

Report of Handling for Application 25/02249/FUL

25th August 2026

ADDRESS:	Site Outside 11 Ingram Street Glasgow
PROPOSAL:	Installation of 1No. BT street hub unit
DATE OF ADVERT:	20.03.2026
NO OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED	NRS Transport - Recommend refusal. The proposed communication hub is placed on a build out with cycle stands just west of a busy 4 arm traffic and pedestrian signalised junction at Ingram Street and the High Street. The Hub is located in the visibility splay of the traffic and pedestrian signals at the junction and strategic road signage, this and design on the carriageway for advanced stop lines for cyclists. It is considered that the proposed location is a potential distraction to drivers and pedestrians reading and interpreting the information on the signage, signal heads and to the advanced stop lines at the signalised junction on Ingram Street and High Street. Turning the hub in either direction to change the side with the advertisement would still cause the same issues. West of Scotland Archaeological Service- no archaeological investigations required.
PARTIES CONSULTED AND RESPONSES	None
PRE-APPLICATION COMMENTS	No pre-application advice was sought.
EIA - MAIN ISSUES	NONE
CONSERVATION (NATURAL HABITATS ETC) REGS 1994 – MAIN ISSUES	NOT APPLICABLE
DESIGN OR DESIGN/ACCESS STATEMENT – MAIN ISSUES	NOT APPLICABLE
IMPACT/POTENTIAL IMPACT STATEMENTS – MAIN ISSUES	NOT APPLICABLE
S75 AGREEMENT SUMMARY	NOT APPLICABLE
DETAILS OF DIRECTION UNDER REGS 30/31/32	NOT APPLICABLE
NPF4 POLICIES	NPF 4 was adopted on 13th February 2023 and is the national spatial strategy for Scotland. Glasgow City Council, as planning authority, must assess all proposed development against its policies. The following policies are considered to be relevant to this application: Policy 1: Tackling the climate and nature crises Policy 2: Climate mitigation and adaptation Policy 7: Historic assets and places To protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places. Policy 14: Design, Quality and Place Policy 24: Digital Infrastructure

CITY DEVELOPMENT PLAN POLICIES	The following policies (CD) and associated supplementary guidance (SG) are considered relevant to this application: CDP1 The Placemaking Principle & SG1 Placemaking CDP9 The Historic Environment & SG 9
OTHER MATERIAL CONSIDERATIONS	The Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984. City Centre Strategy (2024-2030) An aspect of the city centre strategy, The Avenues project, has been developed to deliver specific improvements in this area, namely: 1. Enhanced and Widened Footways (Single Surface Crossing Points) 2. Green/Blue Infrastructure like Street Trees, Planting and Rain Gardens 3. Intelligent Street Lighting (ISL) and Improved Lighting Features 4. Segregated Cycle Lane (Reduced Street Clutter) In particular the project 'High Street' covers the application site and has the following design principles in this area: • Enhanced, continuous and widened footways • Rain gardens and Street trees • Biodiverse planting • Segregated Cycling lanes separated from other road users • Rationalised and improved street furniture • Road priorities adjusted with clear routes • Improved public realm The Avenues project is funded by the Glasgow City Region City Deal which, as a strategic priority for the wider region of the country, includes contributions from both the Scottish and UK Governments. The overall City Deal funding package for the programme is £123.4m. An additional £20m funding from Sustrans was also obtained for some of the Avenues projects. The City Centre Strategic Development Framework (May 2021) Identifies the area around Ingram/High Street Junction as an area containing "Community clusters of city centre living" and "Family focused communities", where it is intended to increase the residential population. The area is identified within the City Centre Living Strategy 2035 as the Merchant City Centre district, for which residential potential is described as: The District contains the City's best known residential quarter where the mix of uses appears to function well. Its location and choice of apartments make it an attractive place to live and the <i>wide pavements and public realm</i>, reinforce this and makes it feel a safer, more residential environment. City Centre Transport Strategy (2022) Priority actions: • A more inclusive environment that better meets resident / visitor needs & secures access improvements for those with mobility impairment. • Create a 'People First' city centre retaining access for the mobility impaired. • Undertake an accessibility audit of the city centre. • Improve junctions / street crossing with raised footways to improve all user accessibility. • Improve accessibility and quality of public realm at all primary transport interchanges. • Develop Mobility Hubs supporting transport interchange for all users. • Create more 'Liveable Streets' with reduced traffic levels, wider pavements & reduced street clutter. • Introduce a ban on 'A' Boards and other temporary on street advertising to make the city's centre streets and pavements more accessible and safer. • Safety improvements addressing accident clusters/ access problems. • Improve safety and safe zones to schools and care facilities across city centre. • Retain and support public toilets for mobility impaired at primary transport interchanges.

