators around the City to offer the following existing commercial businesses:
- **RaceTrack** - a group of petrol stations and convenience stores located throughout the City, providing customers a ‘one stop shop’ experience. These stores are also home to the Tubbees slush and dessert bars. Other RaceTrack locations are at Cumbernauld Road (Braeside), London Road (Bridgeton), Main Street Rutherglen, Bearsden and Crowwood Glasgow.
  - **Tubbees** slushie shops – offering up to 81 flavours of slush (crushed ice drink) a range of hot and fresh desserts produced in-store, from the RaceTrack locations listed above, plus at Dumbarton Road, Scotstoun. The first Tubbee outlet was set up in 2019 within the Autoport (application site), 675 Paisley Road West.

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- **Octopus** hand car-wash – a self-serve jet wash and car care company in Glasgow.  
Octopus is located across the City housed within the Autoport petrol filling station sites.

1.7 These key commercial operators will be located within the proposed new development at 675 Paisley Road. An un-named local food restaurant is proposed as the restaurant and drive through as either a franchise, lease out or the applicants' own brand.

1.8 This opportunity at Paisley Road West, Glasgow is one such case where the business is seeking planning permission to enable it to deliver its successful partnership model to offer expanded alongside some new and exciting services to the local community within Cessnock and Ibrox.

1.9 This Statement is set out in the following order:

- Section 2 describes the background and existing situation.
- Section 3 sets out the proposed development.
- Section 4 outlines the development plan position
- Section 5 assesses the key issues associated with the planning application.
- Section 6 sets out conclusions.

## **2 BACKGROUND AND SITE DESCRIPTION**

### **LAND BOUNDARY AND SURROUNDING CONTEXT**

- 2.1 The planning application site comprises the full curtilage of the existing petrol filling station, shop, car wash and hardstanding areas. However only parts of the full curtilage are identified for the land use change and building works proposed. These are shown in the Proposed Site Layout plan (drawing ref PL-004).
- 2.2 The road frontage to Paisley Road West has a 30m section of 4no. mature trees and a further area of mature vegetation at the eastern entrance. All trees will remain in situ. There is a defined soft landscape boundary running along the entire north edge of the site bounded to the railway line and further north of that, the M8 motorway. The site lies approximately 18-20m south of and opposite 4-storey tenemental residential buildings (568-576 Paisley Road West) and modern 4-storey blocks of flats further west beyond. A four-lane road including bus lane and central reserve sits between these residential properties and the proposal site. To the west boundary of the site a vacant steep embankment falls to the nearby railway line. To the east boundary of the site lies 605 Paisley Road West (a three-storey residential block of flats) with gables looking onto the application site.
- 2.3 The site itself comprises an existing petrol station with 8 no. fuel pumps (PFS), a single storey convenience shop associated with the PFS, a redundant car wash and an area of vacant, flat land covered by scrub vegetation beyond in the south western corner. There is an outdoor seating area with picnic tables on the site. The application site extends to 3,913m<sup>2</sup> area. It is an irregular narrow triangle shape, with its longest part being the frontage onto Paisley Road West along with its rear boundary overlooking the railway embankment.
- 2.4 The site is entered from 2 points directly off Paisley Road West and leads directly to the pump stations and the existing car parking spaces on the western side of the shop. Egress from the site onto Paisley Road West lies further west, beyond the existing car wash.
- 2.5 Broadly, the immediate surroundings are residential to the south and east, and vacant or no buildings to the north and west with large open spaces occupied by the railway, its embankment and the M8 slip beyond. The nearest commercial (Class 1 retailing as grocer/corner shop) outlets are found on Paisley Road West (including Copland Road (Lifestyle Express) 100m, and at Midlock Street (Marina Mini-market)) within 560m walking distance respectively. Other commercial outlets providing services (such as dog grooming and hair dressing) lie within 100m and the nearest take away (sui generis use) on Paisley Road West, a Subway, lies 600m walking distance away. The nearest PFS to the application site is Esso at Broomloan Road (indirect driving route) about 200m walking distance and further beyond, petrol at Asda Govan about 600m walking distance (indirect driving route).
- 2.6 The Cessnock Local Town Centre (as defined in the adopted City Local Development Plan 2017) lies 480m east of the proposal site with its boundary edge at Midlock Street. Further examination of the Cessnock Local Town Centre is made later in this Planning Statement.
- 2.7 Broadly overall, the site is in an urban location, within a predominately residential area, with commercial uses (some convenience shop and other service uses) fronting the busy Paisley Road West.

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## EXISTING SITE LAYOUT AND FEATURES

- 2.8 As described above, the existing site boundary and site layout has been in position since 1988 when the existing characterized PFS use was established on the eastern part of the site (i.e. installation of fuel tanks and erection of shop associated with the PFS). The planning history (detailed below Section 2.11) indicates this has broadly been the case since, with only minor external alterations, erection of advertising and illumination permitted by the planning authority. However, the nature of uses and the gradual land-take these permitted uses have incurred over 30 years (e.g. hand car wash, external storage associated with the shop, car parking) have gradually resulted in a less-efficient and a constrained existing site layout for modern commercial operations.
- 2.9 The proposals as shown and described in Section 3 show re-organisation of the circulation and movement spaces, the re-location of the unmanaged storage from the site's east across to a new location in the site's west corner within the proposed new car wash building. This alone frees-up space to provide a new use (proposed drive through restaurant). The proposed extended shop would extend closer to Paisley Road West but will not involve removal of the frontage trees and will also not compromise the required safe circulation space within the PFS concourse itself. The other important existing features are the position of the underground fuel tanks, drainage and collection channels associated with the PFS upon which (largely for PFS safety and certification reasons) new building or operation works must be avoided. Lastly, with open space and rail side land use located to the rear of the site, there would be no risk of any new building affecting residential amenity (overlooking, loss of light), or loss of trees at this location; making the siting of new structures (such as the proposed up-and-over car wash building) more viable. These features of the existing site and their constraints informed the architect's approach to siting the new buildings which is further explained in Section 3 and 4.
- 2.10 The existing separate site entrances and site exit will be retained and unaltered in the proposed development.

## PLANNING HISTORY

- 2.11 The planning application site has a long planning history dating to 1988 when the existing characteristics of the PFS were established (i.e. position of petrol pumps, installation of fuel tanks and position of existing shop). It is notable therefore that no significant new build or expansion of the PFS site has been proposed until the most recent planning application, reference 19/02854/FUL (submitted September 2019) which was withdrawn and not determined. The fact the applicants wish to submit proposals for a "one plan" approach to re-location of, re-organising and extending these established uses on the site, along with business expansion to bring new uses (large vehicle car-wash and restaurant drive through) is an approach that is good practice in place-making. It also reflects the pent-up demand for customer choice and the business aspiration to take the next step to grow on the site which has not occurred in over 30 years.
- 2.12 A summary of the full planning history is given overleaf:

| <b>675 PAISLEY ROAD WEST, GLASGOW</b> |   |   |
|---------------------------------------|---|---|
| <b>Ref No</b>                         | <b>Proposal</b>   | <b>Decision</b>                         |
| 19/02854/FUL                          | Erection of extension to form a cafe (Class 3) and additional Class 1 floorspace and new car wash   | Withdrawn – February 2020               |
| 16/03229/DC                           | Installation of replacement internally illuminated totem sign   | Decided – Grant Subject to Condition(s) |
| 11/01256/DC                           | Display of internally illuminated poster display unit   | Decided – Grant Subject to Condition(s) |
| 02/02012/DC                           | Display of various internally illuminated signage   | Decided – Grant Subject to Condition(s) |
| 00/01046/DC                           | External alterations to petrol filling station entrance   | Decided – Grant Subject to Condition(s) |
| 99/01530/DC                           | Installation of satellite antenna   | Decided – Grant Subject to Condition(s) |
| 99/00103/DC                           | Display of illuminated and non-illuminated signage  | Decided – Grant Subject to Condition(s) |
| 90/03687/DC                           | Display of internally illuminated identification signage, externally illuminated canopy fascia signage and externally illuminated directional and promotional signage | Decided – Grant Subject to Condition(s) |
| 88/01982/DC                           | Erection of shop and repositioning of petrol pump and associated landscaping  | Decided – Grant Subject to Condition(s) |
| 88/01983/DC                           | Display of two single sided internally illuminated fascia signs   | Decided – Grant Subject to Condition(s) |
| 88/01231/DC                           | Installation of 6000 gallon diesel underground storage tank   | Decided – Grant Subject to Condition(s) |
| 87/01889/DC                           | Addition of open car wash to petrol filling station   | Decided – Grant Subject to Condition(s) |

