

## REPORT OF HANDLING FOR APPLICATION 25/01765/FUL

<b>ADDRESS</b>	25 Loanbank Quadrant Glasgow G51 3HZ
<b>PROPOSAL</b>	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.
<b>DATE OF ADVERT</b>	None
<b>NO OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED</b>	9 neighbour notification letters were issued, no neighbouring land was required to be notified, and the application was included on the Weekly List of Applications. No representations were received.
<b>PARTIES CONSULTED AND RESPONSES</b>	None
<b>PRE-APPLICATION COMMENTS</b>	Formal pre-application advice was not sought for this application.
<b>EIA – MAIN ISSUES</b>	None
<b>CONSERVATION (NATURAL HABITATS ETC) REGS 1994 – MAIN ISSUES</b>	Not applicable
<b>DESIGN OR DESIGN/ACCESS STATEMENT – MAIN ISSUES</b>	Not applicable
<b>IMPACT/POTENTIAL IMPACT STATEMENTS – MAIN ISSUES</b>	Not applicable
<b>S75 AGREEMENT SUMMARY</b>	Not applicable
<b>DETAILS OF DIRECTION UNDER REGS 30/31/32</b>	Not applicable
<b>NPF4 POLICIES</b>	<p>The National Planning Framework 4 (NPF4) is the national spatial strategy for Scotland up to 2045. Unlike previous national planning documents, the NPF4 is part of the statutory Development Plan and Glasgow City Council as planning authority must assess all proposed development against its policies. The following policies are considered relevant to the application:</p> <p>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</p>

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	<p>Policy 13: Sustainable Transport</p> <p>Policy 14: Design, Quality and Place</p> <p>Policy 20: Blue and Green Infrastructure</p> <p>Policy 22: Flood Risk and Water Management</p> <p>Policy 26: Business and Industry</p>
<b>CITY DEVELOPMENT PLAN POLICIES</b>	<p>CDP1 and SG1 (Part 2): The Placemaking Principle</p> <p>CDP2: Sustainable Spatial Strategy</p> <p>Govan – Partick Strategic Development Framework</p> <p>CDP3 and IPG3: Economic Development</p> <p>CDP6 and SG6: Green Belt and Green Network</p> <p>CDP8 and SG8: Water Environment</p> <p>CDP11 and SG11: Sustainable Development</p>
<b>OTHER MATERIAL CONSIDERATIONS</b>	None
<b>REASON FOR DECISION</b>	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.

	<b>COMMENTS</b>
<b>PLANNING HISTORY</b>	<p>The planning history for this site is extensive. The original planning permission application alongside any applications within the last ten years are provided below for context.</p> <p><b>Ref: 25/00025/FUL</b></p> <p>Description: External works comprising changes to vehicular access, parking, formation of yard, erection of fencing and frontage alterations</p> <p>Decision: Grant Subject to Condition(s)</p> <p><b>Ref: 22/03116/FUL</b></p> <p>Description: Infill of overhead canopy area between industrial units to form warehouse extension and alterations to car park layout.</p> <p>Decision: Grant Subject to Condition(s)</p> <p><b>Ref: 02/00893/DC</b></p> <p>Description: 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.</p> <p>Decision: Grant Subject to Condition(s)</p>
<b>SITE VISITS (DATES)</b>	<p>12 March 2025, planning officer visited the site for the previous application (ref. 25/00025/FUL).</p> <p>Furthermore, the application has been determined using Google Maps and the drawings provided.</p>
<b>SITING</b>	<p>The application site is a vacant commercial site on the south side of Loanbank Quadrant. The application site comprises:</p> <ul style="list-style-type: none"> <li>• a large warehouse building;</li> </ul>

