

Land at Crieff Road, Perth, PH1 2QB

Design & Access Statement for
Lidl Great Britain Limited
December 2023
Our Ref: 19-01108



Contents

1 INTRODUCTION 3
2 ASSESSMENT OF THE SITE AND ITS CONTEXT 4
3 DESIGN PROPOSALS 8
4 ACCESS CONSIDERATIONS 11
5 SUMMARY 12

Appendices

- Appendix 1 Site Location Plan
- Appendix 2 Proposed Site Plan



Quality Assurance

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

We confirm that the undersigned is an appropriately qualified and experienced Chartered Planner experienced in the commercial property sector.

Created by: Sean Moulton MPlan
Sean.moulton@rapleys.com

Signature:

Checked by: Daniel Wheelwright BA (Hons) MA MRTPI
Daniel.wheelwright@rapleys.com

Signature:

1 INTRODUCTION

- 1.1 This Design Statement (DS) has been prepared by Rapleys on behalf of Lidl Great Britain Limited ('Lidl') and is submitted in support of a full application for the erection of a new discount foodstore (Use Class E) with access, car parking, landscaping and other associated works at the land north of Crieff Road, Perth. A site location is attached at **Appendix 1**.
- 1.2 The application proposal is to erect a Lidl foodstore (Use Class 1), comprising 1,949 sqm gross internal area (GIA) with a net sales area of 1,311 sqm; 103 car parking spaces (including six disabled spaces, nine parent & child spaces and two electric vehicle (EV) spaces); and a trolley bay located adjacent to the store entrance. The scheme is a re-submission of planning application 22/00816/FLL which was withdrawn in December 2022. The applicant has had further pre-application discussions with Perth and Kinross Council and has made a number of key amendments to seek address the concerns previously raised. These are set out in full within the covering letter and Planning and Retail Statement supporting the planning application.
- 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 covering letter, Planning and Retail Statement, Statement of Community Involvement and other supporting documentation for the application.

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 and Retail Statement.

2.4 The applicant was sought to address the design concerns raised by Council officers in respect of the previous planning application submission which were principally related to:

- Elevational treatment of the store
- Landscaping scheme
- Levels and retention details
- Pedestrian permeability through the site
- Relationship of the site with the wider residential allocation

2.5 We consider these in further detail below.

APPLICATION SITE

2.6 The site currently comprises greenfield land. The application site relates to a former area of Newton Farm which was demolished, with the general farm operations discontinued on site, however the remaining land of Newton Farm borders the site to the east.

2.7 The site extends to 0.94 ha acres and is located adjacent to Crieff Road (A85), towards the northwest of Perth. The A9 Motorway is located approximately 600m west of the site, along Crieff Road, with Crieff Road connecting to the A912 main road 1.87 km southeast of the site.

2.8 Site photographs and aerial imagery are provided below:



Photo 1: View of the existing site from Crieff Road (photo facing northwards).