	• Provide tactile paving and tactile cones to assist the visibly impaired at pedestrian crossings. • Promote stronger enforcement and ensure vehicles / cycles do not park or obstruct footways. • Work with partners to encourage use of cycle lanes and reduce inappropriate use of footways. • Ensure existing infrastructure is fully operational and maintained. • Provide EV charging to 25% of residential disabled parking bays by 2030. • Work with Glasgow Bus Partnership and Strathclyde Partnership for Transport to enable bus / bus stop audio visual announcements.
REASON FOR DECISION	The proposal was considered not to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's non-accordance with the Development Plan.
Comments	
Planning History	Full Planning history available online.
Site Visits (Dates)	Various
Siting	The application site lies outside 11 Ingram Street approaching its junction with High Street, the unit is proposed on a built out section of the pavement on the south side of the street.
Design and Materials	BT Street Hub unit will have the dimensions 1236mm (w) x 350mm (d) x 2986mm (h) The materials are listed as: • Galvanised mild steel structure, powder coated external grade stainless steel or complete aluminium design • Painted powder coated cladding • Displays glazed with anti-glare glass • RF transparent radio compartment for small cell
Daylight	Not applicable to this application.
Aspect	Not applicable to this application.
Privacy	Not applicable to this application.
Adjacent Levels	Not applicable to this application.
Landscaping (Including Garden Ground)	None
Access and Parking	N/A
Site Constraints	Within the Central Conservation Area.
Other Comments	Section 25 and 37 of the Town and Country Planning (Scotland) as 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 the proposal is considered to preserve or enhance the character of the Conservation Area; and c) Whether any other material considerations have been satisfactorily addressed. In respect of (a), the Development Plan comprises the National Planning Framework 4 (NPF4) and the Glasgow City Development Plan. The relevant policies are considered below. <u>NPF</u>

NPF Policy 1 states that when considering all development proposals significant weight will be given to the global climate and nature crises.

NPF Policy 2 intends to encourage, promote and facilitate development that minimises emissions and adapts to the current and future impacts of climate change.

NPF Policy 7 intends to protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places. This is further specified within CDP9.

NPF4 Policy 14, Design, Quality and Place intends to encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.

- a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.
- b) Development proposals will be supported where they are consistent with the six qualities of successful places:
Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.
Pleasant: Supporting attractive natural and built spaces.
Connected: Supporting well connected networks that make moving around easy and reduce car dependency
Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.
Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.
Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.
Further details on delivering the six qualities of successful places are set out in Annex D.
- c) Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

NPF4 Policy 24, Digital Infrastructure

Policy 24

- a) Development proposals that incorporate appropriate, universal, and future-proofed digital infrastructure will be supported.
- b) Development proposals that deliver new digital services or provide technological improvements, particularly in areas with no or low connectivity capacity, will be supported.
- c) Development proposals that are aligned with and support the delivery of local or national programmes for the roll-out of digital infrastructure will be supported.
- d) Development proposals that deliver new connectivity will be supported where there are benefits of this connectivity for communities and the local economy.
- e) Development proposals for digital infrastructure will only be supported where:
 - i. the visual and amenity impacts of the proposed development have been minimised through careful siting, design, height, materials and, landscaping, taking into account cumulative impacts and relevant technical constraints;
 - ii. it has been demonstrated that, before erecting a new ground based mast, the possibility of erecting antennas on an existing building, mast or other structure, replacing an existing mast and/or site sharing has been explored; and
 - iii. there is no physical obstruction to aerodrome operations, technical sites, or existing transmitter/receiver facilities.

Comment: The proposed works are not considered to accord with the policies within NPF4, with policies 1 and 2 in that the proposals, while incorporating sustainable technologies, it makes no contribution to the climate and nature crisis, in that they necessitate further building materials for their construction and there is no tangible benefit provided in this regard. Given the small scale of the proposal, the lack of compliance with this is not considered prohibitive to the proposal.