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	<ul style="list-style-type: none"><li>• a front parking area accessed from Loanbank Quadrant finished in hard surfaces (monoblock paving, tarmac, concrete) and a soft landscape strip along the western boundary;</li><li>• a rear yard accessed from Loanbank Quadrant finished in hard standing (concrete);</li><li>• semi-naturalised brownfield land and a substation to the side (west) elevation of the building;</li><li>• security fencing separating the front, side and rear areas from one another.</li></ul> <p>The application site is in legal use under Class 6 (Storage and Distribution) as defined within the Town and Country Planning (Use Classes) (Scotland) Order 1997 and as amended by the Town and Country Planning (General Permitted Development and Use Classes) (Scotland) Miscellaneous Amendment Order 2023.</p> <p>The land within the site is below the ground level of the adjacent adopted footway and road on Loanbank Quadrant. The level change is not significant but it is notable and is partially the reason that the SEPA Flood Risk Management Map shows the front parking area, the land to the west, and the rear yard as being within medium to high risk for surface water flooding. The site is enclosed to the rear and to the side (west), but the front parking area is not enclosed with security fencing or other boundary treatments.</p> <p>The application site is within the Helen Street / Loanbank Industrial Estate Economic Development Area (EDA). The immediate surrounding area is predominantly in industrial and business uses (Classes 4, 5 and 6). The nearest residential areas are: the housing estate to the north of Crossloan Road, the houses to the west of Rowan Business Park on Ardlaw Street, and the tenement buildings west of Craigton Road.</p> <p>The application site is within Ward 5 – Govan.</p>
<b>DESIGN AND MATERIALS</b>	<p>The proposed development comprises the:</p> <ul style="list-style-type: none"><li>• change of use of the warehouse and overall site from solely Class 6 (Storage and Distribution) use to further include use as Class 4 (Business), Class 5 (General Industry) and Class 6 (Storage and Distribution);</li><li>• external alterations to the front (north) elevation of the warehouse building:<ul style="list-style-type: none"><li>○ formation of 1no. window opening with a roller shutter;</li><li>○ formation of 1no. large roller shutter door opening;</li><li>○ refurbishment 1no. existing large roller shutter door;</li><li>○ installation of 1no. large signage hoarding above the 1no. existing large roller shutter door, and removal of 1no. existing large signage hoarding;</li><li>○ formation of 1no. door opening;</li><li>○ installation of 5no. external lights;</li><li>○ infill of 3no. existing door openings with external cladding to match the existing; and</li><li>○ painting of external wall cladding, gutters, downpipes and flashings to light grey.</li></ul></li><li>• external alterations to the side (east) elevation of the warehouse building:<ul style="list-style-type: none"><li>○ infill of 2no. door openings with external cladding to match the existing;</li><li>○ infill of 2no. roller shutter door openings with external cladding to match the existing;</li><li>○ installation of 4no. external lights; and</li><li>○ painting of external wall cladding, gutters, downpipes and flashings to light grey.</li></ul></li><li>• external alterations to the rear (south) elevation of the warehouse building:</li></ul>

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- removal of canopy attached to this elevation's external wall;
- infill of 2no. roller shutter door openings with external cladding to match the existing;
- refurbishment 1no. existing large roller shutter door;
- formation of 1no. door opening;
- installation of 6no. external lights; and
- painting of external wall cladding, gutters, downpipes and flashings to light grey.
- external alterations to the side (west) elevation of the warehouse building:
  - installation of 11no. external lights; and
  - painting of external wall cladding, gutters, downpipes and flashings to light grey.
- formation of 2no. new vehicle accesses from Loanbank Quadrant to the reconfigured front parking area. The proposed eastern access is 7m in width. The proposed western access is 16m in width.
- reconfiguration of the front parking area and land on the side (west) elevation to form:
  - 21no. vehicle parking spaces (including 2no. active EV spaces, 2no. accessible spaces, and 17no. general spaces);
  - a 2m wide segregated pedestrian pavement connecting the adopted footway to the front of the building;
  - a 2m wide segregated pedestrian route along the perimeter of the building defined by painted lines on the tarmac;
  - soft landscaping area along the western boundary with wild flower seed mix planting;
  - erection of a secure and covered cycle parking area with 5no. Sheffield cycle racks for 10no. cycle parking spaces;
  - an aco drain; and
  - 3no. concrete ramps.
- works within the rear yard and to the side (east) of the building:
  - a new 2.4m tall metal security fence set 2m from the rear and side (east) elevations of the warehouse building, then 12m from the side (west) elevation of the warehouse building the 2.4m tall metal security fence continues southwest and connect to the existing metal security fence on the southern boundary of the site;
  - 2no. concrete ramps;
  - erection of a bin store building.