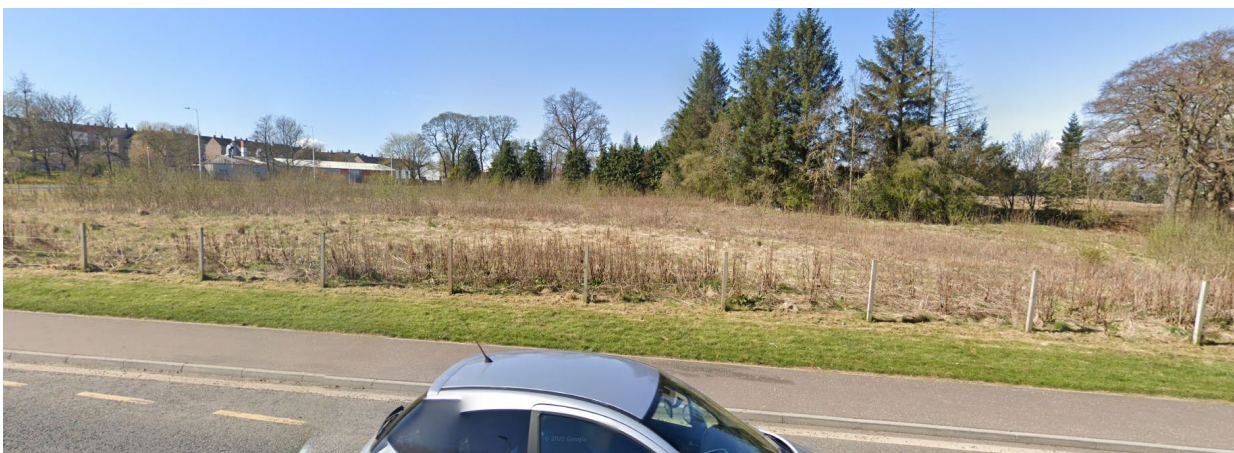


Photo 2: View of the existing site from the east (photo facing westwards).

SURROUNDINGS AND ACCESS TO THE SITE

- 2.9 The immediate area adjacent to the site primarily comprises a mix of residential, retail, employment and St Johnstone Football Stadium and its associated infrastructure. The north of the site comprises a greenfield site, with McDiarmid Park and its training fields located further northwest; to the east and south, beyond the Crieff Road, is a mix of residential dwellings and employment sites; to the west is Newton Park Farm, with a Tesco Extra being located further west, near the A85 Roundabout.
- 2.10 Vehicular access to the site is currently taken from the east of the site, via a gate which provides the only existing access point for the site. As stated previously, the location of the site is in close proximity to the A85 and the A9, therefore the site is highly accessible by car.
- 2.11 The site is also accessible via public transport, with two bus stops located within 100m of the site, with the Crematorium bus stop located to the east of the site and the McDiarmid Park bus stop located to the southwest of the site. The bus stops benefit from regular services, connecting the site to Central Perth and surrounding towns and villages such as Hillyland. The nearest Railway Station is Cardonald, located approximately 2.77 km to the southeast of the site.
- 2.12 Pedestrian access can be found via the existing vehicular access point. The surrounding area benefits from wide pavements and a controlled pedestrian crossing point along Crieff Road within 100m of the site.
- 2.13 There are no heritage assets within the boundary of the site, however, there are numerous historical assets within 500m of the site, with the Newton Farm area to the west comprising a Historic Environment Record regarding the horse engine house located here.

PLANNING HISTORY

- 2.14 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
11/01579/FLL	Upgrading of roads infrastructure including the formation of slip roads, roundabouts, bridges, SUDS ponds, landscaping and diversion of culvert	Approved	31 May 2012
12/00964/IPM	Demolition of buildings, erection of retail store (Class 1) with associated petrol filling station, car parking, access road, landscaping and link road and new junction to serve crematorium road (in principle) Newton of Huntingtower Crieff Road Perth.	Withdrawn	3 September 2012
15/00014/PAN	Residential and retail development with associated access roads, infrastructure and landscaping.	PAN notice sufficient	25 August 2015
19/00009/PAN	Residential development, landscaping and associated works (allocated site H71)	PAN notice sufficient	30 October 2019
22/00816/FLL	Erection of a retail unit (Class 1), formation of vehicular access, parking area, landscaping and associated works	Withdrawn	13 December 2022

- 2.15 It should be noted that application ref. 19/00009/PAN only covers part of the wider site and excludes the Lidl site.
- 2.16 Based on the planning history, it is clear that part of the wider site has been developed and the remaining area is undeveloped 'greenfield' land. As outlined previously, the developed portion of the wider site is understood to have been occupied by farm buildings.
- 2.17 Planning application ref. 22/00816/FLL was previously submitted by Lidl. The application was withdrawn by Lidl following discussions with Perth & Kinross Council.

