

Item 1

26th May 2026



Glasgow City Council

Planning Local Review Committee

Report by Executive Director of Neighbourhoods,
Regeneration and Sustainability

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26/00019/LOCAL – 25 Loanbank Quadrant, Glasgow, G51 3HZ
Use of warehouse (Class 6) as Business (Class 4), General Industry (Class 5) and Storage and Distribution (Class 6) uses, includes alterations to vehicular access, parking, formation of yard, landscaping, erection of fencing, and frontage alterations.

Purpose of Report:

To provide the Committee with a summary of the relevant considerations in the above review.

Recommendations:

That Committee consider the content of this report in coming to their decision.

Ward No(s): 5 - Govan

Citywide: n/a

Local member(s) advised: Yes No consulted: Yes No

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1 LOCATION, DEVELOPMENT PLAN DESIGNATIONS AND PROPOSAL

Location

- 1.1 The application site is a vacant commercial site Class 6 (Storage and Distribution). Previous use included as a wholesale distribution for architectural ironmongery.
- 1.2 The site comprises a large warehouse building ("Building B" on site illustrations), a parking area to the north entrance, a substation. The site is bound by security fencing to its south and west.
- 1.3 The property sits in the Economic Development Area (EDA) "Helen Street/Loanbank Industrial Estate". The building is unlisted, and this address has a high public transport accessibility. It is within Ward 5 – Govan.
- 1.4 The topography of the site, at a slope below the adjacent footway and road, means that the site is at risk for surface water flooding according to the SEPA Flood Risk Management maps.
- 1.5 The site is neighboured by Class 4, 5 and 6 uses, with the site lying in a predominantly commercial area. The warehouse is connected by canopy to 'Building A', a larger warehouse at the site to the east.

Proposal

- 1.6 The development proposed is the use of the warehouse as a Class 4 Business, Class 5 General Industry with Class 6 storage and distribution.
- 1.7 The proposal includes alterations to vehicular access including the formation of the yard, parking, landscaping, additional fencing and frontage alterations. Full alterations include:
 - **Downtakings:** The removal of the canopy connecting 'Building A' with the building on this site ('Building B') and the canopy to the rear of the building. Cladding infill will cover the exposed area of Building B.- Existing signage would be removed and replaced.
 - **Door and loading bay openings:** Existing roller shutter removed and infilled to match existing at the north of Building B. Additional openings for doors (including fire escape), windows at all elevations.
 - **Signage** 1no. large signage is to be installed.
 - **Landscaping:** Formation of five concrete ramps the front and rear of the building. Two vehicle entrances to the site (16m and 7m wide) are proposed at the northern boundary, including a lowered pavement. Drainage alterations linking to a bio-filter tree pit (north east of site) and new soft-landscaping (wildflower mix- west of site) are also proposed.
 - **Fencing:** 2.4m security fencing along the boundary of the site, a vehicle and pedestrian access gate will be erected to the yard entrance.
 - **Parking:** 21 spaces including 4 to the eastern site boundary (of which 2 are disabled and 2 are EV bays with associated charging points), and 17

parking spaces to the west boundary. A ten-bike cycle parking shelter will be erected to the west elevation parking.

- **Refuse:** A bin store to the rear of the site, with timber cladding.

1.8 The materials listed include cladding infill sheets to match the existing walls, metal roller shutters, metal windows and doors, metal fencing, UPVC pipework.

1.9 A drainage plan, details of the proposed bin store, cycle parking for 10 bicycles, and swept path analysis for both entrances have been submitted. These were reviewed by the relevant team at the application stage.

2 DEVELOPMENT PLAN POLICIES

2.1 The relevant National Planning Framework 4 (NPF4) and City Development Plan (CDP) policies and Supplementary Guidance are:

- **Policy 1:** Tackling the Climate and Nature Crises
- **Policy 2:** Climate Mitigation and Adaptation
- **Policy 3:** Biodiversity
- **Policy 9:** Brownfield, Vacant and Derelict Land and Empty Buildings
- **Policy 12:** Zero Waste
- **Policy 13:** Sustainable Transport
- **Policy 14:** Design, Quality and Place
- **Policy 20:** Blue and Green Infrastructure
- **Policy 22:** Flood Risk and Water Management
- **Policy 26:** Business and Industry

2.2 The relevant City Development Plan policies and Supplementary Guidance are:

- **CDP1 and SG1 (Part 2):** The Placemaking Principle
- **CDP2:** Sustainable Spatial Strategy
- **Govan – Partick Strategic Development Framework**
- **CDP3 and IPG3:** Economic Development
- **CDP6 and SG6:** Green Belt and Green Network
- **CDP7 and SG7:** Natural Environment
- **CDP8 and SG8:** Water Environment
- **CDP11 and SG11:** Sustainable Development

2.3 Other relevant guidance consulted includes:

- SCOTS National Roads Development Guide.