The proposal is not considered to accord with policy 7 insofar as the accumulation of pavement clutter within the conservation area additionally has an impact on the visual amenity of this historic area. The proposal is not considered to accord with policy 14 insofar as the introduction of enlarged street furniture on this pavement section, when understood alongside the material considerations listed above such as the spatial priorities in this area, results in 'pavement clutter'. The six qualities of successful places are further specified within Annex D of NPF4 and defines the third quality, Connected, as designing for the pedestrian experience "including safe crossing, pedestrian priority, reduced vehicular speed and noise, inclusive design and surfaces, assistive technology, **reduced street clutter**, catering for suitable vehicular parking and management of loading/unloading and deliveries and refuse collections".

The proposed unit includes a phoneline that can be used free of charge, and the applicants note that this has been used on many instances to contact charity phone lines including (of the 1.6 million phone calls made on their units nation wide over a yearly period from 2024 to 2025):

- o 1,464 to Childline
- o 4,465 to End Youth Homelessness
- o 1,528 to Samaritans
- o 1,097 to Missing People

While this provides a clear benefit to the public, particularly those in vulnerable circumstances, it is not considered that the loss of this unit would preclude the possibility for the public to benefit from this, as there are many approved units located around the city centre. While policy 24 does intend "To encourage, promote and facilitate the roll-out of digital infrastructure across Scotland to unlock the potential of all our places and the economy." The proposal does not meet the siting requirements given with respect to visual amenity as further explored below.

The proposed development at this location is found not to be supported by policies found within NPF4.

City Development Plan

CDP1 'Placemaking' aims to improve the quality of development taking place in Glasgow by promoting a design-led approach. This will contribute towards protecting and improving the quality of the environment, improving health and reducing health inequality, making the planning process as inclusive as possible and ensuring that new development attains the highest sustainability levels.

SG1 'Placemaking' comprises two parts. Part 1 provides the context and approach of Placemaking established in Policy CDP1 and Part 2 contains detailed design guidance.

Part 2, Section 8 'Signs and Advertising' states that in determining the acceptability of an advertisement display, each case will be assessed against its impact on:

- a) visual amenity (not only of the property itself but also neighbouring properties and the surrounding area); and
- b) public safety (particularly the safety of pedestrians, drivers and other road users).

Visual Amenity - To ensure that the visual amenity, see also SG1 - Placemaking, Part 1, of an advertising site or the surroundings is not adversely affected:

- a) all advertising signs should be of high quality materials. The Council will welcome innovative design and will look for the improvement of existing authorised signs where the opportunity arises;
- b) the Council will resist the accumulation of advertising clutter;
- c) all advertising on premises should be seen as part of the overall design of the property and should respect its original design, not appear as an addition.
- d) consent will be resisted for directional signs remote from the curtilage of the premises to which they relate;
- e) on listed buildings, and within conservation areas, a higher quality of design and materials will be expected to reflect the property or area's character and appearance (signage should complement the original architectural style and features of the building); and
- f) any original or historically significant signage should be retained and incorporated into refurbishment, where possible.

SG1 (Part 1) contains the placemaking priorities within the city centre, visual amenity is related with the intentions of placemaking policies and viewed holistically as a significant contributor to a place's character:

The placemaking priorities in the City Centre are:

- a) Retaining and enhancing townscape and civic character;
- b) Promoting high quality, innovative design;
- c) Safeguarding and supporting investment and existing uses;
- d) Encouraging high quality residential development;
- e) Improving the pedestrian and cycling experience;
- f) Ensuring that public spaces are well activated with appropriate levels of activity at different times of the day and night; and
- g) Encouraging and supporting a mix of complementary uses.

Additionally, policy within SG1 (Part 2) concerning public realm proposals is especially important in understanding visual amenity in this context:

6.1 The public realm refers to all the parts of Glasgow (whether publicly or privately owned), that are widely available for all people to use and enjoy, without charge, twenty-four hours a day. This represents a substantial part of the City's natural and built environment, and includes, but is not limited to its town centres, streets, squares, paths, parks and other open spaces.

6.2 The public realm is the space where people spend a high proportion of their time which often gives rise to a strong sense of personal and cultural attachment and public ownership. The public realm is also the part of the City which is most commonly seen by visitors to the City. In these public areas, therefore, the quality of the environment impacts hugely on the image of the City and the public's sense of health, well-being and quality of life, see also SG1 - Placemaking, Part 1, Qualities of Place.

6.3 In urban design terms, the design and function of places is fundamental to our understanding and experience of the urban environment as a whole. A high quality public realm can offer significant benefits. It can:

- a) help to build a clear sense of place and identity;
- b) demonstrate a clear sign of civic pride and confidence;
- c) provide a common sense of purpose shared by public agencies, local communities and private organisations;
- d) help to influence business location decisions;
- e) increase the number of tourists; and
- f) boost the City's image as a conference and events venue.

