



Planning Services 231 George Street GLASGOW G1 1RX Tel: 0141 287 8555 Email: onlineplanning@glasgow.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100751153-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Agent Details

Please enter Agent details

Company/Organisation:	G+GA		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	G+GA	Building Name:	
Last Name: *	-	Building Number:	59
Telephone Number: *		Address 1 (Street): *	Bridge Street
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Dollar
Fax Number:		Country: *	United Kingdom
		Postcode: *	FK14 7DQ
Email Address: *			

Is the applicant an individual or an organisation/corporate entity? *

Individual Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text" value="Bond House"/>
First Name: *	<input type="text" value="Keith"/>	Building Number:	<input type="text" value="19"/>
Last Name: *	<input type="text" value="Rodwell"/>	Address 1 (Street): *	<input type="text" value="Woodstock Street"/>
Company/Organisation	<input type="text" value="SLI Assets Ltd"/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text"/>	Town/City: *	<input type="text" value="London"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="UK"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="W1C 2AN"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="REDACTED"/>		

Site Address Details

Planning Authority:	<input type="text" value="Glasgow City Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text" value="25 LOANBANK QUADRANT"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text" value="GLASGOW"/>
Post Code:	<input type="text" value="G51 3HZ"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="665120"/>	Easting	<input type="text" value="255137"/>
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Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: *
(Max 500 characters)

GCC Ref: 25/01765/FUL Proposal: 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. Address: 25 Loanbank Quadrant Glasgow G51 3HZ

Type of Application

What type of application did you submit to the planning authority? *

- Application for planning permission (including householder application but excluding application to work minerals).
- Application for planning permission in principle.
- Further application.
- Application for approval of matters specified in conditions.

What does your review relate to? *

- Refusal Notice.
- Grant of permission with Conditions imposed.
- No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: * (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

Please refer to cover letter.

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? *

Yes No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: * (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: * (Max 500 characters)

Response letter Appendix A: Refusal letter Appendix B: Drawings Appendix C: Review of transportation reasons for refusal and traffic survey report. Appendix D: Email from planning officer dated 26th Feb 2026. Appendix E: Letter from Tritec

Application Details

Please provide the application reference no. given to you by your planning authority for your previous application.

25/01765/FUL

What date was the application submitted to the planning authority? *

01/08/2025

What date was the decision issued by the planning authority? *

10/02/2026

Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. *

Yes No

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? *

Yes No

Is it possible for the site to be accessed safely and without barriers to entry? *

Yes No

Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant? *

Yes No

Have you provided the date and reference number of the application which is the subject of this review? *

Yes No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? *

Yes No N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? *

Yes No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review *

Yes No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: - G+GA -

Declaration Date: 16/04/2026

Fee Exemption Reason

This is an appeal or request for local review and is not subject to a fee

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.

PLANNING REFERENCE - 25/01765/FUL

REVIEW OF TRANSPORTATION REASONS FOR REFUSAL

Introduction

ECS Transport Planning Ltd (ECS) has been commissioned by the Real Estate Investment Management Ltd (REIM), agent for the applicant SLI Assets Ltd, to consider the transportation reasons for refusal of the above planning application. Glasgow City Council (GCC) attached the following reasons to the planning decision notice:

- 1. 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.*
- 2. 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.*
- 3. 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.*

Discussions with the Planning Department has clarified that all three reasons for refusal relate to the proposed western access to the site. As detailed within Reason 3, GCC Roads Officers were unwilling to support the footway crossing distance as a result of the proposed access.

A material consideration is that a western access has already been approved by GCC as part of planning application 25/00025/FUL. The western access width was 7m which was specifically designed for smaller vehicles which were considered appropriate for the smaller units proposed as part of this application. In addition, the vehicle swept paths for this approved access did not take account of on-street parking.

The approved access has no restriction to the size of vehicle which can utilise the access, however, the Applicant is concerned over the practicalities of the approved arrangement, hence adding the access improvements to the application to widen the use class of the building.

The Roads Department reviewed the proposal, were satisfied and issued a Section 56 approval for the wider access in October 2025. This was subsequently withdrawn for administrative reasons when it became apparent that the planning application for the wider access would not be successful. However, this does not take away from the underlying review

process undertaken by GCC Officers which approved the Section 56 thereby confirming there was no technical issue with the proposed access. See *Appendix A*.

The following provides a summary of discussions during the planning application process and a review of the proposed access and associated implications for pedestrians on Loanbank Quadrant. The associated scheme drawings are included within *Appendix B* for reference/

Local Authority Discussions

Following the submission of the scheme plans for the proposed development, GCC Roads Department highlighted their concerns over the western access and the associated width of the crossing for pedestrians. Whilst not accepting that the western access was unacceptable, the Applicant's Agent, G+GA, discussed options to mitigate the access width in an effort to address the council's concerns. G+GA detailed the need for the proposed operator to access the site using HGVs. It was accepted by GCC that access to site and the wider industrial estate for this type of vehicle was appropriate.

The primary reason for the access design is the presence of on-street parking on Loanbank Quadrant which requires vehicles exiting to undertake a harder lock turn than would otherwise be required if the full carriageway was available. The required turning manoeuvre for an HGV therefore requires a wider access to ensure the vehicle trailer doesn't overrun the footway.

The Applicant's Agent discussed the introduction of parking restrictions on Loanbank Quadrant to remove on-street parking but this wasn't supported by GCC Roads Department despite the potential for this ultimately providing a betterment for all operational accesses on the route. It should be noted that a 10m access would be sufficient to accommodate HGVs if the full carriageway was available.

As no mitigation was agreed with the Officers, the application was recommended for refusal on the aforementioned grounds.

Reasons for Refusal

As detailed previously, the various reasons for refusal are related to the width of the western crossing as GCC perceived that the footways would become more disconnected, less accessible, and less safe for pedestrians and active travel users.

Reason 3 of the refusal states that the access should be *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.

The proposal relates to the servicing of an approved 30,000 sqft industrial unit within an established industrial estate, not a car park serving a minor commercial development. A 6m wide access would not be suitable to accommodate HGVs as required by the proposed operator which, as accepted by GCC, are an appropriate vehicle size for the industrial estate.

Figure 11 Major Commercial or Industrial Access is more appropriate for the proposed site as it is specifically designed to accommodate HGVs as detailed within *Figure 1*, overleaf. Also, it should be noted that the 6m width detailed within *Figure 10* and the 7.3m in *Figure 11* is guidance on widths of the internal access road and not access onto the public road. The equivalent access onto a public road will always be wider as the radii of the junction naturally creates a wider opening.

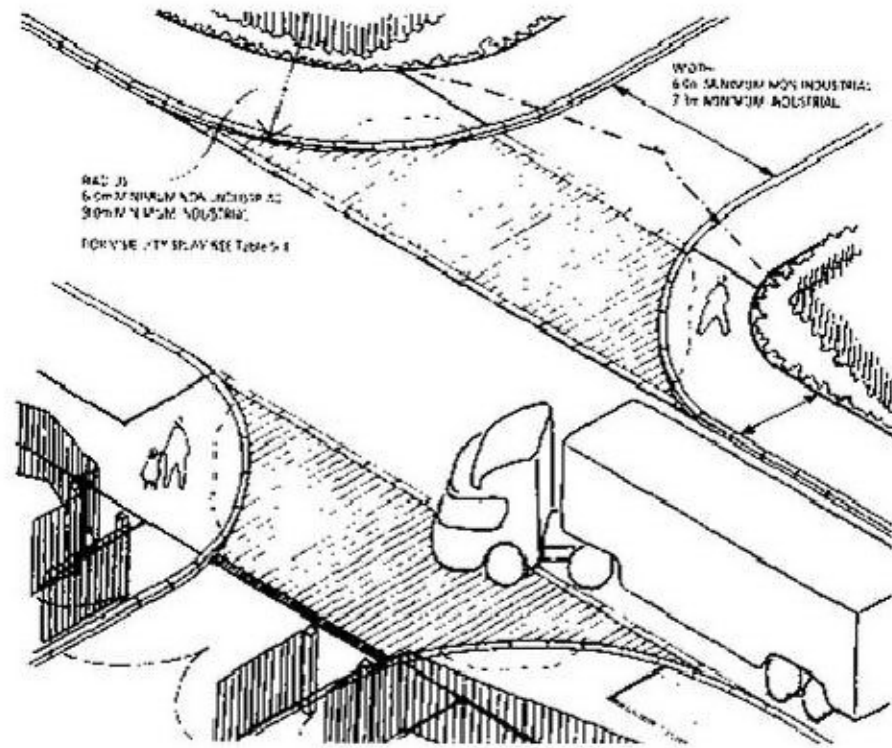
Furthermore, it should be recognised that the already approved western access is 7m wide which is clearly in excess of that detailed within Reason for Refusal 3. As such, it is considered that the reference to *Figure 10* of SCOTS is not appropriate for the site and isn't consistent with previous planning decisions or existing established accesses in the industrial estate.

The reason for refusal would suggest that the proposed access was in some way out of keeping with wider industrial estate and introduced a crossing distance which couldn't be

supported by the council. This is not supported by the evidence on the ground and can be confirmed by visiting the industrial estate.

Figure 1: Figure 11 SCOTS Roads Development Guide

Figure 11 Major Commercial or Industrial Access



There are numerous access points which are in excess of 6m and many which are similar to that proposed at the Appeal site. *Figure 2* details wider existing dropped kerb crossing points on Loanbank Quadrant with a description of each provided below.

1. 35m section without footway. Cars park at the front of the unit so manoeuvre over the footway regularly;
2. 15m access to yard area without footway;
3. 13m access to yard area without footway;
4. 14m double entrance without footway;
5. 13.5m double entrance without footway;
6. 30m section without footway. Cars park at the front of the unit so manoeuvre over the footway regularly;
7. 14m crossing of formalised junction; and
8. 20m section without footway. Cars park at the front of the unit so manoeuvre over the footway regularly.