3 REASONS FOR REFUSAL / RELEVANT CONDITION(S)

3.1 The reasons for refusal are set out below:

01. The proposal was not considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's variance with the Development Plan.

02. The proposed development is contrary to NPF4 Policy 13: Sustainable Transport and to Policy 14: Design, Quality and Place, and it is contrary to City Development Plan Policies CDP1 and SG1 (Part 2): The Placemaking Principle, CDP2 and the Govan - Partick Strategic Development Framework, and CDP11 and SG11: Sustainable Transport, and there is no overriding reason to depart therefrom.
03. The proposed development is contrary to NPF4 Policy 13, Policy 14, CDP1 and SG1 (Part 2), CDP2 and the Govan - Partick Strategic Development Framework, and CDP11 and SG11 in that the proposed western access width of 16m is excessive and would result in the adopted footway along the south side of Loanbank Quadrant becoming more disconnected, less accessible, and less safe for pedestrians and active travel users within the immediate area and the Helen Street / Loanbank Industrial Estate EDA as a whole. The proposal is assessed against Figure 10 for "Minor Commercial Access of Car Park with more than 50 spaces" in the SCOTS National Roads Development Guide which states a width of 6m for a minor commercial access.

4 APPEAL STATEMENT

4.1 A summary of the material points raised in the appeal statement is given below:

01. The proposal provides operationally safe access, strengthens the local economy, provides skilled career opportunities, and reinforce the area's industrial base.
02. The proposed development would deliver substantial socio-economic benefits through supporting the growth of a long-established local business, JBD Tritec Ltd, and securing its continued operation within Govan.
03. A western access has already been approved by GCC (25/00025/FUL), which was 7m – designed for smaller vehicles and not accounting for on-street parking – which requires exiting vehicles to take a harder turn than otherwise required. Parking restrictions have been requested but not supported by the Roads department.
04. Numerous nearby access points are similar to the proposed at the appeal site detailed in the full appeal statement.
05. The highways department have reviewed the proposal and were satisfied, issuing a Section 56 approval;
06. Reference to the standards for a minor commercial access rather than an industrial access from the public highway indicates that the use of the building, associated vehicle types and its direct connection to a public road on an industrial estate were not given proper consideration;

07. The proposed access is in keeping with numerous accesses within the wider industrial estate which have been approved by GCC in the past. The current position shows a lack of consistency in decision making;
08. Loanbank Quadrant is not an active travel through route, as such, pedestrians using the footways are accessing industrial premises and are well aware that they are in an industrial environment which requires accesses to be crossed;
09. The proposed crossing does not materially alter the pedestrian environment in the industrial estate and would not discourage pedestrians from using the wider infrastructure;
10. As is typical within industrial estates, the pedestrian numbers are low ensuring that there is very little chance of vehicle-pedestrian conflict on the route; Public records show that there has been no recorded accident on Loanbank Quadrant in the last 26 years,
11. An independent road safety expert considered the proposed access and did not raise any safety issues with the crossing distance or pedestrian movement.
12. The applicant provided a letter outlining the history of the company and correspondence between themselves and a Principal Planner outlining the Council's reasons for refusal.

5 RELEVANT PLANNING HISTORY

- 5.1 Relevant planning applications for the property are detailed below:

02/00893/DC: Erection of builders merchants depot for storage, sale and distribution of builders materials to the trade, with ancillary service mill, formation of access parking yard areas and landscaping. – GC

22/03116/FUL: Infill of overhead canopy area between industrial units to form warehouse extension and alterations to car park layout. – GC

25/00025/FUL: External works comprising changes to vehicular access, parking, formation of yard, erection of fencing and frontage alterations. – GC

6 REPRESENTATIONS AND CONSULTATIONS

- 6.1 There were no representations received the application or to the review.