2.13 Regarding the most recent planning application 19/02854/FUL, for erection of extension to form a cafe (Class 3) and additional Class 1 floorspace and new car wash – this proposal is no longer being promoted by the applicant. The differences between that application and this new one, relates to the proposed scale and use of the existing shop extension. It will no longer be proposing a café (proposed seating area) in an upper floor of the shop, instead the proposed extension will be on the ground level only, and will provide more space to expand the business' offer of organic and natural products introduction of zero waste foods, vegan, organic, gluten free and free from (this range has been implemented at the Strathclyde store), similar idea to Locavore; along with a unique line of frozen drink or 'slush' and other hot and fresh desserts produced in-store (Tubbees)), from within the existing shop associated with the existing petrol filling station. Further detail of the new proposal is found in Section 3.

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2.14 We will return to planning history later in the Statement as these offer strong material considerations which support the proposed use as a petrol filling station with ancillary retail shop and other services.



### 3 PROPOSED DEVELOPMENT

- 3.1 The concept of the proposed development is to respond to market demand by extending the sales offer of convenience retail goods (primarily fresh produce, introduction of zero waste foods, vegan, organic, gluten free and free from (this range has been implemented at the Strathclyde store), similar idea to Locavore; along with a unique line of frozen drink or 'slush' and other hot and fresh desserts produced in-store (Tubbees)), from within the existing shop associated with the existing petrol filling station, from within the existing shop associated with the existing petrol filling station.
- 3.2 At the same time, the applicants have also identified a market to provide 'high sided' vehicles (vans and trucks) with a car-wash facility. Efficient operation of this requires taller 'up and over' roller washers. The existing external storage operations (associated with the existing shop and petrol filling station) uses existing yard space. However, a more efficient secure and better-managed storage arrangement for the shop can be achieved through use of upper space identified within the proposed new car-wash building. This frees-up the yard ground area to accommodate a new food restaurant with ancillary drive through.
- 3.3 The overall 'package' of land use proposals and re-organisation of space within the existing petrol filling station space described above is best achieved through a 'one plan' approach as submitted. Thus enabling the proposed alterations and extension and new build to be implemented in one construction project, minimising customer disruption and reducing construction impacts on surrounding neighbouring amenity.
- 3.4 The applicants have strong existing business partnerships with various concessions who will occupy the site – Tubbees, Octopus and an un-named food restaurant operator. Therefore these buildings, their design and layout have been discussed and tailored to these concessionary needs as well as the constraints and land use considerations explained in this Statement.
- 3.5 Further detail of the proposed uses, and building works involved is outlined below and detailed in the accompanying drawings prepared by AMCA Architects, along with the Design Statement.

#### **Proposed Uses**

- 3.6 The proposed shop extension to sell convenience food (fresh) and expand the Tubbees slush drinks outlet is classified in the Town and Country Planning (Use Classes) (Scotland) Order 1997 (UCO) as Class 1 use. The existing shop, ancillary to the Petrol Filling Station (and previously granted consent back in 1988) will be extended to offer an additional 146 sq m (Gross Internal Area (GIA)) sales. The proposed Class 1 use will require additional new servicing space (back of house) to manage the extended operation (24 sq m) (GIA). There will be no upper floor level, and no seated space (e.g. café) which were elements of the previously withdrawn planning application.
- 3.7 For the proposed new 'up-and-over' vehicle car wash, to be located in the south west corner of the existing site and replaces the redundant existing car wash, this building will accommodate the machinery and plant to operate the car wash. Classified in the Town and Country Planning (Use Classes) (Scotland) Order 1997 (UCO) as Sui Generis use. The floor space required for this use is 66.1 sq m (GIA).

- 3.8 For the proposed storage associated with the existing shop and proposed extension, this is proposed to be in the upper level of the proposed vehicle car wash. Classified in the Town and Country Planning (Use Classes) (Scotland) Order 1997 (UCO) as Class 6 use. The floor space required for this use is 188.6 sq m (GIA).
- 3.9 The proposed new building to provide a food restaurant and drive through, classified in the Town and Country Planning (Use Classes) (Scotland) Order 1997 (UCO) as combined Class 3 (restaurant) with Sui Generis use (drive through). The floor space required for this use is 83.6 sq m (GIA).
- 3.10 The combined new created floor space across the application site is therefore 622.4 sq m. The proposed Class 1 retail element of the new floor space is 146 sq m GIA. This when added to the existing shop retail floor space of 245.9 sq m would increase the new shop retail floor space to 391.9 sq m. GIA. We will return to the retail floor space and proposed use impact on the surrounding Cessnock Local Town Centre area under the planning policy assessment later.
- 3.11 In terms of operation of these uses, the following details are proposed:
- The existing PFS will continue to operate as current conditions – opening 0530-2300hrs Monday-Sunday.
  - The shop with retail extension will also continue to open 0530-2300hrs Monday-Sunday.
  - The proposed new vehicle wash will operate 0530-2300hrs Monday-Sunday
  - The store associated with the shop will only be accessed and used by staff and during times of stock and delivery and not be open to the public.
  - The proposed new restaurant and drive through will open 0530-2300hrs Monday-Sunday.
  - Goods deliveries for these uses will be as existing.
  - For waste management, the business will collect empty boards/bin bags once per day for recycling. The existing waste store is shown on the existing Site Layout Plan.
- 3.12 The proposed uses will generate new employment in addition to existing jobs at the site. The drive through will generate up to 10 full and part time equivalent jobs; the extended retail shop may generate additional new staff.

#### **Proposed Buildings / Works**

- 3.13 To support these proposed uses, the engineering works required will include:
- Relocation and re-allocation of existing car parking spaces. 21 spaces are proposed including 3 disabled access. The location of these spaces is shown in the Proposed Site Layout Plan. Each building has assigned to its nearest parking area.
  - Retention of 4no mature trees and existing soft landscaping to the frontage of the site
  - Retention of the existing entrances and exit ways to Paisley West Road. However the entrances will be line marked to the shop only and to the PFS only respectively. All exits will be line mark guided to the existing exit way.
  - Down taking and replacement of existing car wash plant, with the new car wash plant and building
  - Erection of extension to the existing retail shop
  - Erection of a new restaurant with drive through lanes

3.14 Note that a separate advertisement consent application would be made to erect or alter any requirements to the existing totem signs to the front of the property.

3.15 In relation to building materials, finishes and style, these are described in the submitted drawings along with the Design and Access Statement accompanying this planning application.