PLANNING POLICY CONTEXT

National Planning Policy

- 2.18 Currently, national planning policy in Scotland is set out within the National Planning Framework 4 (NPF4) which reflects the Scottish Ministers priorities for the operation of the planning system and for the development and use of land.
- 2.19 Part 1 sets out the spatial strategy for Scotland to 2024, identifying six spatial principles which will influence all plans and decisions as well as three themes, linked to the United National Sustainable Development Goals and Scottish Government National Performance Framework.
- 2.20 Further to the presumption of sustainable development, the NPF4 sets out that policy and decisions should encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to reduce the need for greenfield development (Policy 9).
- 2.21 Policy 14 of the NPF4 (Design, quality and place) asserts that development should encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.

Local Planning Policy

- 2.22 The Perth & Kinross Local Development Plan (LDP) (2019) (PDF) was adopted on 29 November 2019 and guides all future development and use of land in Perth and Kinross Council area. The adopted plan also contains Supplementary Guidance (SPD) with the Placemaking SPD being relevant to the Design Statement.

The Perth and Kinross Local Development Plan (LDP) (2019)

- 2.23 **Policy 1A - Placemaking** – This Policy indicates that development must contribute positively to the quality of the surrounding built and natural environment. All development should be planned and designed with reference to climate change, mitigation and adaptation.
- 2.24 The design, density and siting of development should respect the character and amenity of the place, and should create and improve links within and, where practical, beyond the site. Proposals should also incorporate new landscape and planting works appropriate to the local context and the scale and nature of the development.
- 2.25 **Policy 2 – Design Statements** - This Policy states that a design statement will normally need to accompany a planning application if the development:
- Comprises five or more dwellings; or
 - is a non-residential use greater than 0.5 ha in area; or
 - Affects the character and/or appearance of a Conservation Area, Historic Garden, Designed Landscape, or the setting of a Listed Building or Scheduled Monument.
- 2.26 A design statement may also be required to accompany a planning application for other forms of development where design sensitivity is considered a critical issue. If applicants are uncertain as to whether a design statement is expected, or on the level of scope and detail that will be appropriate, then the views of the Council should be sought prior to submitting an application.
- 2.27 **Policy 4 – Perth City Transport and Active Travel** - This Policy states that the Council, working with TACTRAN, will review city centre bus hub areas and improve key transport routes and corridors and support multimodal transport choices with greater priority being given to public transport, walking and cycling on key routes linking with:
- Rail/bus interchange;
 - Peripheral Park and ride sites;
 - Key employment areas; and
 - The city centre and cultural venues.
- 2.28 **Policy 60B - New Development Proposals** - This Policy states that all development proposals that involve significant travel generation should be well-served by, and easily accessible to all modes of transport. The sustainable modes of walking, cycling and public transport should be considered, prior to private car journeys. The aim of all development should be to reduce travel demand by car and ensure a realistic choice of access and travel modes is available, including opportunities for active travel and green networks.

SUPPLEMENTARY PLANNING GUIDANCE – PLACEMAKING (2020)

2.29 The Council has adopted Placemaking Supplementary Guidance (2020) (PDF) to support Policy 1 (Placemaking) of the Perth and Kinross Local Development Plan (2019). The Guidance will be used in the assessment of planning applications and to assist in the placemaking process, the document states the following: All proposals should meet all the following placemaking criteria:

- Create a sense of identity by developing a coherent structure of streets, spaces, and buildings, safely accessible from its surroundings.
- Consider and respect site topography and any surrounding important landmarks, views or skylines, as well as the wider landscape character of the area.
- The design and density should complement its surroundings in terms of appearance, height, scale, massing, materials, finishes and colours.
- Respect an existing building line where appropriate or establish one where none exists. Access, uses, and orientation of principal elevations should reinforce the street or open space.
- All buildings, streets, and spaces (including green spaces) should create safe, accessible, inclusive places for people, which are easily navigable, particularly on foot, bicycle and public transport.
- Buildings and spaces should be designed with future adaptability, climate change and resource efficiency in mind wherever possible.
- Existing buildings, structures and natural features that contribute to the local townscape should be retained and sensitively integrated into proposals.
- Incorporate green infrastructure into new developments to promote active travel and make connections where possible to blue and green networks.
- Provision of satisfactory arrangements for the storage and collection of refuse and recyclable materials (with consideration of communal facilities for major developments).
- Sustainable design and construction.