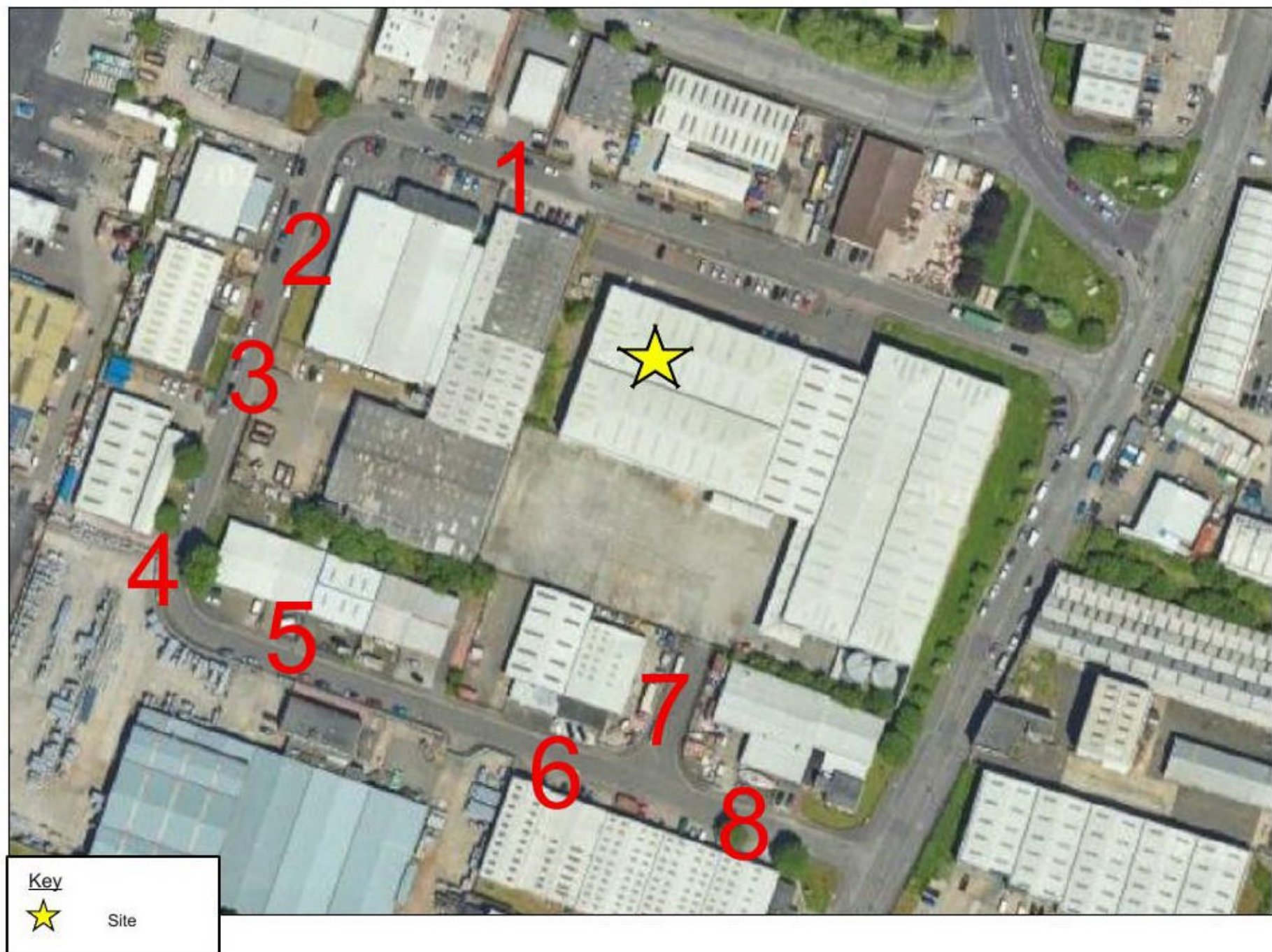
It is evident that the crossing width proposed at the access junction is in no way unique and is actually typical in the wider industrial estate.

Given that this standard of crossing is typical, the primary consideration is whether the proposed access results in a safety or operational issue for pedestrians using the footway as suggested by GCC Roads.

Loanbank Quadrant is an industrial estate loop road which provides direct access to industrial premises with no through route to other streets available. As a result, any pedestrian entering Loanbank Quadrant does so to access the industrial estate and is fully aware of the environment in which they are walking. This is a key consideration as the footways are not part of a route for unfamiliar pedestrians routing through the industrial estate to an alternative destination, they are aware of their surroundings and the nature of the traffic on the road.

Furthermore, as Loanbank Quadrant offers direct access to premises, the footways are regularly broken to facilitate access which ensures that pedestrians are aware that vehicles will be crossing the footways. The presence of multiple accesses ensures that pedestrians are actively engaged in vehicle movement which may not be the case on other streets, for example, city centre streets or segregated footways.

Figure 2: Existing Dropped Kerb Crossing Points



A review of Crashmap has been undertaken to determine if there is any accident history within the wider industrial estate which would suggest that pedestrian safety would warrant additional investigation due to the level of infrastructure available and proposed. Crashmap highlights that there has not been a single accident on Loanbank Quadrant in the 26 year accident history available on the database.

The fact that the proposed access is consistent with other accesses within the industrial estate and that there is no record of accidents would typically demonstrate that there was no material road safety risk which warranted further investigation.

Pedestrian Survey: Transurvey Ltd

Nevertheless, given GCC Road Officers comments, the Appellant commissioned a pedestrian survey on Loanbank Quadrant adjacent to the site and provided this information, as well as the scheme plans, to an independent road safety auditor to consider the proposed accesses.

The pedestrian survey was undertaken by Transurveys Ltd, an independent survey company, on Thursday 5th March between 7am and 7pm. The survey indicates that during the busiest hour, 12pm – 1pm, there is a maximum of 12 two-way pedestrians using the southern footway all of which are adults and therefore not classed as vulnerable road users. This time period would suggest that the pedestrian movements are associated with employees going for lunch. In general, the pedestrian movements are much lower throughout the remainder of the day.

During the busiest period, a pedestrian would cross every 5 minutes, on average, which clearly represents low pedestrian activity by any standard. The pedestrian survey is included within *Appendix C* for reference.

Road Safety Audit: Drummond Black Consulting Ltd

The Appellant commissioned Drummond Black Consulting Ltd, road safety auditors, to undertake an independent road safety audit of the proposed accesses onto Loanbank Quadrant. In addition to reviewing the scheme drawings and the pedestrian survey, the auditors visited the site and wider industrial estate as is required by road safety audit guidance.

The audit identified one problem with the scheme and this was the presence of a gully and service cover located at the access. These are located on the public road, outside the control of the applicant, and the suggested mitigation is for appropriate repairs to be made to these given the current condition. It should be noted that the condition of gully and service cover are exiting and not as a result of the Appellant. As these are within the public road, the works would typically be the responsibility of the Roads Authority as part of on-going maintenance.

The auditors did not raise any road safety risk with the proposed crossing which demonstrates that the proposed scheme does not introduce a material road safety concern in the view of independent road safety experts.

The audit report is included within *Appendix D*.

Summary

In summary, it is considered that refusal of the planning application on transportation grounds was unreasonable for the following reasons:

- The principle of the western access at 7m wide has been approved under planning consent 25/00025/FUL;
- The highways department have reviewed the proposal and were satisfied, issuing a Section 56 approval;
- 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;
- 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;
- 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;
- The proposed crossing does not materially alter the pedestrian environment in the industrial estate and would not discourage pedestrians from using the wider infrastructure;
- 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, which demonstrates that pedestrians can safely use the existing footways and numerous dropped kerb crossings; and
- An independent road safety expert has considered the proposed access and not raised any safety issues with the crossing distance or pedestrian movement.

Based on the above assessment of the proposed access, we consider that there is no material safety or operational issue introduced as a result of the access which would warrant withholding planning approval.

APPENDICES

A. Section 56



Executive Director
George Gillespie

Neighbourhoods, Regeneration
And Sustainability
Glasgow City Council
231 George Street
Glasgow G1 1RX
Phone 0141 287 8555
Fax 0141 287 8444

Our ref **TE/DEV/S56/2779/CN**

Your ref

Ask for **Charles Nicolson**

David McFarlane

Date **October 2025**

FAIRHURST

4th Floor
300 Bath Street
Glasgow, G2 4JR

Dear Sirs

**SECTION 56 APPLICATION TE/DEV/S56/2779
HELEN STREET LOANBANK QUADRANT, GLASGOW**

I refer to your recent communication concerning the above and can confirm Section 56 Approval as shown in your drawing number **163832-1500 – Rev B** (dated 10/09/2025)

- (1) All works to be carried out to the satisfaction of Neighbourhoods Regeneration & Sustainability (NRS) and they are to be informed at each stage of the work by contacting NRS Roads Developments at RoadsDevelopment@glasgow.gov.uk
- (2) Please contact NRS Lighting representative David Dunn on david.dunn@glasgow.gov.uk before works are carried out on or near the existing street lighting network.
- (3) The contractor must contact Glasgow City Council's NRS Roadworks Control Unit at least 6 weeks in advance of commencement of works to discuss traffic management issues and any relevant permit requirements. Contact Calum Stewart on calum.stewart@glasgow.gov.uk or 0141 287 9430.
- (4) All utility companies are to be consulted prior to work commencing.
- (5) Prior to any works commencing on site a joint dilapidation survey must be carried out on the adjacent public road network. In the first instance please contact Peter McGillivray on 0141-287-9184 or peter.mcgillivray@glasgow.gov.uk
- (6) The minimum period of notification for this will be two weeks prior to the commencement of works. Failure to arrange this joint dilapidation survey will result in the assumption that any damage to the surrounding road network has been caused by your works and full reinstatement will be required.
- (7) Under Section 95 of the Roads (Scotland) Act 1984 the Contractor has a duty to keep the public roads reasonably free from mud, clay etc during construction works.