7 COMMITTEE CONSIDERATIONS

- 7.1 Committee should consider if the following are in accordance with NPF4, the relevant City Development Plan policies and Supplementary Guidance, and if there are material considerations which outweigh the Development Plan considerations.

7.2 The following are the relevant policy considerations:

7.3 **Climate change, flood risk and mitigation**

National Planning Framework 4: NPF4

Policy 1 Tackling the climate and nature crises and Policy 2: Climate Mitigation and Adaptation states that “when considering all development proposals significant weight will be given to the global climate and nature crises” and that “development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.”

Policy 20: Blue and Green Infrastructure Aims to protect and enhance blue and green infrastructure and their networks. Development proposals for or incorporating new or enhanced blue and/or green infrastructure will be supported. Where appropriate, this will be an integral element of the design that responds to local circumstances.

Policy 22: Flood Risk and Water Management Aims to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding. Development proposals at risk of flooding or in a flood risk area will only be supported if they are for:

- iii. redevelopment of an existing building or site for an equal or less vulnerable use; or
- iv. redevelopment of previously used sites in built up areas where the LDP has identified a need to bring these into positive use and where proposals demonstrate that long term safety and resilience can be secured in accordance with relevant SEPA advice.

b) Small scale extensions and alterations to existing buildings will only be supported where they will not significantly increase flood risk.

c) Development proposals will:

- ii. manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing bluegreen infrastructure. All proposals should presume no surface water connection to the combined sewer;
- iii. seek to minimise the area of impermeable surface.

CDP6 and SG6: Green Belt and Green Network

Maximising the use of the City’s open spaces for these purposes, also means utilising brownfield land to provide environmental, health, social wellbeing and economic benefits.

CDP8 and SG8: Water Environment

All new development should assess and address flood risk in line with NPF4

Committee should note that:

- Much of the hard-landscaped land sits below ground level and is regarded by SEPA as medium to high risk land for surface water flooding.
- The proposal re-uses an existing site within an area dedicated to commercial land in an EDA.
- Soft-landscaping (45 sqm of landscaping), new drainage and a tree pit are proposed to mitigate flooding issues and provide green provision to the site. The site currently has some semi-naturalised brownfield land at the eastern boundary of the site.
- Pre-commencement conditions would be required to ensure this level of biodiversity would be provided.
- No flood risk screening would be required as this development does not introduce a new building.

Committee should consider whether:

- They are satisfied the proposed use satisfies wider climate and nature crisis objectives?
- They are satisfied that the level of flood mitigation delivered on site will offset the site's natural slope and surface impermeability?

7.4 Economic Development and Reuse of Vacant Land

Reuse of Vacant Land

Policy 3: Biodiversity Aims to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks. Proposals should also integrate nature-based solutions, where possible. Proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of development.

Policy 9: Brownfield, Vacant and Derelict Land and Empty Buildings

- a) Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account.
- d) Development proposals for the reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.

Policy 12: Zero Waste

- a) Development proposals will seek to reduce, reuse, or recycle materials in line with the waste hierarchy.
- b) Development proposals will be supported where they:
 - i. reuse existing buildings and infrastructure;
 - ii. minimise demolition and salvage materials for reuse;
- c) Development proposals that are likely to generate waste when operational, including residential, commercial, and industrial properties, will set out how much waste the proposal is expected to generate and how it will be managed including:

- i. provision to maximise waste reduction and waste separation at source, and
- ii. measures to minimise the cross contamination of materials, through appropriate segregation and storage of waste; convenient access for the collection of waste; and recycling and localised waste management facilities.

SG7: Natural Environment sets out how the biodiversity (wildlife, habitats and ecosystems), landscape and geodiversity of Glasgow will be taken into account when considering development proposals.

The Council expects that all development proposals shall be based on an understanding of the characteristics of the site, including any possible geodiversity, wildlife or habitat significance. This should be done as part and parcel of a wider placemaking approach, and prior to site clearance/preparation works beginning. The extent to which appraisal (and any follow up survey work) is required will depend on the scale, nature and location of the proposal. It may be that an initial site appraisal is sufficient but, depending on the findings, you may need to carry out further surveys for particular species or in relation to a particular habitat. For instance, if there is a watercourse, long grass or trees on the site, this could provide habitat for protected species and will need more detailed surveys.