SUMMARY

2.30 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.

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:

- A new single-storey discount foodstore and associated works will be constructed;
- A landscaping plan; and
- The provision of 103 parking spaces.

3.3 The design, layout and appearance of the development proposal have been informed by Lidl's latest design and operational requirements as well as a review of both the surrounding area and planning policy. Additionally following pre-application discussions with Council officers, a number of key amendments have been made to the scheme to address the concerns previously expressed.

3.4 These include:

- Revised east elevation with full length high level glazing, 'wrap around' glazing from the south elevation and brick effect cladding;
- Removal of indicated billboards from eastern elevation
- Additional landscaping elements added including native planting beds on the road verge, additional tree planting to the west, north and east of the propose store and provision of a native hedge to the west, north and east edges of the proposal.
- Introduction of a interlocked 'green' retention system for areas of retention.

3.5 The other elevations are comprised off insulated cladding panels and composite wall cladding panels predominantly in pure white (RAL 9010) with the entrance curtain walling in graphite grey (RAL 7024). The doors consist of a steel frame in graphite grey (RAL 7024).

3.6 The siting of the proposed foodtore will occupy the eastern part 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 from the store building. The delivery bay will be located in the northeast corner of the store building. Vehicular access is proposed to be via a new access point via Crieff Road towards the southwest of the site. 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 quality building which will be attractive and thereby making a positive contribution to the surrounding street scene and character of the area. The additional landscaping will ensure that the effects of the development are suitably softened in support of placemaking policies. 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 A number of existing trees on the site will be removed to form the proposed access. The removal of trees is supported by the provided Tree Report. Following substantive discussions with Perth and Kinross roads officers, this is the only suitable location for the access, to ensure enough separation distance from proposed signalised access and the existing signalised junction to the east. As shown in the submitted landscape plan, replacement tree planting is proposed across the site. In addition, the submitted indicative masterplan identifies further opportunities for tree planting across the wider allocation to ensure an enhancement is achieved overall.

3.9 The area surrounding both the building and car parking is proposed to be covered by various forms of soft landscaping, which comprises ornamental shrub planting and turf. The western boundary of the site will be covered with grass and ornamental shrubberies, with slate mulch being provided in this area (Lidl's Specification). The majority of the southern boundary will be covered by shrubberies.



CGI 2: Proposed development when viewed from the west.



CGI 2: Proposed development when viewed from the south-east.

USE

- 3.10 The site is currently a greenfield site. 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

- 3.11 The Lidl foodstore (Use Class 1) will extend to 1,949 sqm GIA, with a net sales area of 1,331 sqm, together with 103 parking spaces comprising six disabled parking spaces, nine parent & child spaces and two electric vehicle (EV) spaces.
- 3.12 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

- 3.13 The new Lidl store will be located towards the east of the site. The proposed store will run parallel to the eastern site boundary, with the store being oriented towards the southeast and northeast of the site.
- 3.14 The car park will extend out from the store to the west, with the disabled bays adjacent to the store entrance to the southwest and the parent & child spaces directly to the west of the store building. The

proposed store will also include a dedicated service area to the northeast of the site at the end of the car park.

3.15 The vehicular access to the site will be via a new access road from Crieff Road, along with a new pedestrian access point along the southern boundary. Delivery vehicles will share the same vehicular access, driving into the site and crossing the car park before turning left and reversing into the delivery bay. The signalised vehicular access will serve the whole of the H71 allocation.

3.16 The layout of the proposal is logical, sympathetic, and appropriate for the site and its setting.

SCALE

3.17 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.

3.18 Overall, the proposal is sympathetic to its immediate context, with the scale of development being in keeping in terms of its height and scale.