### Design

The proposed development is a building improvement and fit out with associated works to the access, landscaping and boundaries of the application site. The most recent planning permission (ref. 25/00025/FUL) was a speculative permission where the operators of the building were not known and as such the objective of the development work was to provide move-in ready shell units to attract new businesses. This application has an operator attached, and the differences between the approved development under the most recent permission and the proposed development in this application are driven by the needs of that operator.

Principally – the change of use to include Classes 4 and 5 in addition to Class 6, the use of the entire warehouse as one commercial unit instead of the 3no. subdivided commercial units under the previous permission, and the changes to the proposed access widths from Loanbank Quadrant.

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	<p>The external alterations to the building are largely about the formation of new window, door and roller shutter openings and the infill of existing door and roller shutter openings to serve the internal use of the warehouse building. The existing light poles on the northern boundary of the site in the front parking area are within the landownership of the application site and are not the councils. These poles will be removed as part of the development. Which explains the proposed external lights on all elevations of the buildings. The proposed 11no. external lights on the side (western) elevation of the building replace 3no. existing flood lights, and as informed by the applicant are required to provide sufficient light to both the new vehicle access and parking bays on the western boundary as well as emergency lighting of the escape route which goes around the perimeter of the building. The entire building's external wall cladding, gutters, downpipes and flashings are to be painted in light grey to provide a uniform finish.</p> <p>The external works to the site, as described above, are also proposed to facilitate the change of use of the warehouse and improve the accessibility and parking within the application site. A total of 21no. parking spaces are provided inclusive of 2no. active EV spaces and 2no. accessible spaces. A secure and covered cycle parking area with 10no. cycle spaces and a bin storage structure are proposed to be erected to serve the employees of the business and visitors to the application site. Drawings have been submitted to show the elevations, floorplans and materials of these structures.</p> <p>The proposed soft landscaping strip along the western boundary of the site provides a total area of approximately 48 sqm of wildflower seed mix planting (i.e. 25 sqm + 23 sqm). A 2m wide segregated pedestrian path is provided around the western and northern perimeter of the building, and connects to the existing adopted footway.</p> <p>A proposed aco drain is shown on the submitted Proposed Site Plan drawing to address the existing level of surface water runoff within the site.</p> <p>Pedestrian, cycle and vehicle access from the adopted road and footway is proposed to be taken from the 2no. proposed accesses and from the proposed internal access road. The applicant via the agent has been informed that a separate Section 56 Agreement would be required to gain permission for the dropped kerbs to provide the proposed accesses.</p> <p><b>Materials</b></p> <p>All relevant materials and/or finishes are stated on the submitted drawings.</p>
<b>DAYLIGHT</b>	Not applicable to this application.
<b>ASPECT</b>	The application site and warehouse building front onto Loanbank Quadrant.
<b>PRIVACY</b>	Not applicable to this application.
<b>ADJACENT LEVELS</b>	As described above in the Siting section, the site is topographically below the adjacent adopted footway and road. This has an implication on surface water flood risk as shown on the SEPA Flood Risk Management Map.
<b>LANDSCAPING (INCLUDING GARDEN GROUND)</b>	The existing landscaping within the application site, the soft landscape strip on the western boundary with approximately 53 sqm in area, has been left to self-seed and is generally unmaintained. The proposed soft landscape areas are shown on the submitted drawings and described in the Design and Materials section above. It will be assessed against the relevant Development Plan policies in the Other Comments section of this report, below.
<b>ACCESS AND PARKING</b>	The existing and proposed access and parking is as described above in the Siting section and the Design and Materials section. The proposed access and parking will be assessed against the relevant Development Plan policies in the Other Comments section of this report, below.
<b>SITE CONSTRAINTS</b>	The application site is within areas of both low and high risk for the Coal Authority.

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### OTHER COMMENTS

Sections 25 and 37 of the Town and Country Planning (Scotland) Acts require that when an application is made, it shall be determined in accordance with the Development Plan unless material considerations dictate otherwise.