Glasgow City Council NRS will be applying a charge to the Developer for site inspections, materials testing and any temporary traffic regulation order following commencement of work on site. Invoices for inspection fees will be sent to Keith Rodwell, Real Estate Investment Management Ltd Bond House, 19-20 Woodstock Street, London W1C 2AN.

- (1) You are required to respond within 28 days of receipt of this letter confirming the acceptance of these conditions.

Yours faithfully

Charles Nicolson signed for Sarah Shaw (Charles.nicolson@glasgow.gov.uk)

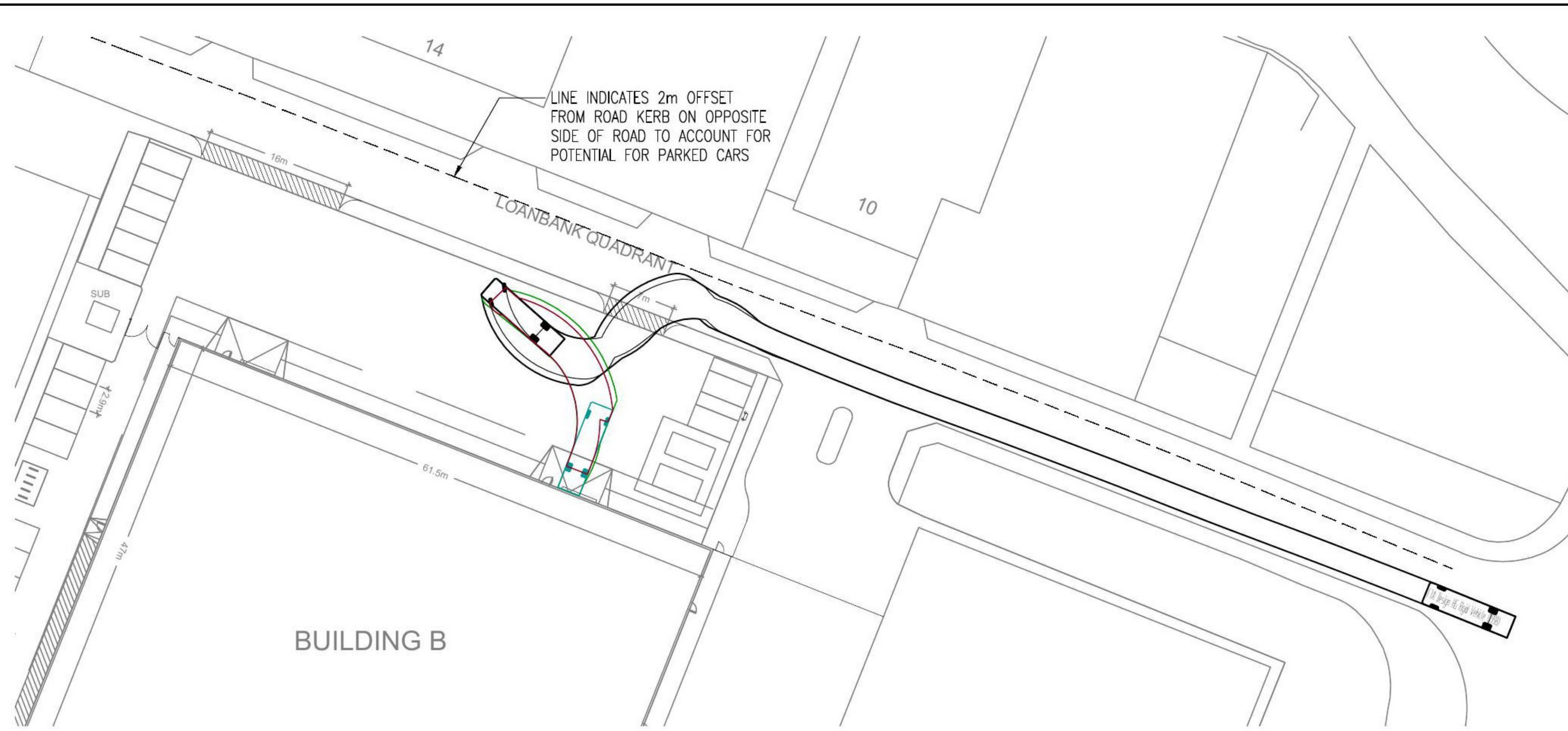
Sarah Shaw

Head of Planning

Neighbourhoods Regeneration and Sustainability

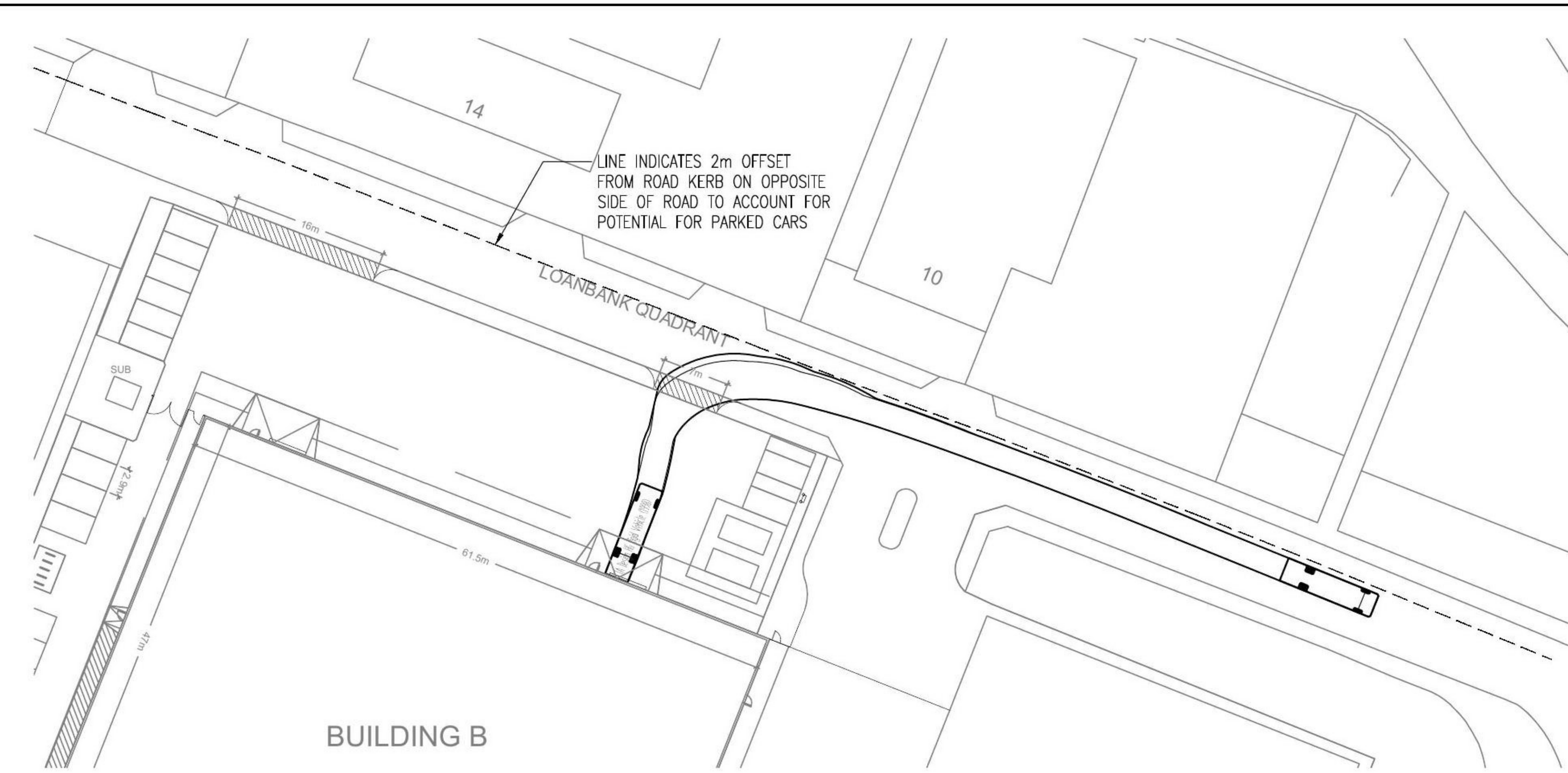
S56issueletter helen street

B. Scheme Drawings



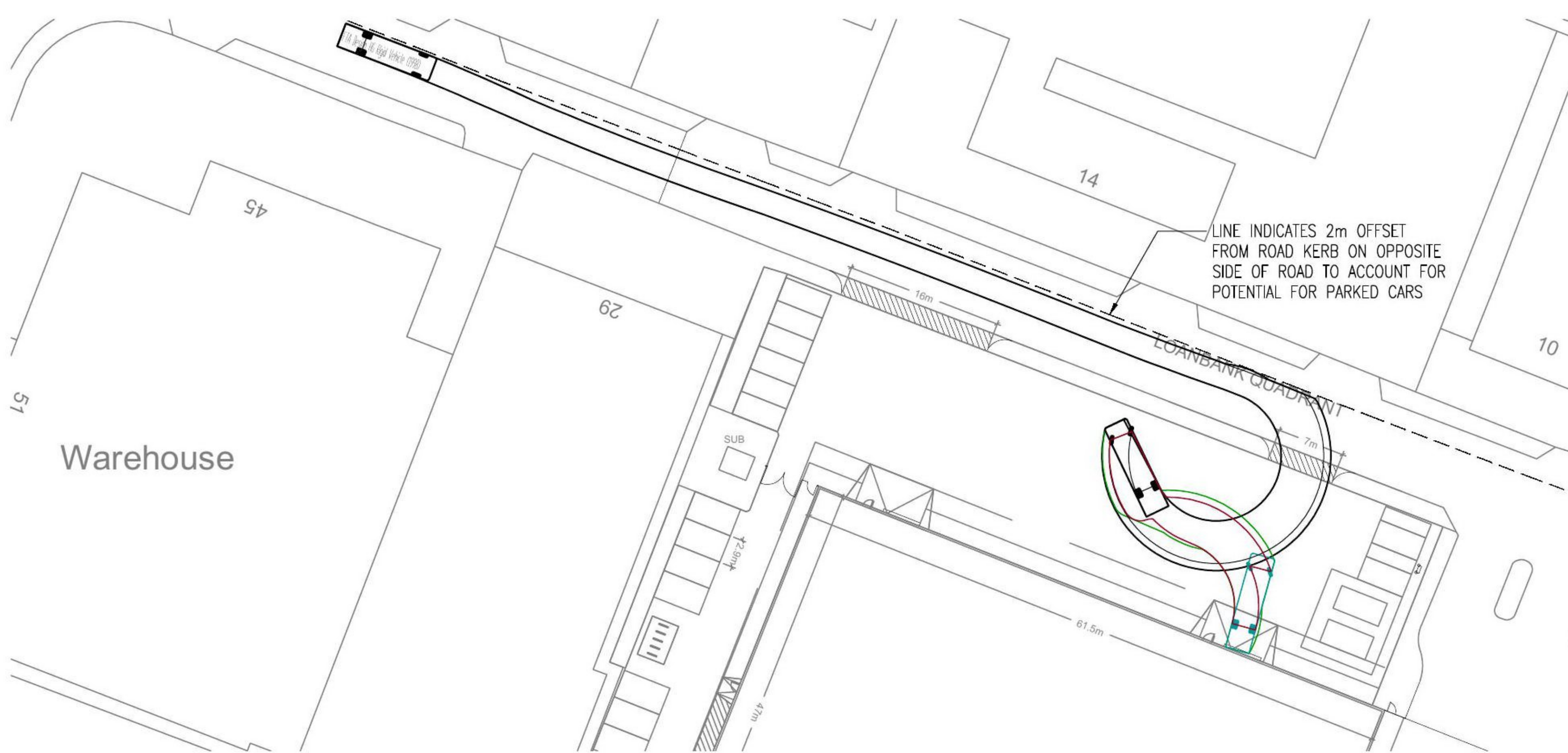