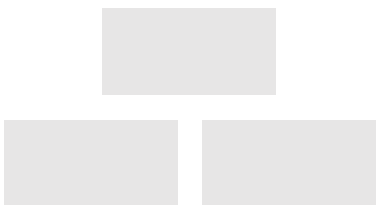
4 ACCESS CONSIDERATIONS

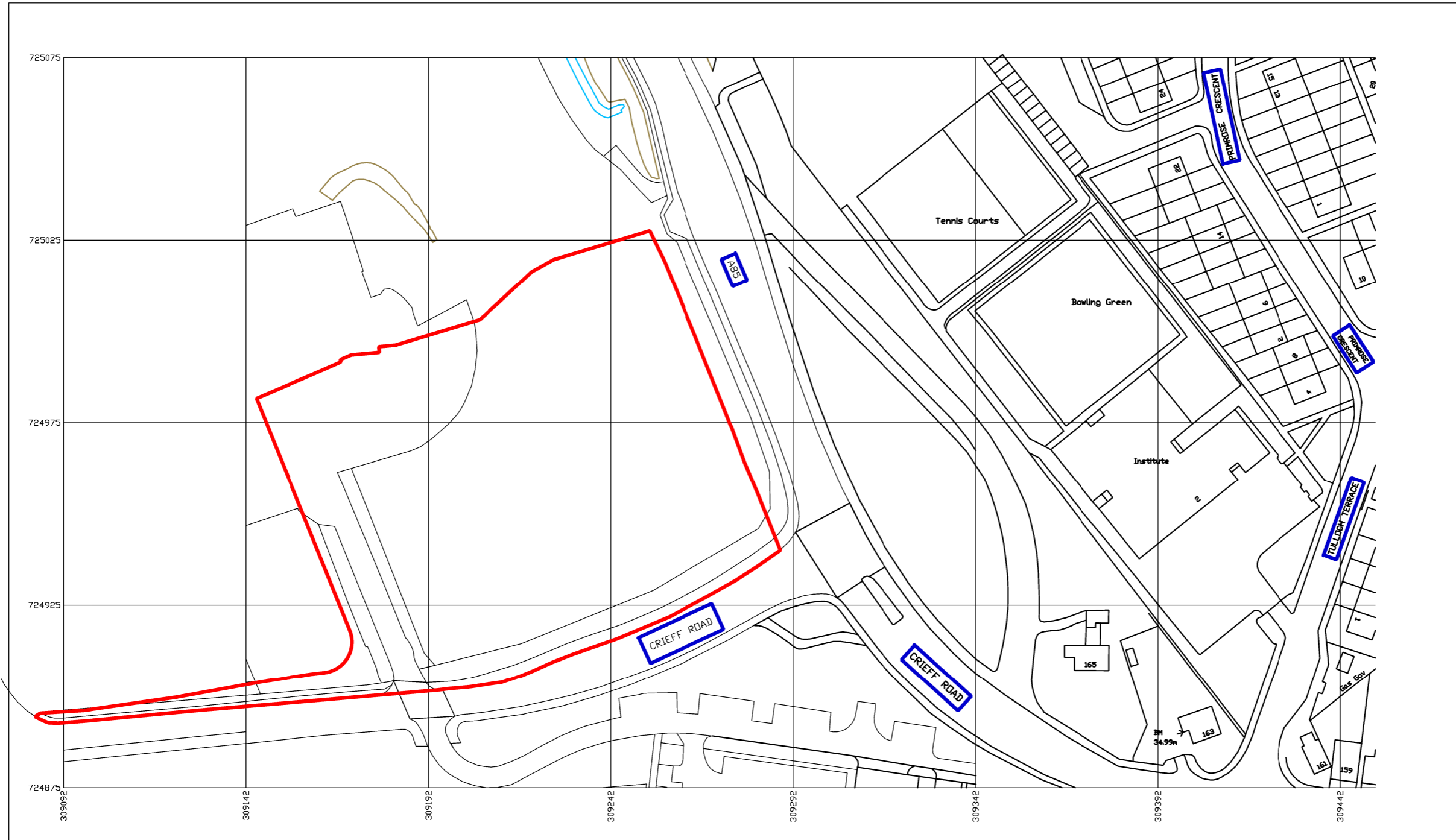
- 4.1 The vehicular access to the site will be via a new signalised access road from Crieff Road, along with a new pedestrian access point along the southern boundary. Delivery vehicles will share the same vehicular access, driving into the site and crossing the car park before turning left and reversing into the delivery bay.
- 4.2 The site will provide 103 car parking spaces. This comprises 2 electric vehicle charging spaces, six disabled spaces and nine parent and child spaces.
- 4.3 The development will provide a total of 5 'Sheffield' bicycle stands, providing a total of 10 cycle parking spaces.
- 4.4 The development has also been designed to be accessible by all users with pedestrian crossings provided within the car park area. Direct access into the site will be provided from Crieff Road
- 4.5 The site is also accessible via public transport, with two bus stops located within 100m of the site, with the Crematorium bus stop located to the east of the site and the McDiarmid Park bus stop located to the southwest of the site. The bus stops benefit from regular services, connecting the site to Central Perth and surrounding towns and villages such as Hillyland. The nearest Railway Station is Cardonald, located approximately 2.77 km to the southeast of the site.
- 4.6 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.