3.16 The key design elements that are emphasised in this Statement are:

- The proposed shop extension is to be on the ground floor only, no upper floor is to be proposed. At its maximum height range (allowing for incline of roof) of 15.2m to 14.3m to its ridge. This height is in line with the existing shop height ridge level.
- The proposed shop extension does not extend or overhang beyond the curtilage of the existing property and no tree surgery works will be necessary to achieve this. This design will result in the loss of the existing traffic movement (circulation around the site) but is compensated for by the re-assigned car parking locations and white line guidance within the concourse and drive lanes itself.
- The proposed new car wash building is to be located to the rear of the site, with no other surrounding buildings in any direction. Despite being a comparatively tall building at 20m high to ridge (to the other buildings on the site) there is limited risk of overlooking, over shadowing or loss of daylight and its proposed purpose as a store (in the upper level) will have no permanent impact on these amenity matters.
- The proposed new restaurant and drive through located to the east of the site will be single story to 14.5m height.
- The use of matching materials, finishes and colours as described in the drawings and Design and Access Statement is to match the RaceTrack company branding found at its other outlets across the City.

3.17 Full details of the above are found in the submitted drawings

3842\_PL\_001\_-\_LOCATION PLAN

3842\_PL\_002\_-\_EXISTING SITE PLAN

3842\_PL\_003\_-\_EXISTING SHOP PLAN & ELEVATIONS

3842\_PL\_004\_-\_PROPOSED SITE PLAN

3842\_PL\_005\_-\_PROPOSED STORAGE CAR WASH FACILITY\_PLANS & ELEVATIONS

3842\_PL\_006\_-\_PROPOSED RETAIL EXTENSION

3842\_PL\_007\_-\_PROPOSED DRIVE THRU FACILITY

3842-PL-009\_PROPOSED SHOP EXTENSION ELEVATIONS

3842-PL-010\_PROPOSED SHOP EXTENSION ELEVATIONS

3842-PL-011\_PROPOSED DRIVE THRU ELEVATIONS

3842-PL-012\_CAR WASH ELEVATIONS

3842-PL-013\_CAR WASH ELEVATIONS

3842-PL-014\_CONTEXTUAL ELEVATIONS

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## **4 DEVELOPMENT PLANNING POLICY**

### **DEVELOPMENT PLAN**

- 4.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 and as amended by the Planning etc. (Scotland) Act 2006, requires planning application decisions must be made in accordance with the Development Plan, unless material considerations indicate otherwise. Section 37 should be read alongside Section 25 which states that in dealing with an application, the Planning Authority shall have regard to the provisions of the Development Plan so far as material to the application and to any other material consideration.
- 4.2 The current development plan comprises ClydePlan the Strategic Development Plan for the area (approved 2017) and the City Development Plan (adopted 2017).

### **CLYDEPLAN**

- 4.3 ClydePlan sets out the strategic policies for the Glasgow and Clyde Valley area. The proposed development does not raise any issues of strategic importance, although it is located adjacent to one of Glasgow City's major regeneration projects, Transformational Area for East Govan / Ibrox. Clydeplan supports projects which enhance and add to regeneration (not just the buildings and places, but also for generating new jobs and increasing prosperity in local areas).
- 4.4 In that message, it is reasonable to state ClydePlan supports recycled brownfield land, where it is used as "the development and environmental priority and will be central to developing a quality of life needed to attract economic activity, talented people and key investors". ClydePlan also explains that another key aim is to improve and renew urban fabric.
- 4.5 The proposals can therefore be viewed positively when considered against the relevant policies and regeneration emphasis found in ClydePlan. In particular, the proposals make very efficient use of an area of derelict land (vacant car wash area to the south west and informal storage area to the south east of the existing layout) supporting ClydePlan's development and environmental priorities.

## CITY DEVELOPMENT PLAN (CDP)

4.6 The City Development Plan (CDP) key aims are to promote a healthy, high quality place and a compact city form that supports sustainable development. Relevant policies and Supplementary Guidance and other guidelines referred to in this Statement is:

- Policy CDP1 The Placemaking Principle
- Policy CDP2 Sustainable Spatial Strategy
- Supplementary Guidance SG1 Placemaking Part 1 and Part 2
- Policy CDP4: Network of Centres
- Supplementary Guidance SG1 Placemaking Part 1 and Part 2
- Assessment Guideline 10: Food, Drink and Entertainment Uses
- Assessment Guideline 12: Treatment and Disposal of Cooking/Heating Fumes
- Policy CDP7: Natural Environment
- Policy CDP11 Sustainable Transport
- Supplementary Guidance SG11 Sustainable Transport

4.7 In broad land use and planning policy terms relating to CDP the following is relevant to the planning assessment and should be over-arching the specific characteristics of this case:

- The site lies outside of the Cessnock Local Town Centre Area (defined by Policy CDP4 and Guideline SG4) and outwith the 800m walking distance to this Local Town Centre Area. According to the CDP Glossary, such characteristics are described as “**local shopping facilities**: *Small groups of shops and related outlets serving a residential neighbourhood, considered too limited to constitute a Town Centre as defined in this Plan and Scottish Planning Policy*”
- In line with the definition found in the Supplementary Guidance SG4 for “Garage Forecourt Shop” this is described as “A Class 1 retail outlet which sells a range of groceries and non-car related products”. The proposed Class 1 retail extension is just that, to extend the range of groceries and non-car related products. It is not intended to sell wider or expansive range of other goods not captured in the definition of Garage Forecourt Shop.
- There are no statutory protected trees or buildings on the site
- There is no surrounding Listed Building which may have an affected setting. The nearest is the former Ibrox Methodist Church (Category B-Listed) at 534 Paisley Road West some 200m east.
- The site lies outside but immediately to the south of the Major Transformational Regeneration Area (Govan/Ibrox) which supports new housing development under Policy CDP10.

### CDP1: The Placemaking Principle

4.8 CDP1 is an over-arching policy which broadly sets out the Council expectation that new development will contribute towards making the City a better and healthier environment to live in and aspire towards the highest standards of design while protecting the City’s heritage. Of most relevance to the planning application CDP1 requires new developments to:

- Embed local shopping facilities in communities;

- Deliver sustainable buildings that are attractive and enhance the quality of life for everyone;
  - Deliver highly creative, innovative, and technical standards in design of buildings, and their setting;
  - Bring, where possible, vacant and derelict land back into effective use.
- 4.9 **SG1 Placemaking Part 1 and Part 2** supports the above policy and provides detailed guidance on how developers will be expected to incorporate a designed approach within the context of the Placemaking Principle CDP1 and Glasgow’s interpretation of the Six Qualities of Place as set out in SPP, and reinforced by Creating Places and Designing Streets.
- 4.10 Under its guidance on ‘Sustainable Development’ Part 2 of SG1 describes a shop as being a community facility which can provide a locally orientated service. Accessibility to shops provides a valuable and sustainable asset to the local community. In accordance with the SG the proposed extension would improve and continue a longstanding, accessible community facility for the local residents.
- 4.11 Under its guidance on ‘Alterations to Shops and Other Commercial Buildings’ Part 2 of SG1 seeks to ensure that alterations to shops enhance the appearance of buildings and the street scene generally, and cause no dis-amenity to neighbours. In particular it requires proposals for alterations to shops to: a) respect the period, style and architectural character of the building.
- 4.12 Paragraph 1.73 of SG1 Part 2 addresses vacant and derelict sites and areas in Glasgow and their challenges such as ‘b) communities adjacent to vacant and derelict sites experience high levels of visual blight and anti-social behaviour associated with disused land’.
- 4.13 Under ‘Economic Development’ paragraph 3.8 of SG1 Part 2 confirms that alterations to frontages should always be designed to take account of the age and style of the buildings in which they are located.