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(SCALE 1:500)



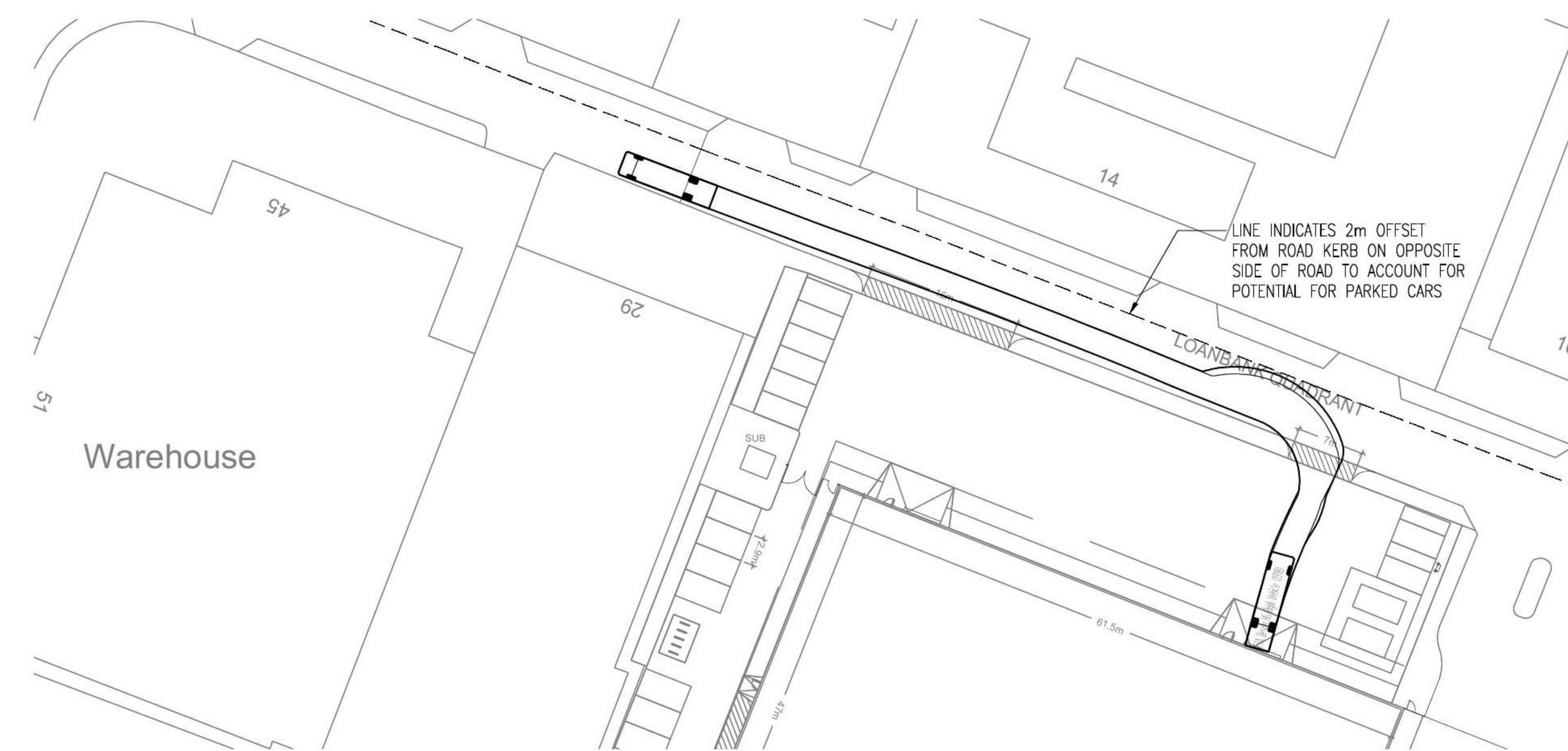
UNIT B2 VEHICLE TRACKING (EXIT TO HELEN STREET)

(SCALE 1:500)



UNIT B3 VEHICLE TRACKING (ENTRANCE FROM LOANBANK QUADRANT)

(SCALE 1:500)



UNIT B3 VEHICLE TRACKING (EXIT TO LOANBANK QUADRANT)

(SCALE 1:500)

Do not scale from this drawing.

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION.

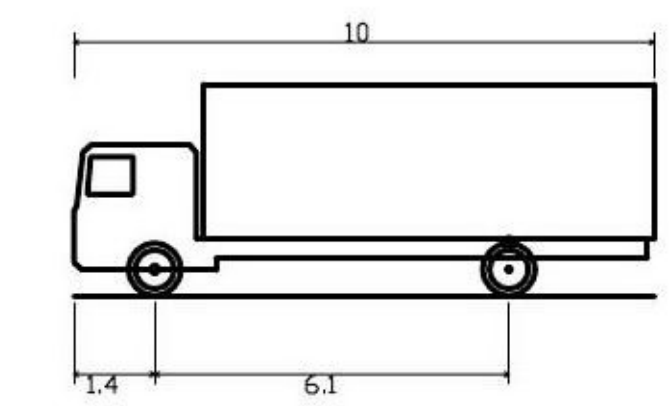
RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO DESIGN ASSESSMENT FORM NO.

CONSTRUCTION

DEMOLITION

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.



FTA Design HG Rigid Vehicle (1998)

Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

Rev.	Date	Description	Drawn	Chkd.	Appd.

FAIRHURST REAL ESTATE INVESTMENT MANAGEMENT LTD.