5 SUMMARY

- 5.1 This DAS has provided the design principles and concepts that have been applied to the development proposal for the erection of a new discount foodstore (Use Class 1) with access, car parking, landscaping and other associated works at the land north of Crieff Road, Perth.
- 5.2 The revised design rationale has been informed by the location of the site, the Council's feedback from pre-application discussions and Lidl's operational requirements. It is considered the proposed use, amount of development, layout scale and appearance are acceptable in design terms to deliver the redevelopment proposals and deliver a contemporary design which will enhance the visual appearance of the site and surrounding area.
- 5.3 Full account has been made of national and local planning policy to ensure safe and inclusive access for all users, as well as adequate parking provision.
- 5.4 Overall, the erection of a new Lidl foodstore will enhance the site delivering safe access for all users in accordance with the relevant design and access policies.

Site Location Plan



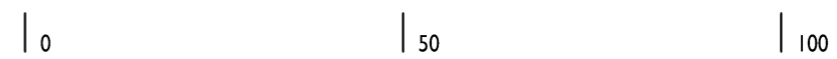


Produced on 15 December 2021 from the Ordnance Survey National Geographic Database and incorporating surveyed revision available at this date.
 This map shows the area bounded by 309142 724875, 309342 724875, 309342 725075, 309142 725075, 309142 724875
 Reproduction in whole or part is prohibited without the prior permission of Ordnance Survey.
 Crown copyright 2021. Supplied by copla ltd trading as UKPlanningMaps.com a licensed Ordnance Survey partner (100054135).
 Data licence expires 15 December 2022. Unique plan reference: v4d//728391/985110



REV	DATE	DRAWN	DESCRIPTION	CHECK	APP'D
A	15.12.23	AF	STREET NAMES HIGHLIGHTED FOR CLARITY	CHECK	APP'D

REVISIONS



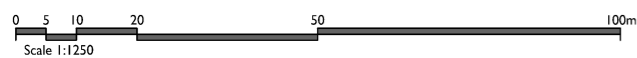
CLIENT	Lidl Great Britain Ltd
JOB	Proposed Lidl Foodstore Perth
DRAWING	Location Plan
STATUS	PLANNING
Drawn SM	Checked ... Approved ... DATE MAY 22 JOB NO s/4181 DR NO LOC-01 REV A
<small>This drawing and its data are the copyright of Yeoman McAllister Architects and must not be used for any purpose other than that for which it is intended. Yeoman McAllister accepts no responsibility for any inaccuracy in printing of this drawing by any parties.</small>	



yeomanmcallister

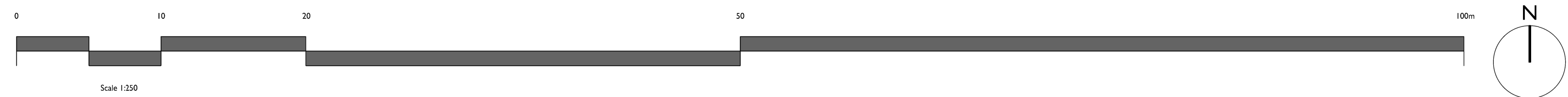
EDINBURGH:-
 Waterside Studios
 64 Coltbridge Avenue
 Edinburgh EH12 6AH
 Tel 0131 346 1145
 Fax 0131 346 1189
 info@ym-architects.com