**Policy CDP2: Sustainable Spatial Strategy**

- 4.14 confirms that the Council will continue to focus on the regeneration and redevelopment of the existing urban area to create a sustainable City. The Council will support new development proposals that (inter alia)...: “... 1. Accord with the current NPF and SDP’s Spatial Development Strategy; 8. Prioritise the remediation and reuse of vacant and derelict land.”
- 4.15 CDP2 is supported by SG 2 Sustainable Spatial Strategy which sets out specific details in the Strategic Development Frameworks (SDF) and Local Development Frameworks (LDF).

**Policy CDP4: Network of Centres**

- 4.16 Policy CDP4 aims to ensure that all of Glasgow’s residents and visitors have good access to a network of centres which are vibrant, multi-functional and sustainable destinations providing a range of goods and services. CDP4 confirms Glasgow’s Network to include ‘Local Shopping Facilities - Small scale shops and service provision to meet the day to day needs of local communities’. Local Shopping Facilities will be protected in line with the criteria defined in SG4.

- 4.17 Regarding the drive through proposal, CDP4 refers to “*Other Retail and Commercial Leisure Centres: Locations*” for trading formats that cannot be easily accommodated in a town centre. The characteristics of the drive through (as car driven use) is compatible with the existing PFS use, and alternative sites to house such a characteristic is not readily found in the vicinity and is not in the ownership or control of the applicants. The Policy states for other retail and commercial leisure centre locations, how the Council wishes to ensure “*development is: a. Complementary to and does not undermine Town Centres. And b. Consistent with the role and function of these centres as set out in Supplementary Guidance*”.

#### **SG4 Network of Centres**

- 4.18 To assess the impact of this proposal on the Network of Centres, the relevant assessment guideline based on GIA is for “*Large Scale Retail and Commercial Leisure Development*” where it is considered exceptional, that the proposal is under the floorspace thresholds for a “Large Scale” development but does have the “*potential to affect a Local Town Centre*” in this case Cessnock.
- 4.19 The proposed new retail GIA floorspace is 184.4 sq m. The existing retail GIA floorspace is 245.9 sq m. Making a new combined retail floor space (GIA) of 430.3 sq m (GIA). The glossary of SG4 explains that Gross Retail Floorspace is defined to include storage space associated with retailing, so is to be included in the assessment. The proposed new storage area (186.6 sq m GIA) combined with the new storage and existing retail floor space brings the total assessment (for the purposes of SG4) an area of 616.9 sq m (GIA). The proposal exceeds the SG4 guideline by 35% or 216.9 sq m.
- 4.20 Given the scale of the proposal and its proximity to Cessnock Local Town Centre the applicants have instructed a broad-based analysis rather than a full retail impact assessment as reasonable in the context of understanding SG4 and the implications in this case. The retail analysis is undertaken and discussed in Section 5 of this Statement.
- 4.21 The retail analysis assessment is provided based on the criteria in a) of Assessment Guideline 9, only parts a) (i) to (vii). The analysis focuses on Cessnock Local Town Centre for the sequential approach for (i). The commentary in Section 5 explains detail about the goods which the operators intend to retail and which stores this could potentially impact in Cessnock town centre if any. To support this analysis a drawing reference 3842-Site Analysis Drawing is submitted, alongside the **Appendix A found in this Statement**, a documentary analysis of the properties, their uses and possible impacts if any.

#### **Assessment Guideline 10: Food, Drink and Entertainment Uses**

- 4.22 Also part of Policy CDP4 and within SG4, the following criteria within Assessment Guideline 10 are applicable in this instance relative to the proposed restaurant and drive through facility. The Policy explains the Council has to strike a balance between the encouragement of uses that make the City more vibrant, and the need to preserve a reasonable level of amenity for adjoining occupiers, particularly neighbouring residents. The following guidance therefore deals primarily with issues of amenity arising from food, drink and entertainment development proposals.

- 4.23 a) City-Wide: (i) Proposals for food, drink and entertainment uses must not result in a detrimental effect on the amenity of residents through the effects of increased noise, activity and/or cooking fumes. No more than 20%\* of the number of units in a street block frontage, containing or adjacent to residential uses, should be in use as a hot food shop, public house, composite public house/Class 3 or composite hot food shop/Class 3 use.

#### **Assessment Guideline 12: Treatment and Disposal of Cooking/Heating Fumes**

- 4.24 Further guidance relating to Policy CDP4 found in SG4 is Assessment Guideline 12, states: "a) *Proposals for a food and drink use will only be considered favourably if suitable arrangements for the dispersal of fumes can be provided, to the complete satisfaction of the Council. The following information will be required: (i) Plans to show all proposed cooking/heating equipment, with full details of the fume dispersal method. This information must be shown on both the Plan and the Elevation drawings; (ii) Full specifications of the proposed ventilation system, including the design, size, location and finish; (iii) A full maintenance schedule of the ventilation system to ensure its continued effectiveness; and (iv) Prior to the installation of any system for the dispersal of cooking fumes or odours, a certificate from a member of the Building Engineering Services Association (BESA) shall be submitted confirming that the proposed fume/odour treatment method will operate to its full specification, when fitted at the application site. This requirement will be secured by a suspensive condition imposed on any relevant planning permission granted.* b) *Dispersal of cooking/heating fumes should be by an externally mounted flue, erected on the rear or side elevation to a height sufficient to disperse fumes above any nearby property.*
- 4.25 The submitted drawings for proposed drive through restaurant (Drawing ref 3842\_PL\_007\_-\_PROPOSED DRIVE THRU) shows the proposed position and form of flue to address points i) and ii). Compliance with the other criteria can only be controlled by suitable planning condition.

#### **Policy CDP7: Natural Environment**

- 4.26 The local plan includes policy to ensure that existing trees, even if not statutorily protected, should be protected via Supplementary Guidance 7 (SG7) which advises "*how trees, woodland and hedgerows, not covered by a Tree Preservation Order (or as if covered by a TPO), should be addressed in new development*".

#### **CDP11 Sustainable Transport**

- 4.27 Policy CDP11 sets "*restraint-based maximum parking standards to non-residential development*" which will be interpreted via SG11.

#### **SG11 Sustainable Transport**

- 4.28 SG11 establishes that "*Parking provision in minor non-residential developments should be assessed against the maximum parking standards*".



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- 4.29 For retail in this High Accessibility location the maximum parking of 6 spaces for food retail is recommended. For car wash it recommends 5 queuing spaces maximum.
- 4.30 Drive through restaurants within High Accessibility areas such as the proposal site, generate a maximum parking demand of 5 spaces per 100m<sup>2</sup> of public floor area. The drive through unit has a GIA of 84m<sup>2</sup>, which equates to a maximum of 5 spaces. SG11 also sets a minimum disable persons parking requirement of 3 spaces or 6% of general provision, whichever is greater.
- 4.31 The Policy requires 3 spaces for disabled parking.
- 4.32 We note the SG advises “Extensions to existing developments are assessed on the basis of aggregate parking requirements (i.e. for the existing and proposed development) rather than for the extension in isolation” – the aggregate parking is sufficient and can be managed on the redevelopment of the site.
- 4.33 For cycle parking the Council SG11 requires a minimum of 1 space per 100 sq m for retail use along with 1 space per 10 staff. For the drive through restaurant element 1 space per 50 sq m, and 1 space per 10 staff. This would require a total cycle parking provision of at least 4 cycle parking spaces. The proposed Site Layout Plan shows an allowance of 6 cycle parking spaces.
- 4.34 In the planning assessment Section 5 to follow it is argued that these specific criteria and requirements can be met.