6.7 Layout and Design - In addition to the broad open space requirements described in SG1 - Placemaking, Part 1, all proposals for public realm works should:

- a) improve the provision, layout and comfort of spaces for pedestrian, and where appropriate, cycle flows, taking cognisance of the needs of people with a visual and/or mobility impairment, whilst retaining good accessibility

- for public transport and other essential vehicles, see also SG1 – Placemaking, Part 2, Detailed Guidance - Inclusive Design;
- b) display an integrated approach to the design and siting of street furniture;
- c) ensure public artworks and street furniture are installed out of the line of pedestrian and cycle flows, and do not obstruct main shopping thoroughfares, or cause a hazard to people with a visual and/or mobility impairment;
- d) respond to cues found in the architecture, public realm and cultural history of the surrounding area, see also SG1 - Placemaking, Part 1, Site and Area Analysis;
- e) incorporate tree planting and soft landscaping, wherever possible, see also SG6 - Green Belt and Green Network;
- f) integrate sustainable drainage solutions, which slow the release of rain waters to the sewer system, see also SG8 - Water Management,
- g) take account of future mass transit proposals, where appropriate (including provision for maintenance and electrical hazard zones); and
- h) be designed to minimise the maintenance burden by using materials that are hardwearing and easy to replace, see also SG1 - Placemaking, Part 2, Detailed Guidance - Building Materials.

6.9 Materials - Materials should be carefully chosen to help define street and space hierarchies, spaces of differing functions, public/private spaces and changes in level, see also SG1 - Placemaking, Part 2, Detailed Guidance - Building Materials. The materials used should:

- a) be suited to the character of surrounding buildings, especially where buildings are of special interest or importance or be sympathetic to the natural environment, where relevant;
- b) respond to cues found within the existing built context, where appropriate;
- c) reflect the relative importance of the location;
- d) be durable and robust; and
- e) require minimal maintenance, be capable of maintaining their appearance over time and be easy and cost effective to replace.

Metal

Metal cladding can provide buildings with a striking contemporary appearance, however, if used inappropriately or specified with a poor quality finish it can have a negative visual effect on an area.

Proposals will be judged on a case by case basis in relation to their impact on surrounding townscape. Appropriateness will depend on the quality of finish and detailing as well as the character of the surrounding environment.

The following factors are particularly important and will be considered during the assessment of a proposal:

- a) Profile Shape and Texture - the profile shape can have a significant impact on the appearance of a building due to its effect on the perceived colour and texture of the cladding as well as affecting how the façade will weather;
- b) Colour and Finish - The specified finish will be judged in relation to how successfully the proposal responds and harmonises with its urban context. The assessment will also consider how the specified finish will age. Metal surfaces should be specified as raw or treated rather than coated for their better visual appearance. It will be expected that any specified metal cladding will be robust and long lasting;
- c) Detailing of the Building Envelope - It will be expected that the building envelope will be detailed to avoid water and dirt traps.

6.10 New public realm proposals should:

- a) use a selective palette of good quality robust materials to provide a unifying theme and add a distinctive sense of identity to the locality; and
- b) retain and repair historic street surfaces including setts, paving, and whinstone or granite kerbs across entire streets, lanes or footpath widths (exceptions may be considered where these involve modifications to improve accessibility, for example for wheelchairs)

6.11 Street Furniture - Proposals for street furniture should:

- a) allow adequate sight lines (i.e. usually, more than 450mm from the end of the footpath);
- b) not be located on footways less than three metres wide;
- c) not result in clutter when added to existing street furniture;
- d) display and integrated approach in terms of design and siting i.e. boundary walls, railings, signage, cycle storage or stands etc should all be carefully co-ordinated and integrated into the overall design; and
- e) ensure that cycle storage is located in areas of high visibility

8.23 Smaller Format Outdoor Display - There may be locations where small format outdoor displays (see Definition), are appropriate, such as in shopping areas. However, such displays will need to be in keeping with the design and layout of the public realm and ensure that impact on the character of the area and on pedestrian safety is not compromised. Where appropriate, the Council will engage with advertising companies on the design and layout of small format advertising displays through pre-application discussions.