LONDON:-
 Wimbledon
 SW19
 Tel 07825186637
 info@ym-london.com



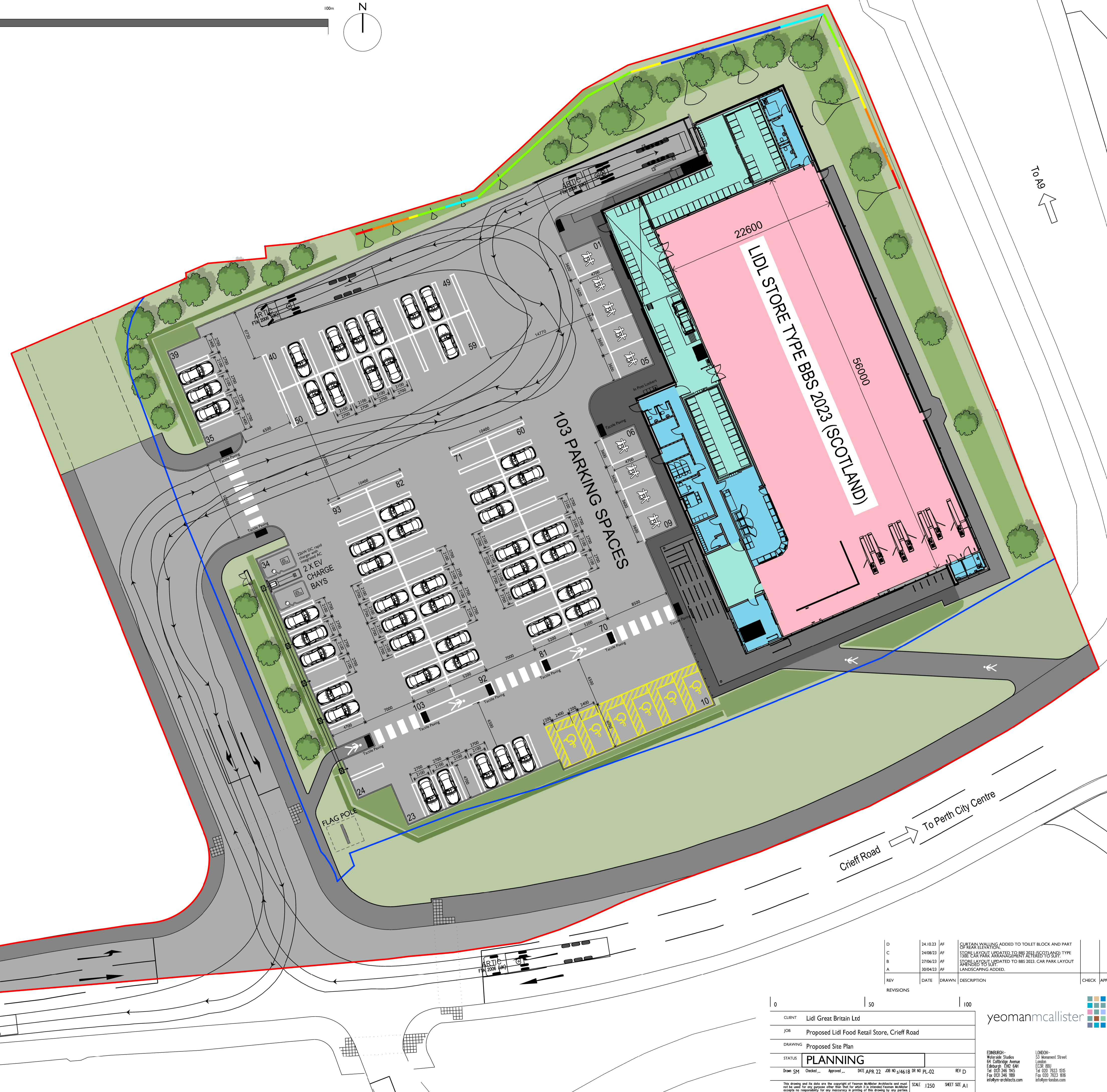
Proposed Site Plan





- 0 - 0.5m High Retaining Wall
- 0.5 - 1.0m High Retaining Wall
- 1.0 - 1.5m High Retaining Wall
- 1.5 - 2.0m High Retaining Wall
- 2.0 - 2.5m High Retaining Wall
- 2.5 - 3.0m High Retaining Wall
- + 34.500m Proposed Site Levels
- Site Application Boundary
- Lidl Ownership Boundary

Site	Perth New Store
Sales Area (m ²)	1331
Warehouse Area (m ²)	405
Ancillary (m ²)	213
External Plant (m ²)	On Roof
Asises	5
Total G.J.F.A (m ²)	1949
External Floorspace inc. Canopy	2153
Total Site Area (m ²)	11,863
Car Spaces (Total)	109
Scale	1:500 @ A3



REV	DATE	DRAWN	DESCRIPTION	CHECK	APP'D
D	24.10.23	AF	CURTAIN WALLING ADDED TO TOILET BLOCK AND PART OF REAR ELEVATION.		
C	24/08/23	AF	SCENE ANNOTY UPDATED TO BBS 2023 (SCOTLAND) TYPE		
B	27/06/23	AF	FLOOR CAR PARK MANAGEMENT REFINED TO SUIT		
A	30/04/23	AF	AMENDMENTS TO LAYOUT TO BBS 2023. CAR PARK LAYOUT LANDSCAPING ADDED.		