4th Floor,
300 Bath Street,
GLASGOW
G2 4JR

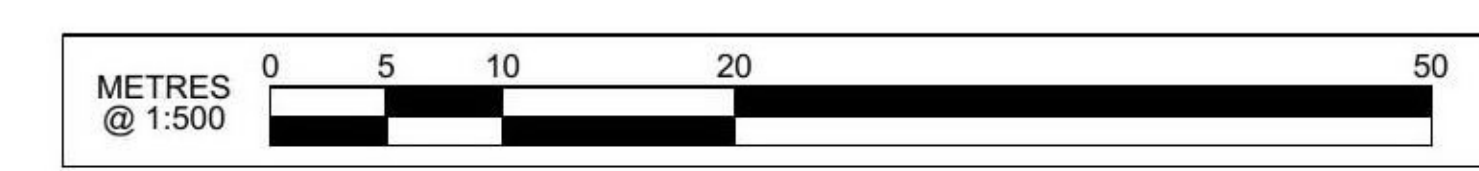
Tel: 0141 204 8800
www.fairhurst.co.uk

Project Title:
HELEN STREET, GLASGOW

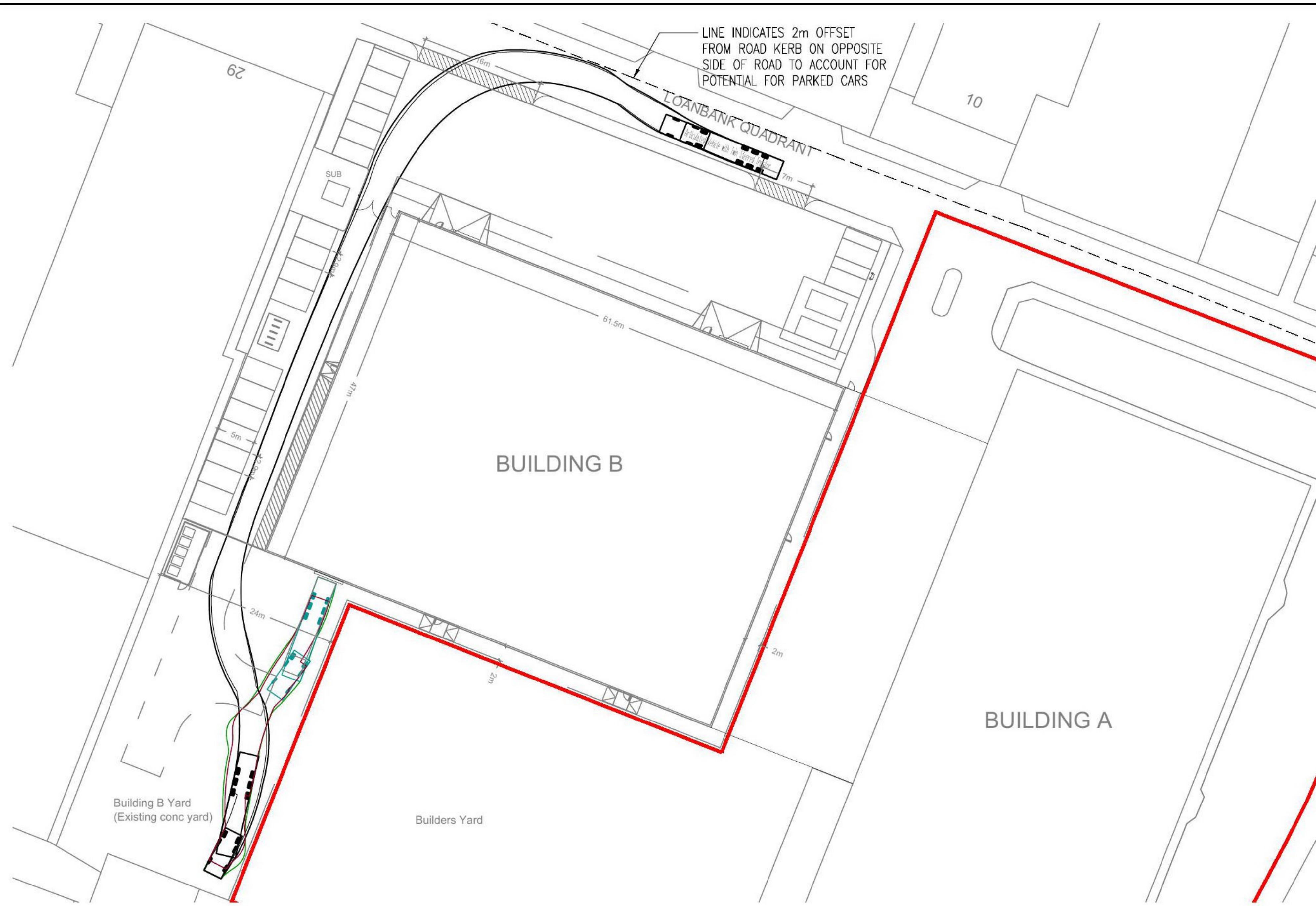
Drawing Title:
VEHICLE SWEEP PATH ANALYSIS

Scale at A1: 1:500	Status: INFORMATION
Drawn: JH	Checked: DDL
Date: 16.05.25	Date: 16.05.25
Approved: GB	Date: 16.05.25