Developments affecting derelict land, brown-field sites, railways and land adjacent, grassland and allotments can feature Bats and Breeding Birds (such as Barn Owl), European and UK Protected Species respectively.

Committee should note that:

- The use has been judged as appropriate for commercial activity of this kind, through previous similar planning applications.
- The area of the site plan where a car park is proposed contains semi-naturalised brownfield land, featuring two trees, a variety of wild flowers and grasses.
- 45 sqm of soft landscaping and a tree pit are proposed to provide green provision to the site. However, additional information would be required to comply with the policy criteria outlined above.
- The development proposes to demolish a large existing canopy to enhance the utility of the site.
- In terms of waste management, additional commentary has been seen to satisfy that anticipated waste will be managed adequately on site.

Committee should consider whether:

- They are satisfied with the proposed condition requiring information landscape and associated biodiversity enhancement?
- Biodiversity has sufficiently been considered in this site or if any further information, such as a survey for protected species, could be required?
- The level of demolition is sufficiently minimised as part of the process of construction on this site?

Economic Development

Policy 26: Business and Industry

- a) Development proposals for business and industry uses on sites allocated for those uses in the LDP will be supported.

CDP1 and SG1 (Part 1): The Placemaking Principle – Economic Development Areas

3.31 Industry and business can help to provide a sense of place. It can connect places and gives communities a sense of purpose and a shared identity.

3.33 The Placemaking Priorities for Economic Development Areas are:

- a) Encouraging a mix of compatible uses and developments;
- b) Promoting high quality public realm and improved amenity;
- c) Creating adaptable and sustainable industrial/business areas; and
- d) Promoting active travel options for employees.

3.37 The Placemaking priorities for vacant and derelict sites are:

- a) Reaffirming the character and identity of places;
- b) Repairing street edges and improving legibility to make environments safer and more vibrant places to be;
- c) Developing a strong 'Glasgow-appropriate' architecture with its own distinctive identity and character;
- d) Retaining any surviving historic buildings, particularly those that relate to previous land uses, where appropriate; and

Govan – Partick Strategic Development Framework of the CDP (CDP2: Sustainable Spatial Strategy) aims to influence the location and form of development to create a “compact city” form which supports sustainable development.

Helen St.—Economic Development Area is listed as an “Industrial and Campus Location”

- The SDF will support an approach to urban repair at a strategic level, in parallel with a sensitivity for existing place, and for the benefit of communities and sustainability
- Remediate and Reuse Vacant and Derelict Land is listed as an action.

CDP3 and IPG3: Economic Development

The Council seeks to ensure that Economic Development Areas without SEIL or ACWEI status (see map) continue to give preference to proposals in Use Classes 4 ‘Business’, 5 ‘General Industrial’ or 6 ‘Storage or Distribution’, of the Town and Country Planning (Use Classes)(Scotland) Order 1997.

Committee should note that:

- The site is on an EDA and is allocated for industrial use.
- The previously granted planning permission of 25/00025/FUL allowed for 3no. subdivided commercial units onsite with exclusively Class 6 use.

- This application differs from this in that the proposal includes the use of the whole warehouse and includes the use of Class 4 and 5 (Business and General Industry) on site, as well as the changes to the access widths.

Committee should consider whether:

- They are satisfied the use proposed is acceptable in this case?

7.5 Parking, Design and Transportation

Parking

Policy 13: Sustainable Transport states that the development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:

- Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
- Will be accessible by public transport, ideally supporting the use of existing services;
- Integrate transport modes;
- Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
- Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
- Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;

SG11: Sustainable Transport

The basic minimum standard for cycle parking provision [Table 2.2]

Type of Development Minimum	Standard (Staff)	Minimum Standard (Visitor)
Offices and Business (including Science Parks and ancillary office use (Class 4))	1 space per 120 sqm gross floor area	1 space per 500 sqm gross floor area
General Industry (Class 5)	1 space per 400 sqm gross floor area	1 space per 1,000 sqm gross floor area
Storage and Distribution (Class 6)	1 space per 750 sqm gross floor area	1 space per 3,000 sqm gross floor area

- 2.2 Wherever possible, cycle parking should be provided within the curtilage of the development site. In certain locations, e.g. the City Centre and other centres in the City's network, it is recognised that this may not always be possible for customer/visitor parking for shops, public houses, restaurants, etc. In these instances, the Council will often consider it more appropriate to provide cycle parking for general public use. Where this is the case, the developer may be asked to contribute to the cost of

providing parking for general public use in the vicinity of the development.