CLIENT	Lidl Great Britain Ltd
JOB	Proposed Lidl Food Retail Store, Crieff Road
DRAWING	Proposed Site Plan
STATUS	PLANNING
Drawn	SM
Checked	...
Approved	...
DATE	APR 22
JOB NO.	s14618 BR NO PL-02
REV	D
SCALE	1:250
SHEET SIZE	A1

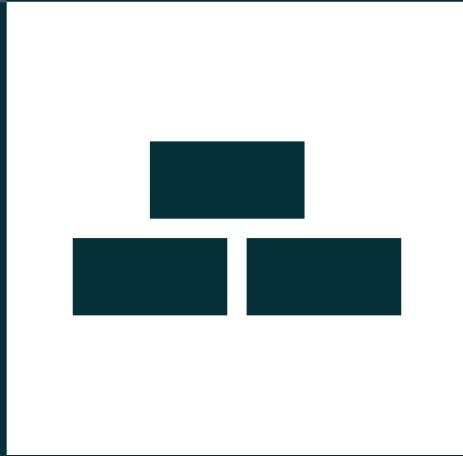
EDINBURGH: Water side Studios 34 Colinton Avenue Edinburgh EH10 6NR Tel: 0131 346 345 Fax: 0131 346 369 info@ym-architects.com

LONDON: 33 Monmouth Street London EC3R 8BU Tel: 020 7323 015 Fax: 020 7323 016 info@ym-architects.com

To Crieff ←

← Crieff Road → To Perth City Centre

To A9 ←



For further details contact:

Sean Moulton

07879 472214

Sean.moulton@rapleys.com

80 George Street Edinburgh EH2

3BU EH2 3BU

Rapleys LLP is registered as a Limited Liability Partnership in England and Wales.
Registration No: OC308311. Registered Office at Unit 3a, The Incubator, The Boulevard,
Enterprise Campus, Alconbury Weald, Huntingdon, PE28 4XA. Regulated by RICS.

rapleys.com
0370 777 6292

RAPLEYS