The issues to be taken into account in the determination of this application are therefore considered to be:

- a) whether the proposal accords with the statutory Development Plan;
- b) whether any other material considerations (including objections) have been satisfactorily addressed.

Each development proposal will be considered on its individual merits and must respond to its setting appropriately to ensure protection and enhancement of amenity in the area.

In respect of (a) the Development Plan comprises the National Planning Framework 4 adopted 13th February 2023 and the Glasgow City Development Plan adopted on the 29th March 2017.

#### NPF4

The proposed development generally complies with **Policies 1 and 2** of NPF4 as it is fairly minor in scale and does not directly address, negatively or positively, the global climate emergency and nature crises.

With regards to **Policies 3 and 20**, the proposal would not have adverse impacts on existing biodiversity, nature networks, blue and green infrastructure or the natural environment as the existing site is vacant brownfield land with a vacant industrial warehouse building and which has little to no vegetation and biodiversity value. The application site's location within an EDA that is principally industrial in its immediate and surrounding character and which has minimal existing green and blue infrastructure and designated open space limits the proportional and practical opportunities to create connections to that infrastructure within the site. The proposed development will provide a minimum of approximately 45 sqm of formal soft landscaped area within the site along the western boundary. To better comply with Policy 3 criteria (a) and (c) and Policy 20 criteria (b), a suspensive condition would be required to be placed on a Decision Notice to require the submission of robust landscape information and an associated Biodiversity Enhancement Plan (or similar) to demonstrate that the proposal will proportionately restore and enhance biodiversity on the application site. However, this will not be done, as the proposed development is recommended for refusal due to the proposed western access width issue as assessed.

The proposed development complies with **Policy 9** criteria (a) and (d) as well as with **Policy 26** criteria (a) as it would, for the most part, result in the appropriate redevelopment of a vacant, brownfield site and vacant industrial warehouse building for the continued Class 6 storage and distribution use and the expanded Class 4 and Class 5 business and general industrial uses within a designated Economic Development Area (EDA). The proposal, subject to conditions, could account for its impact on the amenity of surrounding commercial uses and the requirement for improved surface water drainage, biodiversity enhancement and landscaping within the application site. However, this will not be done, as the proposed development is recommended for refusal due to the proposed western access width issue as assessed.

The proposed development generally complies with **Policy 12** criteria (b) as it would reuse vacant brownfield land and a vacant industrial warehouse building, the demolition is minimised to the required external alterations associated with the requirements of the identified operator, and the materiality of the building itself and the new external structures (cycle parking and bin store) are largely metal and timber which are widely and easily recyclable and could also be reused with minimal reprocessing. It generally complies with criteria (c) as the supporting information confirms that waste and recycling storage will be managed on-site and collection will be through a commercial company.

On balance, the proposed development is contrary to **Policy 13**. The extent of proposed development and the expansion of industrial use at this specific location is

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acceptable as it is within a designed EDA and it is within the designated Inner Urban Area and an area of both Below Base Accessibility and High Accessibility for Public Transport as specified in the City Development Plan: SG11 Public Transport Accessibility online ArcGIS map as per Annex A of SG11. However, the proposal does not meet criteria (b)(i) and b(vi) – (viii) as, specifically, the proposed western access width of 16m is too wide of a distance for a safe dropped kerb width in the existing adopted footway separating Loanbank Quadrant from the application site. Loanbank Quadrant specifically has an excess of dropped kerbs and wide site accesses over the adopted footways on either side of the street, and an additional 16m wide dropped kerb at this location would exacerbate the loss and misuse of these footways and make it less safe and less easy for pedestrians and all active travel users to travel in this area. With advice from the Transport Planning officer and further to discussions with the applicant during this application and the previous permission's (ref. 25/00025/FUL) application process, GCC made it clear to the applicant and their consultant Fairhurst that the maximum proposed new access width that would be accepted is 10m. The proposed 16m width is 10m wider than the 6m width required for new minor commercial accesses as set out in Figure 10 for "Minor Commercial Access of Car Park with more than 50 spaces" [SCOTS National Roads Development Guide](#). **The planning officer gave the applicant sufficient time and opportunity submit revised drawings which reduce the proposed western access width to 10m, but they chose not to.** Apart from the proposed western access width of 16m, the proposal otherwise complies with Policy 13 criteria (b)(ii) – (b)(v) as it: is in an area of accessibility for existing public transport services; it integrates transport modes by its accessibility to active and public transport as well as vehicles; it includes sufficient active EV charging parking bays; it includes safe and secure cycle parking; it includes accessible parking spaces, flat and gradual ground levels and access ramps into / from the building; and, it ensures sufficient vehicle parking in line with SG11 vehicle, EV and cycle parking standards.