The basic maximum standard for car parking provision (Table 3.2) – Office, Industry and Business Parking [High Accessibility]

Type of Development	Maximum Standard (Spaces per 100sqm gross floor area)
Office and Business (including Science Park and ancillary office use) (Class 4)	3.0
General Industry (Class 5)	1.0
Storage and Distribution (Class 6)	0.25

Committee should note that:

- The estimated floorspace of Building B is 1930sqm, it is not clear how much space would be dedicated for each use class given above.
- For cycling provision, Staff parking would need to be between 17 and 3 secure and sheltered spaces, while visitors would require between 4 and 1 space. There is no delineated visitor parking and provision for staff parking is 10 spaces only, contrary to policy.
- For vehicle parking, the maximum number of spaces would be between 15 and 58. There are 20 spaces provided, potentially contrary to policy.
- No information about the number of staff has been provided

Committee should consider whether:

- They are satisfied with the lack of cycle parking provision, particularly for visitors, in this instance or it could be confirmed whether further provision is needed through a planning condition?
- They are satisfied with the potential over supply of car parking provision in this instance?

Design

Policy 14: Design, Quality and Place

Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.

SG1 The Placemaking Principle (Part 2)

3.12 Access Ramps - The following guidance applies:

a) the base walls of a ramp on the public face of a building should match the colour and materials of the wall to which the ramp is attached, in order to minimize the visual impact of the ramp; and

8.4 Signage on Commercial Premises: Generally, signage on commercial frontages should be limited to fascia signs and projecting signs which should comply with the design guidance below. Sub fascia signage, such as vinyl advertising goods and services on shop windows, are discouraged. Where vinyl or similar signage forms part of an application for advertisement consent, they should generally take up no more than 20% of the windows.

SCOTS National Roads Development Guide.

(a) Access Criteria. Similar to the above criteria, private vehicular access to developments will require to accommodate the numbers and types of vehicles using the access in a safe manner. The form of access may also require to be enhanced in order to accommodate pedestrians and cyclists

Committee should note that:

- The proposed western access of 16m has been rejected by the transport planning team as potentially unsafe to pedestrians and excessive for the scale of development, contrary to policy.
- The transport planning team rejected the swept path analysis. The maximum new access accepted by the authority would be 10m, this was rejected by the applicant.
- It is not clear from the information provided whether the ramp will match the colour and materials of the wall, contrary to policy. A condition has been supplied to rectify this.
- The exact details of the signage have not been provided in the site plan. An advisory note can be written to clarify that an additional advertisement consent would be required.

Committee should consider whether:

- They are satisfied that a condition can be proposed to mitigate the issues surrounding the ramps to the front elevation?
- They are satisfied with an advisory note regarding the advertising consent?
- They are satisfied with the lack of cycle parking provision in this instance or whether further provision could be met through a planning condition?
- They are satisfied that the intensification of use here will not result in car parking pressures outwith the development?
- They are satisfied that the width of the access road, contrary to policy, could be accepted in this instance?

8 COMMITTEE DECISION

8.1 The options available to the Committee are:

- a. Grant planning permission, with or without conditions;
- b. Refuse planning permission; or
- c. Continue the application for further information.

8.2 *Section 43A(12)(a) of the Town and Country Planning (Scotland) Act 1997* requires that reasoning behind why the local review body has been decided be supplied in the decision notice. Should committee be minded to grant planning permission, material considerations that justify a departure from the plan would require to be identified.

9 Policy and Resource Implications

Resource Implications:

Financial: n/a

Legal: n/a

Personnel: n/a

Procurement: n/a

Council Strategic Plan: n/a

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify. n/a

What are the potential equality impacts as a result of this report? no significant impact

Please highlight if the policy/proposal will help address socio-economic disadvantage. n/a

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify: n/a

What are the potential climate impacts as a result of this proposal? n/a

Will the proposal contribute to Glasgow's net zero carbon target? n/a

Privacy and Data Protection Impacts:

Are there any potential
data protection impacts
as a result of this report
N

If Yes, please confirm that
a Data Protection Impact
Assessment (DPIA) has
been carried out

10 RECOMMENDATIONS

10.1 That Committee consider the content of this report in coming to their decision.