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## 5 PLANNING ASSESSMENT

- 5.1 This section provides an assessment of the proposed development and considers the key issues associated with the application in the context of the Development Plan (including supplementary guidance) and other material considerations.
- 5.2 The key planning issues are:
- Principle of Development
  - Impact on Network of Centres Strategy
  - Amenity
  - Transport / connectivity
  - Design and Layout
- 5.3 Each of these issues are considered in turn below.

### PRINCIPLE OF DEVELOPMENT

- 5.4 The site does not have any specific planning policy site constraint, but it does not lie within the Local Town Centre (being Cessnock as the closest at 800m walking distance). Therefore support for retailing is carefully reserved via the CDP Policy 4 and its supplementary guidance SG4. We will discuss this aspect under the Impact on Network of Centres Strategy in the next section 5.13 below.
- 5.5 Broadly, the proposals meet the general policy requirements for the development of localised service provision especially in locations which are within or in close proximity to existing settlements. They also support the re-use of vacant land. Therefore in general, Policy CDP1 and CDP2 are compliant. The detailed guidance which sits alongside, Supplementary Guidance (SG 1) relate to the quality of the design, the making of place and the acceptability of the proposal in terms of wider amenity on surrounding neighbours and uses. We will comment on this under the Amenity section 5.35 later in this assessment.
- 5.6 The principle of commercial use on this site has long been established (since permission was granted in 1988 for a petrol station and shop and configuration which is unaltered since then). The site lies on Paisley Road West which is a High Accessibility route well-served by public transport and occupying four lanes of the street itself. It is also a higher volume traffic route given its proximity to the M8 slip road and its function as a key arterial route west of the city. Therefore the principle of continuing petrol filling station, with the ancillary shop and extended retail associated with that established shop should not be resisted in principle. The proposed new use for a restaurant and drive through will introduce further traffic-related trips however the intention is that the established location of RaceTrack and the known branding and association made via commercial partnerships for the related commercial uses (Octopus for vehicle wash, Tubbees for slush chilled drinks and a fast-food operator) are compatible and suitable uses to assemble on this existing site. There is no viable alternative location nearby (i.e. vacant land) which could accommodate the mix of uses and the character of these uses as their purpose is to capture high traffic movements, high accessibility locations and on frontages which are easily accessible and visible to the public.
- 5.7 The proposal will specifically allow the applicants to improve their garage and service business at 675 Paisley Road West. One part of the site, to the south east is vacant, the intensification of

uses on the site would therefore be sustainable use of previously used land, and regeneration of vacant land. The alternative such as finding another site to accommodate these groups of uses is therefore contrary to the sustainable use and re-use of land. To not support this principal approach would run contrary to Policy CDP2 and Scottish Planning Policy.

- 5.8 Re-location storage to a purpose build location within the proposed new vehicle wash facility will have a significant positive economic impact as it will free up space and enable modernisation of the facility to better serve resident and other road users to continue using the goods and services within the local area. This will have a positive economic impact.
- 5.9 The site benefits from existing vehicular access and egress from Paisley Road West which will be retained in situ. The footprint of the proposed shop extension will be developed over the existing vehicular route between the two access points which will restrict traffic flow at this point of the site. However the revised traffic arrangement will separate traffic entering the site for fuel from that visiting the site only to use the shop creating a safer traffic flow within the wider application site. Pedestrian access will be available direct from the adjacent public footpath network. The addition of a drive through is shown to be compatible and circulation within the site is not compromised, due to the re-allocation and re-distribution of parking provision to other parts of the site.
- 5.10 The proposed shop extension will be single storey at ground level only, fronting the busy Paisley Road West. The proposed vehicle-wash with storage building will be two storey, but will be located to the rear of the site, away from any other buildings. All three buildings (including restaurant) will have a shallow mono-pitch roof and be finished externally in profiled composite panels with aluminium PPC windows and aluminium framed doors. On the frontage, the adjacent 4 mature trees will retain privacy between the proposed extended shop unit and the facing tenement flats on Paisley Road West. The applicants have revised the design following the previous planning application so to better mitigate concerns about privacy and place making. The solution as proposed is considerably improved and is also taking more cognisance of surrounding residential amenity. As such the principles as applied to place making and sustainable development (Policies CDP1 and CDP2) are compliant with the Supplementary Guidance of SG1.
- 5.11 It is also a material consideration, that the long-standing presence of this commercial road side site has established presence on the site. Given the proposed shop extension is much reduced in height and design terms, then this will have a positive impact on the proposed development impact to surrounding residential neighbours and will not harm residential amenity.
- 5.12 In accordance with Policy CDP2 the proposed development includes a storage area and reinstatement of the existing car wash which will bring an active use to an unsightly, redundant piece of land adjacent to the adjacent pedestrian pavement and opposite residential properties. In accordance with SG1 further to Policy CDP2, the intensification of uses on this established site, in preference to finding a vacant site elsewhere, or a greenfield site, is primarily driven by the compatibility of these uses where all are motor related and generated by car trips, or facilitated by the High Accessibility location on a major route served well by Public Transport. It would be against the sustainable development principles to require the applicant to search for an alternative site to accommodate these uses when the existing site is well-established and is rationalising its space, capable of accommodating new improved services without significant impact on land use (e.g. trees, or traffic) or on residential amenity (i.e. privacy or over looking).

## IMPACT ON NETWORK OF CENTRES STRATEGY

- 5.13 Within the glossary supporting City Development Plan, the definition of a Garage Forecourt Shop is described as “A Class 1 retail outlet which sells a range of groceries and non-car related products”. The existing shop sells a range of groceries and non-car related products. It sells a unique product not likely to compete with others in the local area, Tubbees slushes. The proposed extension to the shop is intended to expand the grocery offer with new line of fresh goods - not likely to compete with nearby corner shop or newsagent shops. It is best described as providing fresh fruit and vegetables that would be found at the nearest ASDA or a Co-Op. The fact the shop has operated as ancillary to the PFS since 1988 without changes to its building footprint but without closure or reduction in scale or in levels of custom is evidence that the trading value of the site is strong and in those last 30 years does not appear to have significantly affected the vitality or viability of the Paisley Road West area. The site does not lie within the Cessnock Local Town Centre as defined in the CDP, we will discuss its impact on the Cessnock Local Town Centre in sections 5.19-5.25 below. However it is evident from the businesses own website and the context describing the character and nature of the GHSL business and its strong commercial partnerships (see Section 1.6) that the business is a popular brand and a popular destination for the petrol ‘one-stop-shop’ associated with these outlets.

## LOCATIONAL GROUNDS

- 5.14 The site is not therefore to be described as a ‘Local Shopping Facility’ but as explained above, as a Garage Forecourt Shop as this more accurately describes the products and operations of the shop element. Regarding the drive through proposal, CDP4 refers to “*Other Retail and Commercial Leisure Centres: Locations*” for trading formats that cannot be easily accommodated in a town centre. The characteristics of the drive through (as car driven use) is compatible with the existing PFS use, and alternative sites to house such a characteristic is not readily found in the vicinity and is not in the ownership or control of the applicants. The Policy states for other retail and commercial leisure centre locations, how the Council wishes to ensure “*development is: a. Complementary to and does not undermine Town Centres. And b. Consistent with the role and function of these centres as set out in Supplementary Guidance*”. The drive through element is a complementary use to petrol filling and to car washing as their common link is motor vehicles and is a lifestyle approach to spending leisure time – refuelling on trips out, washing vehicles and spending more time in the local area with family or friends at a Tubbees shop or sitting down for a meal at the stop site. The proposed drive through would not undermine the Cessnock Town Centre, as there is no available sites that could accommodate the drive through layout and characteristics, and there are no other petrol filling station sites which could accommodate the use. As the role and function of the site has been described above, as a Garage Forecourt Shop, then the motor-led drive through element of the restaurant is acceptable. On the contrary, if the Planning Authority were to consider the site, or the development proposed as a ‘Local Shopping Facility’ it would still sit outside of the Cessnock Town Centre area and as the character of the proposed uses, activities and range of complementary uses are geared towards high accessibility, high trafficked area, then we would argue that this type of use is better suited to the location (being located over 800m outside of the Town Centre, close to the M8, close to the railway and on a major four lane arterial road) rather than in the Town Centre where it would be inappropriate

in both land use and in terms of complementary functions suited to a Town Centre location. Therefore, it would be more reasonable to assess the facility as a Garage Forecourt Shop with complementary and compatible uses, rather than a Town Centre outlet, or a Local Shopping Facility. On this basis alone, in terms of suitability of the uses for this location, it is considered the proposals meet the intentions of Policy CDP4.