As a result of the retained proposed western access width of 16m, the proposed development is contrary to **Policy 14**. The excessive access width would be detrimental to the amenity of the surrounding area, and is inconsistent with the Connected and Adaptable categories of the six qualities of successful places as it reduces the existing level of safe pedestrian and active travel accessibility in the immediate area. If the proposed western access width was reduced to a maximum of 10m the overall proposal would be considered to comply with Policy 14 as: the layout, design and materials are functional but in keeping with the existing building; the proposal would result in an improvement of the industrial warehouse building and the application site; and it could make small positive contribution towards the surrounding area by virtue of it being the redevelopment of vacant, underutilised brownfield land and industrial site in a designated EDA.

The proposed development generally complies with **Policy 22** criteria (b) as it is for the change of use of and small-scale alterations to an existing building which will not increase the existing surface water runoff and therefore surface water flood risk within the site. The proposal includes a proposed aco drain channel and connected bio-filter retention tree pit to better capture the existing surface water runoff from the site and specifically within the parking area to the front of the building. The existing land within the site is largely impermeable, and while the proposal seeks to re-surface the site in impermeable asphalt, the introduction of the aco drain channel and the addition of formal soft landscaped areas on the western boundary for surface water capture and management is welcome.

### **CDP and SGs**

As assessed by Policies 12 and 14 of NPF4 above, **CDP1** and **SG1** seek to protect the character and identity of the city by requiring a placemaking approach to all proposed development. **SG1 (Part 2)** outlines guidance for commercial premises. However, little of the detailed policy guidance in this section is of direct relevance to the proposal. Generally, CDP1 and SG1 requires that all development, including commercial and industrial developments, are designed to respect and enhance the appearance of the site, the streetscape and the surrounding area, and are not detrimental to the amenity of neighbouring properties and uses. As detailed in the Siting section and the Design and Materials section above, the proposed development is functional in design and in materials and – for planning purposes – are fundamentally: the expansion of industrial uses to include Classes 4, 5, and 6; the external alterations to the existing building; and

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a reconfiguration of the existing parking areas with two new accesses. The proposed change of use and external alterations will not impact on the existing character of the site or the area which is a designated EDA and more specifically the Helen Street / Loanbank Industrial Estate EDA. However, as assessed against NPF4 Policies 13 and 14 above, the proposed western access width of 16m is contrary to policy and would be detrimental to the safety of pedestrians and active travel users in the area through the loss of already disconnected adopted footway along Loanbank Quadrant. The proposal would result in a less connected, less safe place. The proposed development is therefore contrary to CDP1 and SG1 (Part 2).

**CDP2** and the relevant development framework, the **Govan – Partick Strategic Development Framework (SDF)**, of the CDP aims to influence the location and form of development to create a “compact city” form which supports sustainable development. The application site is within the **Govan – Partick SDF**. In this development framework, the site is generally: within white land (no specific development interventions or improvements); or on land within the Helen Street / Loanbank Industrial Estate EDA. General interventions or improvements in surrounding the site itself include: increased urban repair and placemaking; and, increased permeability and accessibility along Helen Street (north – south) and along Loanbank Quadrant (east – west). The proposed development generally complies with CDP2 and the Govan – Partick SDF as it is for the redevelopment of a vacant brownfield site and vacant industrial warehouse building with expanded industrial uses. However, as assessed above, it will have a negative impact on the existing accessibility of Loanbank Quadrant and the EDA due to the proposed western access width of 16m.