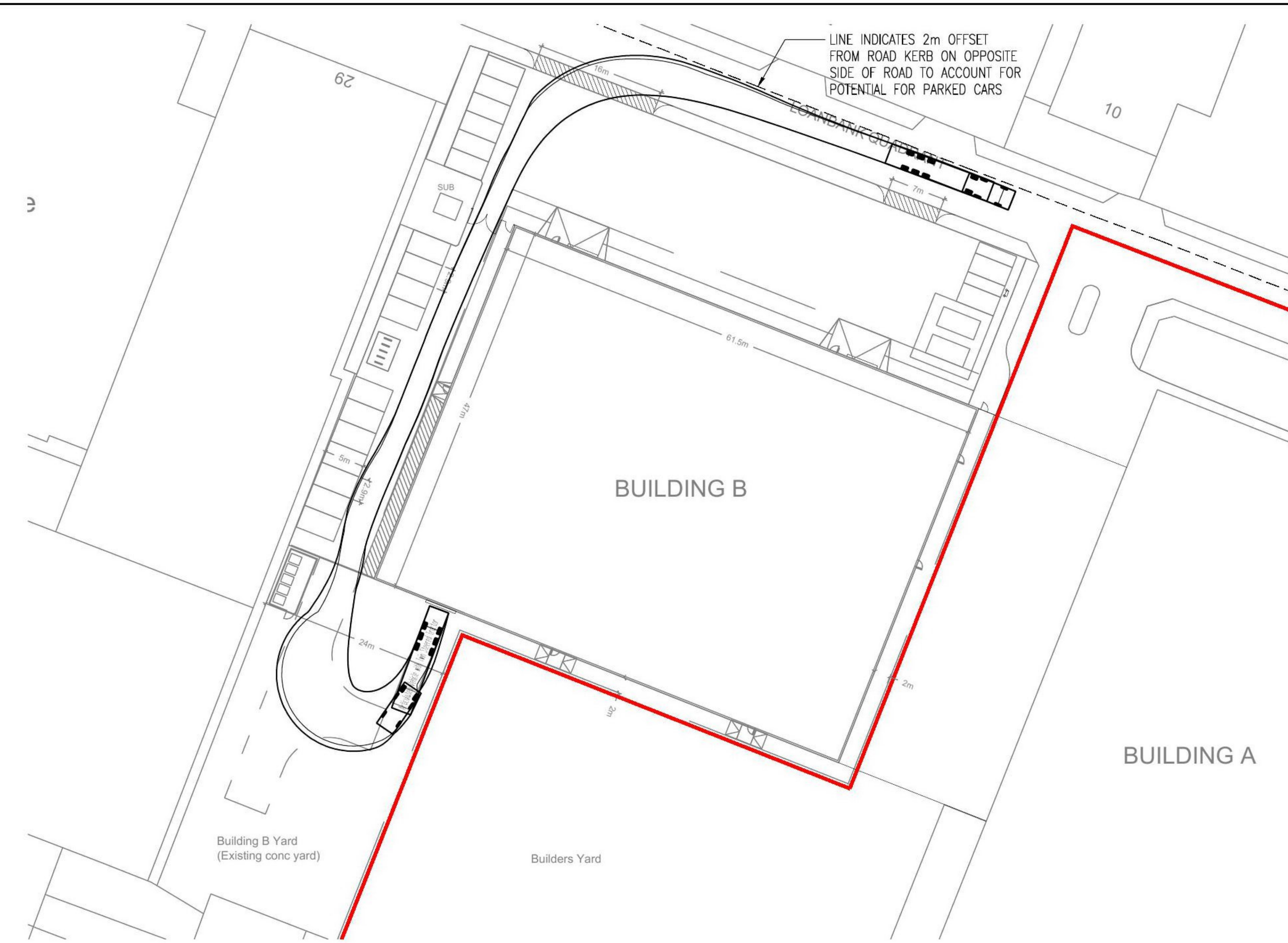
Drawing No.: 163832-1021 Revision: -



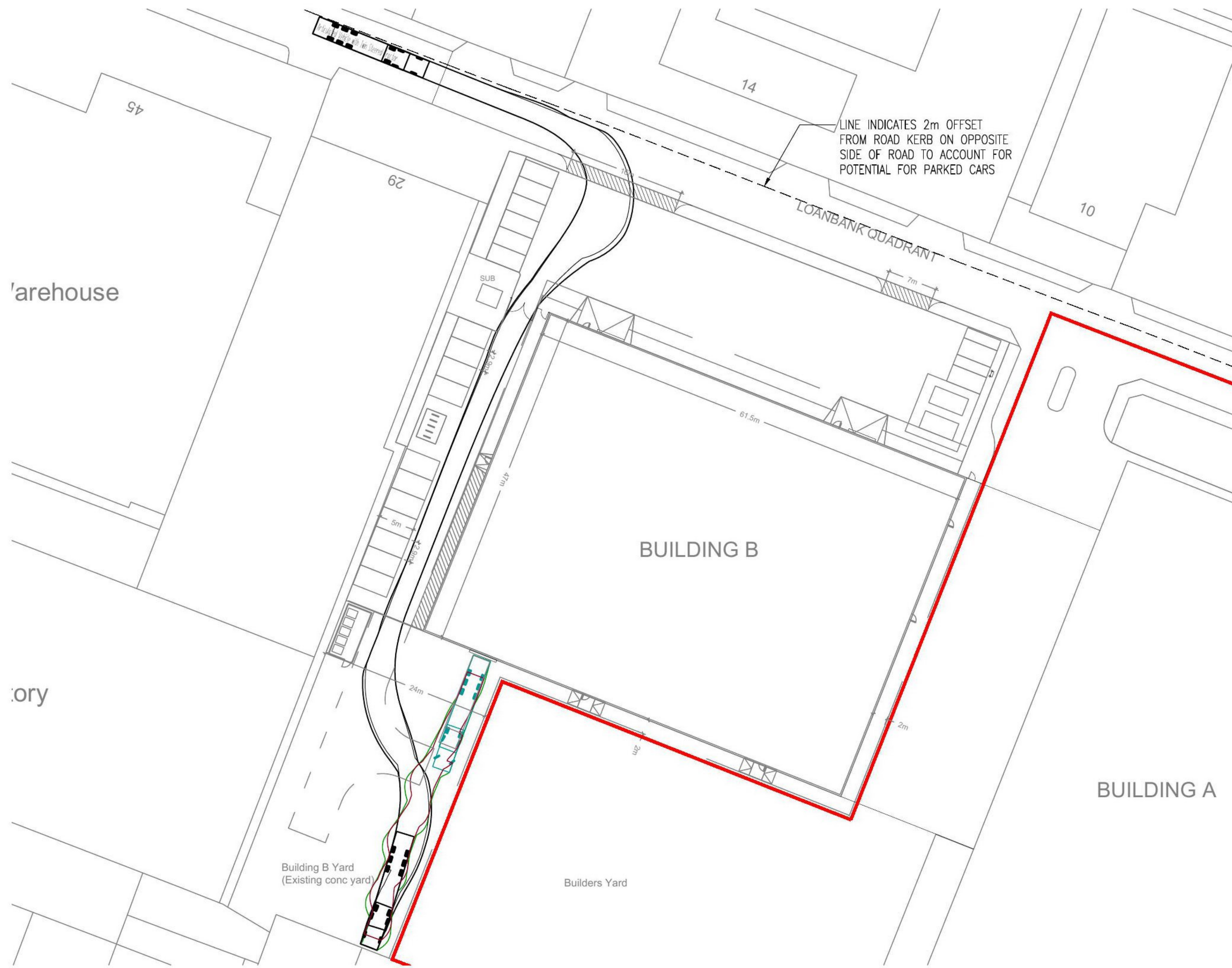
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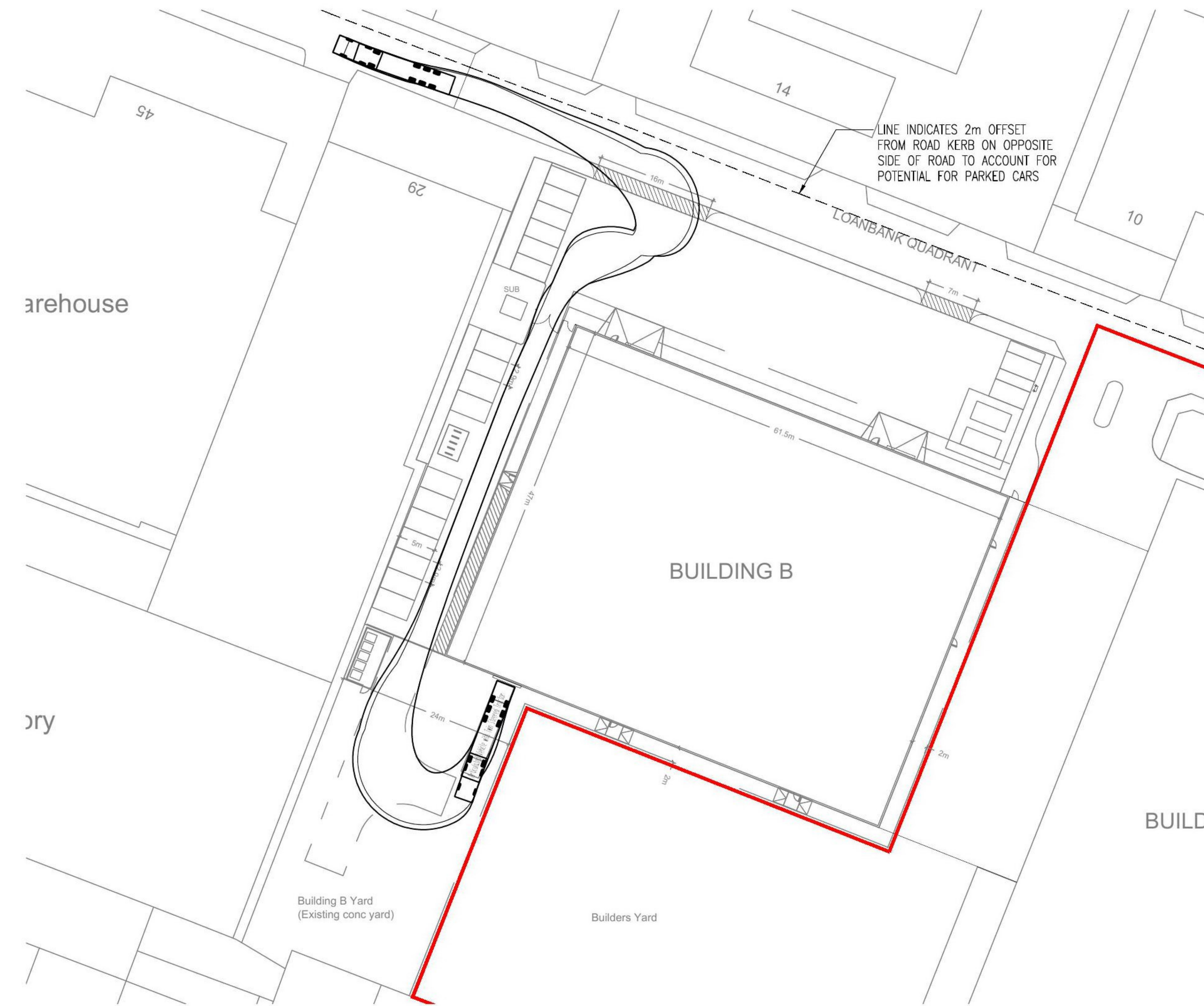
UNIT B3 VEHICLE TRACKING (ENTRANCE FROM HELEN STREET)
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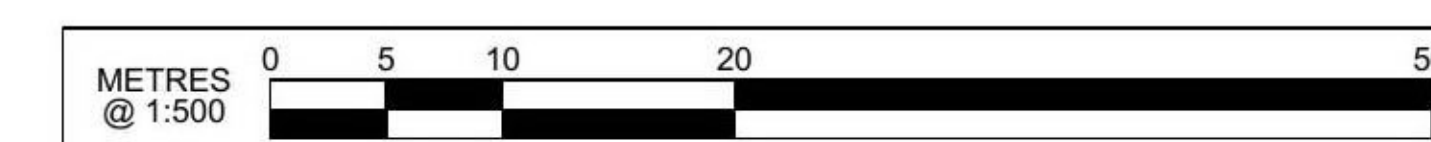
UNIT B3 VEHICLE TRACKING (EXIT TO HELEN STREET)
(SCALE 1:500)



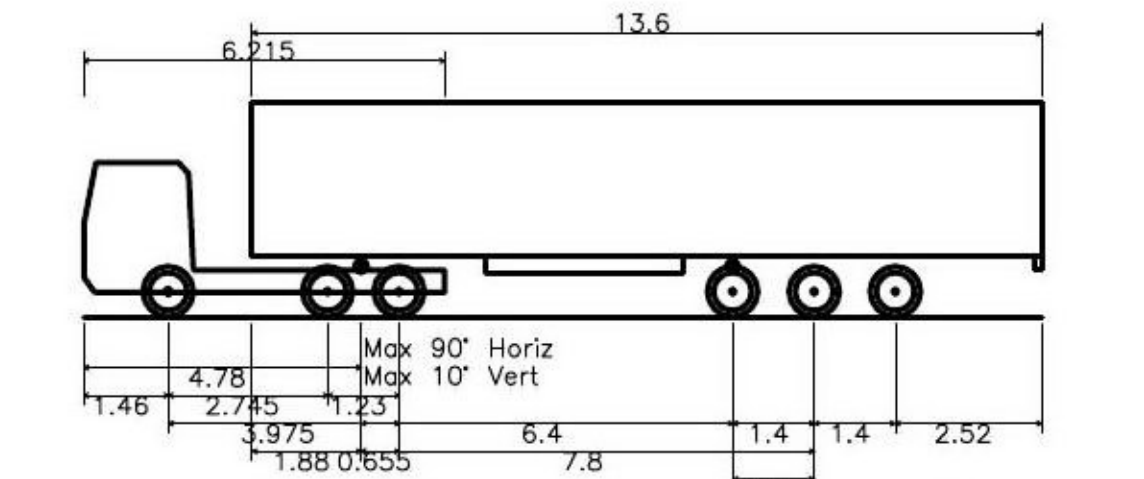
UNIT B2 VEHICLE TRACKING (ENTRANCE FROM LOANBANK QUADRANT)
(SCALE 1:500)



UNIT B2 VEHICLE TRACKING (EXIT TO LOANBANK QUADRANT)
(SCALE 1:500)



Do not scale from this drawing.
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IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION.
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CONSTRUCTION
DEMOLITION
FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE
IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.