### **SCALE GROUNDS**

- 5.15 Notwithstanding the strong argument in favour of the proposal above on locational grounds. The scale of the proposal (cumulative retail area of 616.9 sq m (GIA)); the proposal exceeds the SG4 guideline by 35% - along with its 800M walking proximity to Cessnock Local Town Centre, the applicants have instructed a broad-based analysis (rather than a full retail impact assessment) as reasonable in the context of understanding SG4 and the implications of the proposal in this case. This follows below.
- 5.16 The retail analysis measures the scale of the proposal (and its range of goods offered for sale) against any comparable or similar characterised locations positioned within the 800m distance to the Cessnock Town Centre.
- 5.17 The retail analysis assessment is provided based on the following tests found in Assessment Guideline 9,
- i. Accordance with the sequential approach, as detailed in Assessment Guideline 1.
  - ii. The proposal will help to meet a demonstrated quantitative or qualitative deficiency.
  - 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.
  - 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.
  - v. Is not applicable.
  - 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)\*.
  - vii. Existing physical infrastructure must be capable of supporting the development or, failing this, capable of being improved to the necessary standards\*.
  - viii. No loss of amenity to nearby residents and no adverse environmental impacts (unless mitigated to the satisfaction of the Council).
- 5.18 The assessment does not provide a quantitative analysis of impact (i.e. looking at how much expenditure would be diverted from the town centre), however the comments below explain the range and type of goods which intend to be retailed and which stores, if any, this could potentially impact in Cessnock town centre.
- 5.19 The analysis of retail impact in terms of vitality and viability of the Centre (criteria iii), is presented in the sections overleaf.

|  |  |   |   |
|--|--|---|---|
| <b><u>Scale of the Proposal</u></b>  | 616.9 sq m<br>391.9 sq m combined (existing + proposed) shop floorspace  | Includes extended shop GIA of 184.4 sq m  | Includes new associated storage area of 188.6 sq m  |
| <b><u>Range of Goods Offered for sale</u></b>  | <b>Groceries =</b><br><b>Existing:</b><br>tinned, packed foods, sandwiches and cold drinks, cakes and pastries, motor goods<br><b>Plus new addition:</b><br>fresh produce (fruit, vegetables, dairy) soft drinks.<br>organic and natural products<br>introduction of zero waste foods, vegan, organic, gluten free and free from (this range has been implemented at the Strathclyde store), similar idea to Locavore.   | <b>Tubbee slushes =</b><br>81 different flavour prepared at the service counter and displayed from here and other hot and fresh desserts produced in-store. | <b>“Beer Cave” = alcohol (beer and spirits)</b>   |
| <b><u>Potential stores in the Cessnock Town Centre which offer similar or competing goods or lines</u></b> | Groceries = 13 outlets<br>Lifestyle Express 204 Copland Road<br>Daytoday 490 Paisley Rd W<br>Marina Minimarket 478 Paisley Rd W<br>Taj Newsagent 426 Paisley Rd W<br>Co-Op Food 390-400 Paisley Rd W<br>Fruit Lane 388 Paisley Rd W<br>Cessnock Food Store 374 Paisley Rd W<br>Bert's Supermarket 358-360 Paisley Rd W<br>A2z Minimarket 371-373 Paisley Rd W<br>Cessnock Newsagent 357-361 Paisley Rd W<br>Brannan Bakers 11 N Gower St<br>Singh Superstore Ibrox<br>Lifestyle Express 142 Copland Rd | Slushes = 0 outlets<br>None identified  | Alcohol = 12 outlets<br>Lifestyle Express 204 Copland Road<br>Daytoday 490 Paisley Rd W<br>Marina Minimarket 478 Paisley Rd W<br>Taj Newsagent 426 Paisley Rd W<br>Co-Op Food 390-400 Paisley Rd W<br>Cessnock Food Store 374 Paisley Rd W<br>Bert's Supermarket 358-360 Paisley Rd W<br>A2z Minimarket 371-373 Paisley Rd W<br>Cessnock Newsagent 357-361 Paisley Rd W<br>Brannan Bakers 11 N Gower St<br>Singh Superstore Ibrox<br>Lifestyle Express 142 Copland Rd |

- 5.20 For visual and spatial analysis of the above, Appendix A is a short record of all commercial (Class 1 retail, Class 2 services) in the Cessnock Town Centre which could be impacted by the proposal. The accompanying drawing reference “3842-Site analysis drawing”.
- 5.21 The above table for potentially competing within the grocery and alcohol sales and slushes market, no other outlet is found to offer the Tubbees slushes and it can therefore be concluded that this is a unique and exceptional sales line which is a major support to the site’s overall business given that people will visit for linked trips, e.g. to purchase fuel and to be treated to an iced slush dessert.
- 5.22 With regards to the other grocery stores it is assumed all have an off-licence except for one, a fruit wholesaler. Therefore in terms of alcohol sales, it is likely that 12 outlets within the analysis area will offer the same or competing brands and lines of goods. For groceries itself, we have examined the broad lines of goods offered by competing outlets. Nearly all provide a similar line of packaged (not fresh) food such as tins, wrapped or containerised food stuffs. Only some groceries displaying a limited line of fresh fruit and vegetables – some of which is displayed on the frontage of their store, and some of small area within the store in proportion of the range of other goods for sale.
- 5.23 It can be deduced from this analysis that the relative health of the Cessnock Town Centre area is vibrant and strong in terms of the grocery sector and matching in terms of the alcohol sector. If there were any evidence of decline or competition reducing offer then there would be more evidence of vacant stores, or other signals of economic decline such as ‘flash sales’ or discount offers. However it is evidence from a street survey that the general health of the Cessnock Town Centre with regard to the competing lines (groceries, off-sales/alcohol) is extremely strong and positive. There being no competing lines of slush or other similar dessert shop in the vicinity it is concluded that this element of the sales proposal is unique and its exceptionality will attract more visitors thus more spend into the Cessnock area likely to the wider benefit of the competing economy.
- 5.24 With regard to other Town Centre retail sale of goods, such as in the ‘comparison’ retail – which is not a feature of the application site – the Town Centre is also vibrant and offering a broad range and style of goods/services (25 outlets in total) including: dog grooming, barbers, bookmakers, tattoo parlour, solicitor/estate agency which are Use Class 1 and some Use Class 2 which are both mainstays of a healthy Town Centre.
- 5.25 Within the retail analysis of Cessnock, we also examined the offer from other sectors which could be seen to compete with the proposed restaurant/drive through proposal, however it is difficult to compare these like for like given the proposal is for a motor vehicle-led facility which is considered to be locationally in a reasonable and highly compatible location. Whereas the hot food take away (Sui Generis Class) and restaurant / café uses (Class 3) found in the survey number 21 outlets ranging from public bars, fish and chips, café, sandwich outlets, international flavours. Again, this high level and presence of a range and mix of outlets within the Cessnock Town Centre indicates the relatively strong and vibrant health of the town centre area.
- 5.26 These observations are given within the context that RaceTrack has been located and trading from the application site since 1988 with little change to its buildings, sales lines or to its loyal customer base. If there was any risk or evidence that RaceTrack is having a material negative impact on the vitality or viability of Cessnock Town Centre, then it is likely that evidence would be apparent in the survey results. On the contrary, the evidence is strong that Cessnock Town

Centre is in a very positive character and there are a broad and healthy mixture of outlets and services to offer choice and variety to local residents. RaceTrack and its new proposals would be argued to add further choice and variety to local residents in terms of its fresh produce offer and its existing range of groceries. It has a different basis of customers who would visit by car as part of a one-stop-shop when re-fuelling, therefore it is clear that there is no relative impact of danger of the proposal causing a detrimental impact on the health of the Cessnock Town Centre as a result of this proposal.

