



CITY DEVELOPMENT PLAN

Drive-through operations

NON-STATUTORY DESIGN NOTE

October 2022

1. Introduction

In order to facilitate a best practice approach to determining drive-through planning applications, the Council has produced this non-statutory planning guidance note. The guidance note is not subject to approval by Scottish Ministers and is not part of the development plan. It is nonetheless a 'material consideration' in decisions on drive-through related planning applications and includes guidance on location and placemaking related matters.

By ensuring a tighter spatial control approach to future drive-through locations, the guidance will constrain 'unnecessary drive-through only' trips and capture the benefits of complementary land-use synergies including efficient use of land and supporting retail viability.

1.1 Who is it for - Statement of Purpose

It will be used by Development Management and other Council Officers to support assessment of drive-through proposals and guide developers and all professionals involved in the development of drive-through operations towards Glasgow's expectations for the location and design of new operations.

2. Design Guidance

2.1 Spatial guidance

Suitable locations for drive-through operations shall be limited to the following locations:

- Within existing CDP-4 Network of Centres designations where existing carparking provision may be better utilised;

CDP Retail Designations
Major Town Centres
Local Town Centres
Other Retail and Commercial / Leisure Centres
Edge of Centres
Standalone Food Stores and Superstores

- Where a complementary role is provided on suitable brownfield sites within CDP-3 Economic Development employment designations; and
- Where suitable brownfield sites may utilise synergies with existing adjacent car-dependent land-uses e.g. adjacent to petrol stations, car showrooms, etc.

Permission shall not be granted for drive-through operations where:

- Direct links to local facilities via walking and cycling networks are not available or cannot be made available;
- Access to local facilities via public transport networks would involve walking more than 400m;
- The transport assessment does not identify satisfactory ways of meeting sustainable transport requirements;
- Where noise and activity associated with the proposal would result in unacceptable disamenity to sensitive receptors, including residential dwellings.

2.2 Placemaking guidance

Drive-through proposals shall provide:

- Electric, hydrogen, and other low or zero-emission vehicle and cycle charging points in safe and convenient locations. For drive-through operations with more than 10 parking spaces, 1 in every 10 will be expected to provide an EV charge point socket with a minimum 7kW rating.
- Safe and convenient cycle parking - sheltered where possible, unless it can be demonstrated that existing nearby provision is sufficient. Cycle parking should, be more conveniently located (notwithstanding disabled car bays) than car parking provision serving the drive-through development.
- Barrier free access shall be provided between disabled parking bays and the restaurant entrances.
- That all new developments must include appropriate and well-designed provision for waste storage, recycling and collection and should also be designed to maximise waste reduction and waste separation at source and minimise the cross contamination of materials.
- Wider placemaking benefits through delivering an enhanced level of soft landscaping and tree planting. Unless a suitable pre-existing curtilage feature can be identified, the site shall be bounded by native species hedging to provide a strong boundary treatment and provide setting. Due to the 'traffic island' design of drive-through restaurants, no elevation should be treated as 'back of house' in terms of aesthetics. A high standard of treatment, use of materials, employment of artwork etc. all around is expected.
- An enhanced level of amenity for eating out areas through the provision of a buffer zone of enhanced vegetative planting sufficient to shelter such areas from any undue negative impacts of nearby vehicle movements such as spray, dust, and/ or lowered air quality.

3. Supporting information required

3.1 Statement on Energy -

In accordance with the requirements of CDP/SG-5 and CDP/SG- 1 shall be provided to demonstrate energy efficient design and use of low and zero carbon generating technologies.

3.2 Transport Assessment (TA) -

In accordance with the requirements of CDP/SG-11 shall be provided of sufficient detail to provide an early indication of the scale of any potential transport impact arising from a development and inform any necessary mitigation measures.

In some cases, it may be appropriate that the TA report covers one or more specific environmental issues such as noise levels, local air quality, or landscape, townscape and heritage impacts.

3.3 Planting Scheme -

A planting scheme of sufficient detail as to demonstrate how an enhanced planting scheme shall contribute positively to the placemaking principle and protect eating out areas from undue negative traffic impacts.