Articulated Vehicle with Twin Steered Tractor
Overall Length 16.50m
Overall Width 2.550m
Overall Body Height 3.692m
Min Body Ground Clearance 0.426m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.987m

Rev.	Date	Description	Drawn	Chkd.	Appd.
FAIRHURST REAL ESTATE INVESTMENT MANAGEMENT LTD. 4th Floor, 300 Bath Street, GLASGOW G2 4JR Tel: 0141 204 8800 www.fairhurst.co.uk					

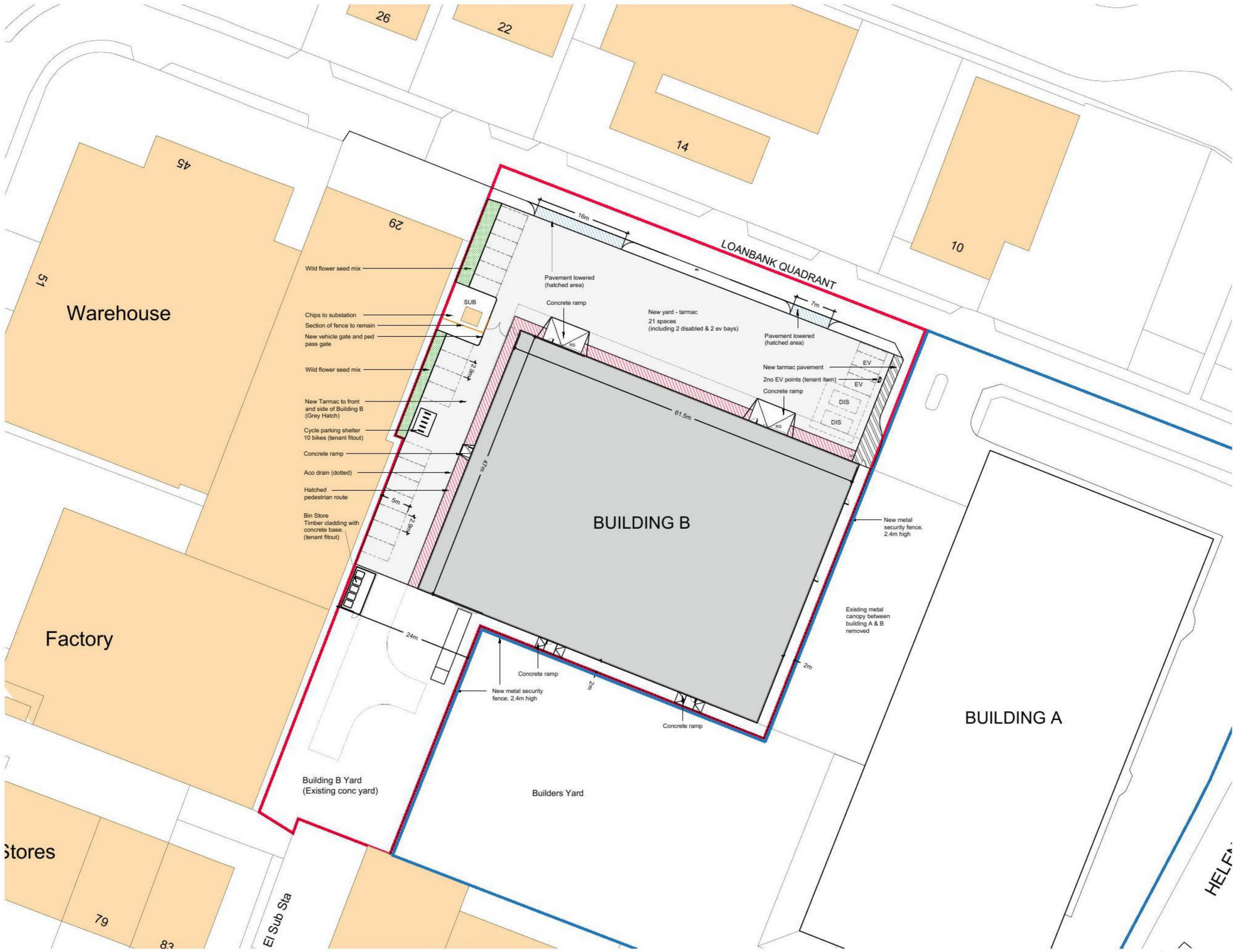
Project Title: HELEN STREET, GLASGOW

Drawing Title: VEHICLE SWEEP PATH ANALYSIS

Scale at A1: 1:500	Status: INFORMATION
Drawn: JH	Checked: DDLS
Date: 16.05.25	Approved: GB
Date: 16.05.25	Date: 16.05.25

Drawing No.: 163832-1022 Revision: -

DRAFT



Notes

THIS DRAWING READ IN CONJUNCTION WITH :

Rev	Description	Date	Dr by	App by
original by	VA	date created	approved by	RG

G+GA

ARCHITECTS - MASTERPLANNERS

59 Bridge Street, Dollar, FK14 7DQ
www.gg-a.co.uk

client
REIM

project
Building B
25 Loanbank Quadrant Glasgow G51 3HZ
drawing
Proposed Site plan

project number 202121024	scale 1:500 @ A3
drawing number AL(0)02	rev E
issue status WARRANT/TENDER	

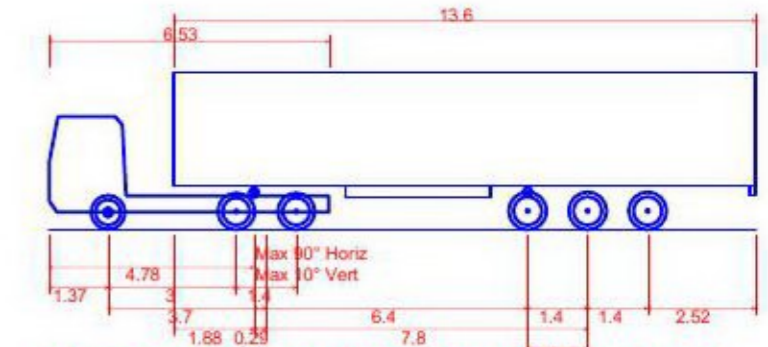
This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy. This drawing is copyright and remains the property of GG+A.



HELFA.

Based upon the Ordnance Survey's (1:1250) Map of 2014 with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved. ECS Transport Planning Ltd, 38, Queen Street, Glasgow, G1 3DX. License No: AL 100055056.

Notes:
Vehicle Specification



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

LINE INDICATES 2m OFFSET FROM ROAD KERB ON OPPOSITE SIDE OF ROAD TO ACCOUNT FOR POTENTIAL FOR PARKED CARS

LINE INDICATES 2m OFFSET FROM ROAD KERB ON OPPOSITE SIDE OF ROAD TO ACCOUNT FOR POTENTIAL FOR PARKED CARS



REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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ECS Transport Planning Ltd
 Centrum Offices
 38 Queen Street
 Glasgow
 G1 3DX



Telephone: 0844 443 0934
 Email: info@ecstransport.co.uk

Client
REAL ESTATE INVESTMENT MANAGEMENT LTD.

Project
LOANBANK QUADRANT, GLASGOW

Title
VEHICLE SWEEP PATH ANALYSIS

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3	Date
1:500	02.04.26

Project No.	Drawing No.	Rev
26036	26036_001	-

Purpose of Issue
 Preliminary
 For Tender
 For Construction
 For Information
 For Approval
 As Built

C. Pedestrian Survey

TRAFFIC SURVEY REPORT
LOANBANK QUADRANT, GOVAN

TRANSURVEYS LIMITED

CLYDE OFFICES, 2ND FLOOR, WEST GEORGE STREET, GLASGOW, G2 1BP

TRAFFIC SURVEY REPORT

QUALITY MANAGEMENT

CLIENT	ECS Transport Planning Limited
PROJECT	Loanbank Quadrant, Govan
REFERENCE	TS-26-021
REVISION	001

Revision	Date	Prepared by	Signed	Checked by	Signed
001	11/03/2026	Neil Dempsey		Neil Dempsey	

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SURVEY NETWORK

Pedestrian Surveys

1. Loanbank Quadrant



MANUAL CLASSIFIED PEDESTRIAN SURVEYS

CLASSIFIED CROSSING SURVEY

Project: Loanbank Quadrant, Govan
Client: ECS Transport Planning Limited
Project Ref: TS-26-021

Date: Thursday 05 March 2026
Weather: AM & PM: Dry / Overcast

Location: Loanbank Quadrant Footway (North) between Helen Street and entrance to Ideal Bathrooms

TIME	CLASSIFICATION / DIRECTION											TOTAL
	EASTBOUND					WESTBOUND						
	PEDESTRIANS				CYCLISTS	PEDESTRIANS				CYCLISTS		
	ADULT	CHILD (<16)	PRAM / BUGGY	DISABLED		ADULT	CHILD (<16)	PRAM / BUGGY	DISABLED			
07:00 - 07:15	0	0	0	0	0	7	0	0	0	0	7	
07:15 - 07:30	0	0	0	0	0	8	0	0	0	0	8	
07:30 - 07:45	0	0	0	0	0	5	0	0	0	0	5	
07:45 - 08:00	0	0	0	0	0	6	0	0	0	1	7	
08:00 - 08:15	1	0	0	0	0	1	0	0	0	0	2	
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	
08:45 - 09:00	0	0	0	0	0	2	0	0	0	0	2	
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	
09:45 - 10:00	0	0	0	0	0	1	0	0	0	0	1	
10:00 - 10:15	0	0	0	0	0	1	0	0	0	0	1	
10:15 - 10:30	1	0	0	0	0	0	0	0	0	0	1	
10:30 - 10:45	2	0	0	0	0	0	0	0	0	0	2	
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	
11:30 - 11:45	1	0	0	0	0	0	0	0	0	0	1	
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	
12:00 - 12:15	0	0	0	0	0	1	0	0	0	0	1	
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	
12:30 - 12:45	1	0	0	0	0	1	0	0	0	0	2	
12:45 - 13:00	1	0	0	0	0	0	0	0	0	0	1	
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	
13:15 - 13:30	1	0	0	0	0	0	0	0	0	0	1	
13:30 - 13:45	0	0	0	0	0	1	0	0	0	0	1	
13:45 - 14:00	1	0	0	0	0	0	0	0	0	0	1	
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	
15:15 - 15:30	2	0	0	0	0	0	0	0	0	0	2	
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	
15:45 - 16:00	2	0	0	0	0	0	0	0	0	0	2	
16:00 - 16:15	1	0	0	0	0	0	0	0	0	0	1	
16:15 - 16:30	7	0	0	0	1	3	0	0	0	0	11	
16:30 - 16:45	11	0	0	0	0	0	0	0	0	0	11	
16:45 - 17:00	2	0	0	0	0	0	0	0	0	0	2	
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	
17:15 - 17:30	1	0	0	0	0	0	0	0	0	0	1	
17:30 - 17:45	2	0	0	0	0	0	0	0	0	0	2	
17:45 - 18:00	0	0	0	0	0	2	0	0	0	0	2	
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	37	0	0	0	1	39	0	0	0	1	78	