- 5.27 We have already discussed, in terms of sequential approach (to meet criteria i), the mix and compatibility of uses housed on the RaceTrack site cannot be readily relocated to alternative available sites in Cessnock Town Centre as no such opportunity exists of the scale and character required. The 800m walk distance from the Cessnock Town Centre to the RaceTrack site is potentially further to walk for many loyal to Cessnock Town Centre customers to travel. Therefore the proposed use is compatible with its location, and is not likely to be accommodated in a Town Centre Location.
- 5.28 In relation to criteria ii) The sales line of Fresh produce is identifying a quantitative and qualitative deficiency in the overall offer in competing grocery outlets in the Cessnock Town Centre. The applicants are seeking to differentiate from these through the display and freshness of the goods and again to be associated as a one-stop-shop for its loyal customers who would be purchasing fresh goods as part of a linked trip (such as re-fuelling).
- 5.29 The sales line of Tubbees slush desserts is unique in the area. In terms of criteria ii) There is no question about having to meet a demonstrated quantitative or qualitative deficiency in this product line.
- 5.30 In relation to criteria iv) which asks 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 existing PFS shop employment will be maintained. It is likely the shop extension will provide a further 10 part/full time jobs. The proposed restaurant drive through may provide a further new 10 part/full time jobs. These are significant new posts in an economy which has suffered significantly through the pandemic and these are likely to be jobs most suited to those seeking entry back into the economy rather than to those already in similar posts. The applicants are therefore confident that the additionality provided by new employment generated through this development is a valuable and significant economic boost for the area.
- 5.31 For criteria vi) It has already been explained that the site fronts a busy main road and High Accessibility public transport route. Accessibility on foot is possible to over 800m catchment which includes dense residential areas in the upper floors of the Cessnock Town Centre area, as well as several new build blocks further west of the site. The significance of potentially tens of thousands of customers attracted to the one-stop-shop value on football match-days by fans visiting Ibrox Stadium is also a major consideration in terms of footfall, and sustainable modes of visits by foot or bus.
- 5.32 The existing infrastructure complies with criteria vii) in relation to drainage and land. The site is also re-organised car parking and circulation to make the circulation more safe and manageable to adapt to the changes proposed. No trees will be removed, and soft landscaping to the east of the site entrance will be retained.
- 5.33 The section below covers impacts on amenity in greater detail, addressing criteria viii).



- 5.34 Overall, it has been demonstrated that the proposed development can be supported by the planning authority in relation to Policy CDP4 and specifically the proposals are shown to complement the Cessnock Town Centre area, rather than compete with it; and the site location is compatible with the existing use of the site, along with the most reasonable and viable additional new uses appropriate for this location and position. The site land uses, their location and their scale are all unlikely to cause detrimental impact on the Cessnock Town Centre.

## **AMENITY**

- 5.35 The amenity issues are concerned with protecting existing residents located in the blocks of tenements and flats surrounding the site as there are no buildings or sensitive receptors to the rear or to the west of the site. The occupants to the east of the site will be aware of the presence of new restaurant drive through building, and the occupants of properties lying directly opposite across Paisley Road West are likely to witness an increase in construction activity and potentially during winter and spring (leaf fall) more visual prominence of the new buildings. However the scale and particularly the height of the proposed shop extension has been significantly scaled-back to the previous proposal, and by virtue of its position on the frontage of a busy wide laned road, with trees to be retained, will provide adequate mitigation to the proposed new building to the front. The new building to the rear is sufficiently separated from these receptors that the two storey height of this structure will proportionally be in line with the character and form and massing of the buildings when viewed as a whole. This is shown particularly in the accompanying elevation and perspective drawings.
- 5.36 The proposals support SG1 on the matter of improving local visual amenity as they would remove an area of disused land opposite housing and adjacent to a pedestrian pavement.
- 5.37 With regard to Assessment Guideline 10: Food, Drink and Entertainment Uses, we acknowledge that drive-through facilities can be a significant generator of traffic and disturbance. In this case, intended hours of use can be discussed with the Planning Authority. The applicants propose the same operating hours as existing on site 0530-2300 hrs Monday to Sunday.
- 5.38 Whilst most established residential properties are a reasonable distance from the site, consideration must also be given to the closest residential property at 605 Paisley Road West at a separation distance of approximately 20 metres from the site and subject to operating hours above, it is not envisaged that there will be any significant impacts on residential amenity.
- 5.39 The ventilation requirements for the drive thru will be similar to those of a subway type facility, where there are no commercials frying equipment or extracts. Therefore, we would be proposing 200mm vent extract for bread warmer type appliance. This is illustrated in the accompanying drawings.

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## **TRANSPORT AND CONNECTIVITY**

- 5.40 The proposal shows no net increase in the number of parking spaces provided, at 21 spaces including disabled provision (which has increased). The applicants have demonstrated that the re-organisation of proposed land uses has enabled vacant or under-utilised parts of the site to be brought into better use – the positive effect of that is to enable an improved circulation of traffic within the site. The proposed routing managed by new white lining and direction, will maintain road safety within the site, and will help to define the separate uses and limitations within the site, without compromising on parking spaces, the continued use of the access in and out of the site; and without requiring traffic to queue onto Paisley Road West.

## **DESIGN AND LAYOUT**

- 5.41 The proposed façade and roofing materials and colours referred to in Table 3 are considered to accord with 'Detailed Design' in Part 2 of SG1. These matters are narrated within the accompanying Design and Access Statement.
- 5.42 Full details of design and layout are found in the accompanying drawings and Design Statement. The comments provided above in the Amenity section (paras 5.16 to 5.17) are also relevant in terms of meeting the six successful qualities of making places.