As assessed against Policies 9 and 26 of NPF4 above, **CDP3** and **IPG3** seeks to promote the creation of economic opportunity for all the City’s residents and business and encourage sustained economic growth. Paragraph 3.1 states that “[t]he Council seeks to ensure that EDAs... 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.” The proposed development is for the improvement of, and expanded use of, an existing Class 6 industrial building and site to include Classes 4 and 5, and therefore complies with CDP3 and IPG3.

As assessed against Policies 3 and 20 in NPF4, and subject to conditions, the proposed development generally complies with **CDP6** and **SG6**. CDP6 states that the Council will support development that delivers and enhanced / extended Green Network as an integral, functioning part of the wider area. SG6 sets out guidance on the Green Network to ensure it is protected and enhanced by new development. Due to the existing quality of the site – vacant, brownfield impermeable surfaces and a small portion of semi-naturalised land – the proposal would not have adverse impacts on existing biodiversity, nature networks, blue and green infrastructure or the natural environment as there is little to no vegetation and biodiversity value. The scale and nature of the development do not trigger requirements for green roofs or open space provisions. Regardless, the proposed development would provide a minimum of approximately 45 sqm of formal soft landscaped area within the site. If the application was recommended as Grant Subject to Condition(s), pre-commencement and control conditions would require the submission of robust landscape information and an associated Biodiversity Enhancement Plan (or similar) to demonstrate that the proposal will proportionately restore and enhance biodiversity on the application site.

As assessed against Policy 22 of NPF4 above, **CDP8** and **SG8** require all new development to assess and address flood risk. The proposed development does include SUDS in the form of the proposed aco drain channel and connected bio-filter retention tree pit to better capture the existing surface water runoff within the site. As such and on balance, the proposal complies with the requirements of CDP8 and SG8.

As assessed by Policy 13 above, **SG11** supports **CDP11** by providing guidance on how development proposals will be expected to address the transport implications that they give rise to. The proposed development includes two new accesses and the associated dropped kerbs to create them. **As assessed above – the proposed western access width of 16m is excessive and is considered by both GCC Transport Planning officers and the planning officer to be unacceptable at this location, and for this scale of development. The applicant has been informed since the submission of the previous permission application (ref. 25/00025/FUL) that the maximum new access width that would be accepted is 10m. This was reiterated during this**

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	<p><b>application, and the applicant was given the opportunity to submit revised drawings to show the change. They did not do so.</b> Otherwise, the proposed layout demonstrates sufficient vehicle, EV accessible and cycle parking in line with the standards set out in Tables 2.2, 3.2 and Table 4 of SG11 in relation to the Office, Industry and Business categories. On balance, the proposed development is contrary to CDP11 and SG11.</p> <p><b><u>Officer Conclusion</u></b></p> <p>In respect of (a), the proposed development is in not in accordance with the statutory Development Plan.</p> <p>With respect to part (b), no representations were received, and there are no further material considerations which would justify granting planning permission.</p> <p>It is recommended that this full planning permission application be refused.</p>
<b>RECOMMENDATION</b>	<b>Refuse</b>

Date	26 January 2026	DM Officer	Lauren Springfield
Date	<u>10/02/2026</u>	DM Manager	Ross Middleton

### **Reasons for Refusal**

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.

### **Refused Drawing(s)**

The development has been refused in relation to the following drawing(s):

01. AL(0)01 LOCATION PLAN Received 1 August 2025
02. AL(0)02 REV E PROPOSED SITE PLAN 1 August 2025
03. AL(0)04 REV E PROPOSED BUILDING PLAN 1 August 2025
04. AL(0)05 REV G PROPOSED ELEVATIONS 1 August 2025
05. AL(0)08 PROPOSED BIN STORE 1 August 2025
06. AL(0)09 PROPOSED CYCLE SHELTER 1 August 2025
07. 163832-1020 VEHICLE SWEPT PATH ANALYSIS 1 August 2025
08. 163832-1021 VEHICLE SWEPT PATH ANALYSIS 1 August 2025
09. 163832-1022 VEHICLE SWEPT PATH ANALYSIS 1 August 2025
10. 163832-2001 PROPOSED DRAINAGE LAYOUT 1 August 2025
11. 163832-2010 DRAINAGE DETAILS 1 August 2025