PEAK HOUR	CLASSIFICATION / DIRECTION										TOTAL
	EASTBOUND					WESTBOUND					
	PEDESTRIANS				CYCLISTS	PEDESTRIANS				CYCLISTS	
ADULT	CHILD (<16)	ELDERLY	DISABLED	ADULT		CHILD (<16)	ELDERLY	DISABLED			
07:00 - 08:00	0	0	0	0	0	26	0	0	0	1	27

CLASSIFIED CROSSING SURVEY

Project: Loanbank Quadrant, Govan
Client: ECS Transport Planning Limited
Project Ref: TS-26-021

Date: Thursday 05 March 2026
Weather: AM & PM: Dry / Overcast

Location: Loanbank Quadrant Footway (South) between Helen Street and entrance to Ideal Bathrooms

TIME	CLASSIFICATION / DIRECTION											TOTAL
	EASTBOUND					WESTBOUND						
	PEDESTRIANS				CYCLISTS	PEDESTRIANS				CYCLISTS		
	ADULT	CHILD (<16)	PRAM / BUGGY	DISABLED		ADULT	CHILD (<16)	PRAM / BUGGY	DISABLED			
07:00 - 07:15	0	0	0	0	0	1	0	0	0	0	1	
07:15 - 07:30	1	0	0	0	0	2	0	0	0	0	3	
07:30 - 07:45	3	0	0	0	0	1	0	0	0	0	4	
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	
08:00 - 08:15	1	0	0	0	0	1	0	0	0	0	2	
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	
09:45 - 10:00	1	0	0	0	0	0	0	0	0	0	1	
10:00 - 10:15	0	0	0	0	0	1	0	0	0	0	1	
10:15 - 10:30	2	0	0	0	0	3	0	0	0	0	5	
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	
10:45 - 11:00	1	0	0	0	0	0	0	0	0	0	1	
11:00 - 11:15	0	0	0	0	0	1	0	0	0	0	1	
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	
11:45 - 12:00	3	0	0	0	0	1	0	0	0	0	4	
12:00 - 12:15	1	0	0	0	0	4	0	0	0	0	5	
12:15 - 12:30	0	0	0	0	0	1	0	0	0	0	1	
12:30 - 12:45	0	0	0	0	0	1	0	0	0	0	1	
12:45 - 13:00	3	0	0	0	0	2	0	0	0	0	5	
13:00 - 13:15	0	0	0	0	0	1	0	0	0	0	1	
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	
13:30 - 13:45	1	0	0	0	0	0	0	0	0	0	1	
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	
14:00 - 14:15	0	0	0	0	0	1	0	0	0	0	1	
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	
15:00 - 15:15	1	0	0	0	0	0	0	0	0	0	1	
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	
15:30 - 15:45	1	0	0	0	0	0	0	0	0	0	1	
15:45 - 16:00	1	0	0	0	0	0	0	0	0	0	1	
16:00 - 16:15	1	0	0	0	0	0	0	0	0	0	1	
16:15 - 16:30	3	0	0	0	0	0	0	0	0	0	3	
16:30 - 16:45	1	0	0	0	0	0	0	0	0	0	1	
16:45 - 17:00	1	0	0	0	0	0	0	0	0	0	1	
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	26	0	0	0	0	21	0	0	0	0	47	

PEAK HOUR	CLASSIFICATION / DIRECTION										TOTAL
	EASTBOUND					WESTBOUND					
	PEDESTRIANS				CYCLISTS	PEDESTRIANS				CYCLISTS	
	ADULT	CHILD (<16)	ELDERLY	DISABLED		ADULT	CHILD (<16)	ELDERLY	DISABLED		
12:00 - 13:00	4	0	0	0	0	8	0	0	0	0	12

D. Road Safety Audit



ECS Transport Planning Ltd.

**Proposed Access Improvements
25 Loanbank Quadrant
Govan, Glasgow**

Stage 1 Road Safety Audit

Report No. D00773 – RSA1(2)

4 Kempston Place
South Queensferry
Edinburgh,
EH30 9QW

Date: 7th April 2026



DOCUMENT CONTROL

Document: Stage 1 Road Safety Audit

Project: Proposed Access Improvements, 25 Loanbank Quadrant, Govan, Glasgow

Client: ECS Transport Planning Ltd.

Job Number: D00773

File Origin: D:\DBC Projects\D00773 - Loanbank Quadrant, Govan\Reports\Loanbank Quadrant RSA St1 (For Issue)2.docx

Document Checking:

Primary Author	Richard Pearson	Initialled:	RP
Contributor		Initialled:	
Review By	Chris Van Lottum	Initialled:	CVL

Issue	Date	Status	Checked for Issue
1	25 th March 2026	For Issue	CVL
2	7 th April 2026	REVISED REPORT	RP



Contents

1	Introduction	1
2	Items Raised at this Stage 1 Road Safety Audit	3
3	Audit Team Statement.....	4

Appendices

- Appendix A – List of drawings/documents provided
- Appendix B – Location plan of problems identified

1 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out on proposed access improvements as part of the redevelopment of an existing industrial unit at 25 Loanbank Quadrant, Govan. The audit has been requested by ECS on behalf of Real Estate Investment Management Ltd. and Glasgow City Council (GCC) as the Overseeing Organisation. The project comprises of widening of the western access to accommodate swept paths of HGV's due to on-street parking.
- 1.2 The scope of the Road Safety Audit is to review the access improvements only and does not comment of the development proposal.
- 1.3 A road safety audit brief was provided by ECS containing information on the scheme and the design drawings. It is not general practice of GCC to approve the audit brief and audit team prior to an audit, however the audit is considered acceptable, so long as qualification criteria and process of national standard has been followed. The Audit Team accepted the brief.
- 1.4 Loanbank Quadrant is an access loop road within and industrial estate to the west of Glasgow. The road is subject to a speed limit of 30-mph and is lit with footways on both sides. During the site visit the road condition was noted as in very poor condition with some sizable defects including a large pothole to the east of the site.
- 1.5 An initial investigation of collision history of the location shows no collisions in the 5 years to December 2024.
- 1.6 The audit was carried out by the following:
- Audit Team Leader**
Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA
HE Approved Certificate of Competency
Director, Drummond Black Consulting Ltd.
Edinburgh
- Audit Team Member**
Chris van Lottum MEng (Hons), MCIHT, MSoRSA
HE Approved Certificate of Competency
Director, Foster Percival Limited.
- 1.7 The audit took place during March 2026 and comprised of a desk top study of the plans and reports provided, which are listed in **Appendix A**. A site visit was also carried out by the audit

team at 10.45am on the 20th March 2026. At the time of the site visit it was fine and clear and the road surface was dry. Traffic was light. Some pedestrian movements were noted during the site visit. The audit was updated in April 2026 following receipt of updated swept path information (Resulting in one problem being removed from the audit).

- 1.8 During the site visit it was noted that the works as shown on the drawings had been constructed with the wider western access constructed and widened from 7 metres to 16 metres.
- 1.9 The terms of reference of the audit are generally as described in DMRB Volume 5 Section 2 GG119 (Rev 2.0.1) "Road Safety Audit". As this standard is primarily focused on the strategic road network and GCC does not have its own standard, the Audit Team has followed guidance from the CIHT Guidelines for Road Safety Audit on implementing the standard as appropriate to this scheme. The points not followed in particular are the approval of audit team and brief (See para. 1.3) and the Audit Team deals directly with the Design Team and not the Overseeing Organisation.
- 1.10 The team has examined and reported only on the road safety implications of the scheme and has not examined or verified the compliance of the design to any other criteria. Reference may be made to certain design standards however this report is not intended to provide a design check. The team has examined and reported only on the road safety implications of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or the construction of the scheme.
- 1.11 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise the likelihood of a collision. The location of the site and the locations of any specific problems are referenced on the plans in **Appendix B**.
- 1.12 Some items in Section 2 refer to issues that would usually be evaluated as part of a Stage 2 (detailed design) Road Safety Audit. However, notwithstanding that this is a Stage 1 Audit, those issues are raised in order that they can be given due consideration as the detailed design progresses.

2 Items Raised at this Stage 1 Road Safety Audit

GENERAL

2.1 PROBLEM

Location: Western Access.

Summary: Gully and service cover located at widened access.

The widened access will result in vehicles over-running the gully and service cover adjacent to the access. This is likely to lead to damage over time that could likely damage vehicles and tyres resulting in loss of control collisions.



Figure 1: Gully and service cover

RECOMMENDATION

It is understood that at this stage it is unlikely to be possible to relocate these. The service cover is already damaged and the gully is noted sitting lower than the road surface. It is recommended that the service cover is repaired and both the cover and gully are strengthened to ensure it can support the HGV turning manoeuvres.



3 Audit Team Statement

3.1 We certify that the terms of reference of the audit are generally in accordance with GG119 (Rev2.0.1) (Any Departures from this are noted in the Introduction) and additional guidance set out in CIHT guidelines for Road Safety Audit.

Audit Team Leader

Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA
HE Approved Certificate of Competency
Director, Drummond Black Consulting Ltd.

4 Kempston Place
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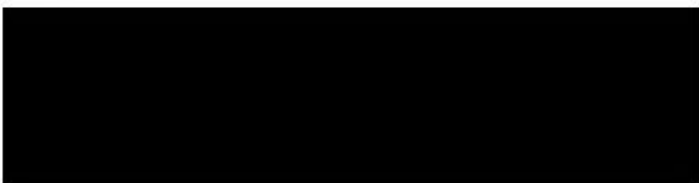
Date: 7th April 2026

Audit Team Member

Chris van Lottum MEng (Hons), MCIHT, MSoRSA
HE Approved Certificate of Competency
Director, Foster Percival Limited.

194 Heaton Park Road
Newcastle upon Tyne
NE6 5AP

Signed:



Date: 7th April 2026



Appendix A – List of drawings/documents provided



Appendix B – Location plan of problems identified