## **MATERIAL CONSIDERATIONS**

- 5.43 The planning assessment can be weighed in the judgement by other material considerations where it may be that a proposed development does not fully comply with the development plan. Section 25 and Section 37 of the Town and Country Planning (Scotland) Act 1997 as amended provides for this.
- 5.44 The principal material considerations relevant to this case are found to be:

## ***PLANNING HISTORY***

- 5.45 It was outlined in Section 2 the site has operated lawfully as a petrol filling station with ancillary shop since grant of permission to do so in 1988. Over the years there have been limited changes to buildings or uses permitted, with most of the planning history associated with advertisement or signage lighting proposals (also permitted). It was not until 2019 when a significant change to the operation and land use of the site was proposed by the applicants. The most recent proposal was for the extension of the existing shop to provide an upper floor (mezzanine) to provide a café (Class 3) use alongside expansion of the convenience retailing offer on the ground level, along with the erection of a new replacement car-wash installation. That planning application was withdrawn in early 2020. The applicants have reviewed these proposals and reflected on the feedback given at that time. They have also continued to monitor market demand within the retail sector. This new proposal improves on the previous application responding to for example:
- A reduction in the scale of the proposed shop extension – reducing the height proposal (by removing the Class 3 café proposal which would have occupied a first floor extension)

- Re-purposing of the intended retail provision – the new proposal is to facilitate the ongoing success of the Tubbees slush drink sales and to accommodate the servery and display areas to improve this offer. At the same time, the intended retail offer is to introduce fresh grocery to the sales line – which offers more quality and value to customers.
- These improvements will reduce or mitigate any concern of surrounding residents to the height and scale of the proposed building located on the frontage of Paisley Road West – thus reducing concerns or risks of loss of privacy or overlooking. However the separation distance between the proposed shop extension and existing residential properties opposite is more than 20m and includes a four lane road and footways and a 20m stand of mature trees which are to be retained. These measures should be sufficient to reduce any perceived visual or residential amenity impact of the proposed development on the surrounding neighbourhood.

#### ***EXCLUSIVITY / UNIQUENESS OF RETAIL OFFER***

5.46 The retail analysis provided in response to Policy CDP 4 Network of Centres illustrates how the existing health of the Cessnock Town Centre is good and the evidence is that there are other comparable competing grocery and off-licence outlets within the Town Centre and within 800m walking distance, however their existence and their relatively good health is a positive indicator of limited economic impact on their viability. Given the outlet has been existence since 1988, then the continued evidence of vitality and viability is a positive indicator. The addition of the Tubbees slush dessert line is unique to any of the retailers in the Town Centre area, and is demonstrated that the applicants other Tubbees outlets at other RaceTrack sites sets a unique retail offer which is exceptional and counts in terms of the planning judgement to be made from this relevant material consideration.

#### ***TRACK RECORD ACROSS THE CITY***

5.47 It was outlined in the introductory sections (1.6 to 1.8) that the applicant has forged strong commercial partnerships with the proposed occupants of the proposed buildings/uses. These same commercial partnerships are behind the successful operation of the one-stop-shop outlets across the City. Therefore the reliability of the business, its strong covenant and its ability to introduce new ideas and exciting economic stimulators into the market is a material consideration. The track record of the business promises to deliver these new uses and buildings with success and with potential to generate new jobs in the service sector. The existing jobs will be protected and the new additional jobs (potentially up to 10 in the shop and 10 in the drive through) are notable in the planning balance.

## 6 CONCLUSIONS

6.1 We have demonstrated in this Supporting Statement, along with the accompanying plans and other detailed supporting documents, that the proposed extension to existing shop, the redevelopment of the car wash to accommodate new improved car wash, the new drive through restaurant and safe and efficient re-organisation of the parking and circulation requirements for the site can be supported by planning policy. Additionally, where the planning authority considers not full compliance of the proposals with the relevant development planning policies outlined in this Statement, then it is considered the weight to be attached to other material considerations is relevant to apply in the planning judgement for this case. These have all been set out in detail in the Statement.

6.2 Therefore, having regard to the proposals, and the development plan along with other material considerations, it can be concluded that the key competencies and benefits of this proposal include:

- Compliance with development planning policies CDP1, CDP2, CDP4, CDP7 and CDP11 and their associated relevant planning guidance in SG1, SG4
- The proposals are particularly sensitive to the need to protect nearby local Town Centre of Cessnock in that it has been explained that the locational needs of the proposed use, combined with the scale of the proposed uses which are additional to a well-established roadside facility on a busy main arterial road with four lanes including public transport - demonstrates that this is sequentially the most favourable place to combine these complementary land uses.
- The evidence presented in the planning assessment of the impact on the Network of Centres (Policy CDP4) has shown that in terms of the relative health of the Cessnock Town Centre, there are several similar grocery stores, several similar off-licence stores within the walking catchment of 800m and within the Cessnock Town Centre. However the evidence shows the vitality of this area is strong with high occupancy by these occupants in the retail sector and there is little evidence to suggest high vacancy or signs of their decline. This is a positive picture given the RaceTrack PFS and shop has been in existence at this location since 1988.
- The evidence presented in the planning assessment on the impact on the Network of Centres (Policy CDP4) also shows that a unique brand in Tubbees is extremely unlikely to result in the decline of any of the identified retailing outlets given its uniqueness.
- The combination of proposed uses is compatible in terms of suitability of the uses and their relation to each other. The core theme of motor-related and of convenience is supported by the combination of facilities capable of accommodation on the site. It is very unlikely that this combination of uses and complementarity can be accommodated in alternative sites nearby in the Cessnock area.
- The fact the applicants wish to remain at this location and expand its grocery retailing offer and to intensify its unique Tubbees retailing offer is indicative of the strength of popularity of the products. Their remaining at this site will result in the proposed regeneration of the vacant areas of the site and surroundings; the modernisation of the existing buildings and alignment into the distinctive RaceTrack branding will ensure the refreshment and improvement of the visual attractiveness of this part of Paisley Road West. The regeneration and the choice to intensify the land uses and remain at this site supports the development plan's aims for sustainable land use, and for the promotion of

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reuse and improvement of vacant or under-utilised spaces complying with CDP Policy CDP1 and CDP2.

- The accompanying Design and Access Statement sets out in greater detail the approach to the design and layout of the proposals. These aspects include the design around the retention of trees (compliant with Policy CDP7); retention of the familiar and established site access and egress without changing the road network (compliant with Policy CDP11); the evidence to show the new arrangements for circulation and movement within the site can be safely accommodated and rationalisation of the parking spaces and layout also complies with Policy CDP11.
- The site does not lie in Cessnock Town Centre, nor would it be described as a “Local Shopping Facility” rather the evidence suggests the most appropriate description, which is described in the CDP Glossary is for a Petrol Forecourt Shop – for which an extension is being sought. The complementary uses associated with motoring i.e. car-wash and convenience retailing, along with the modern lifestyle demands for drive through restaurant combines these uses appropriate and is located on the most suitable site to meet these needs.
- The surrounding amenity of residents is mitigated for. The proposed shop extension is reduced in scale in terms of height (limited to ground floor) and in terms of the range of uses, with the previous café use deleted which removes the need for a mezzanine on the upper floor. The shop extension will provide a much-improved range of fresh produce and continue to expand its successful Tubbees slush dessert offering. The mitigation also utilises the existing tree cover; and the fact there is a wide four lane road separating residential receptors from direct views of the building is positive.
- With regard to amenity of resident’s proximity to the proposed drive through, the applicants do not propose to cook with oil or frying; instead reheating and use of an external flue will be detailed in discussion with the planning authority following feedback and advice from consultees.
- The proposed storage area, housed within the vehicle wash facility to the west of the site will bring an active use to an unsightly, redundant piece of land and thus improve the local streetscape.
- The strong material considerations to be applied in the planning judgement includes the long planning history of the site and the existence of the PFS and shop as a popular commercial presence on Paisley Road West can continue. The applicants have proven by track record to be excellent commercial business locally run and managed and with other successful sites across the City. The uniqueness of the Tubbees brand is not likely to result in the decline of the Cessnock Town Centre given its high local and wider City interest that it may be likely people are drawn into the area and spend longer as a result.

6.3 Through this Planning Statement and the other supporting documentation, we have demonstrated that there are no development plan policy adverse impacts that, on balance, would outweigh the proposal’s benefits to the local environment, economy and evidently protects the vitality and viability of Cessnock Town Centre. We respectfully request that planning permission be granted.