8.24 The following locations are unlikely to be supported:

- a) in areas where the character is predominantly residential;
- b) on the returns of buildings into residential side streets, substantially devoid of advertisements, which would affect the character of the area;
- c) immediately in front of, opposite or directly adjacent to ground floor residential properties;
- d) where they will have an adverse impact on public realm areas;
- e) where they could create an obstruction to pedestrians and cyclists; and
- f) where the advertisement would have an adverse effect on the character and appearance of a Conservation Area or listed building (in exceptional circumstances temporary small format outdoor displays may be permitted within Conservation Areas where they play a beneficial role in screening vacant land).

CDP9 and SG9, The Historic Environment, contain further information in relation to the assessment of applications that impact the visual amenity of the conservation area.

2.95 The display of badly designed or poorly situated signage and advertising on Listed Buildings and in Conservation Areas can adversely affect historic character and visual amenity. On Listed Buildings and within Conservation Areas, a higher quality of design and materials will be expected to reflect the property or the area's character and appearance (signage should complement the original architectural style and features of the building).

2.96 Any original historically significant signage should be retained and incorporated into refurbishment, wherever possible. Clutter and oversized adverts will not be supported. Signage includes window graphics, vinyls and advertising applied externally to the glass which can also affect the character of Listed Buildings and Conservation Areas. The intention is to balance the need for commercial exposure, against the need to protect the City's listed buildings, Conservation Areas, strongly defined townscape and its high quality of environment.

2.97 The following guidance applies:

- a) signs and adverts should not obscure or dominate the architectural details of the building by virtue of size and number;
- b) the graphic style of the lettering and logos for signs and advertisements should relate to the architectural style and character of the building and area within which they are located;
- c) corporate logos and house styles which do not suit the individual building or streetscape will be resisted unless they can be sensitively adapted; and
- d) any surviving original signage relating for instance, to an historic previous use of the building shall be preserved in-situ whenever possible.

2.100 In terms of outdoor displays and flags, the following guidance applies:

- a) permanent displays within Conservation Areas, or prominent sites immediately adjoining Conservation Areas, should not directly affect the amenity of those areas. Large outdoor displays are unlikely to be supported where the site lies within the Central Conservation Area;

- b) displays on Listed Buildings should not affect their character or appearance, or affect the setting of a Listed Building; and
- c) advertising flags should not be located in the Central Conservation Area, unless there were flagpoles originally on the building, and they do not affect the building's character and identity.

Public Safety - To ensure that public safety, see also SG1 - Placemaking, Part 1, is not adversely affected, the following will be taken into account:

- a) proximity to traffic signals; Colours and level of luminance should not interfere or cause distraction to road and cycleway users in the vicinity of signals;
- b) proximity to other hazards on the road where the advertising sign may interfere with visibility or cause driver/cyclist distraction e.g. junctions, queuing traffic and pedestrian crossing points, the approach to traffic signal controlled junctions;

SG1 (Part 1) Contains further guidance relating to legibility and safety:

- Places should be easy to get to and move around in.
- Making places more walkable and accessible helps to reduce car use, levels of congestion and air pollution and improve public health generally.
- Places heavily designed for vehicles often discourages active travel and impacts negatively on quality of life and peoples' perception and experience.
- Streets should have a vital social, economic and amenity role, in addition to being a corridor for vehicles (although in major cities there will be instances where the traffic function of the road is of prime importance).
- The quality of experience is paramount for pedestrians and cyclists.
- Effective movement networks bring vibrancy to places by ensuring that paths and open spaces are strategically well-connected with logical, clear and direct routes.
- Places should be accessible to everyone.
-

6.12 Safety and Security - Proposals for new public realm or proposals that involve upgrading existing public realm will be expected to incorporate crime prevention and community safety measures within the overall layout and design. Using 'Secured by Design' principles, proposals will be expected to provide natural surveillance, visibility and appropriate levels of lighting to help contribute to a safe and secure environment whilst respecting the surrounding context and maintaining pedestrian and cycle permeability, see also SG1 – Placemaking, Part 2, Detailed Guidance - Community Safety.

Comment:

The proposed advertising hub on Ingram Street is to be sited on a built-out section of the pavement. This part of the streetscape already sites 2 cycle loops, a Glasgow City Council wayfinding pillar, a 'Merchant City' pillar marking the entrance to the Merchant City, lighting columns with flag advertising the innovation district, electrical boxes and traffic signals associated with the adjacent junction

While the detailed design of the communication hub does accord with much of the design guidance laid out above, in terms of visual amenity it is considered that the introduction of a further piece of street furniture in this location would amount to visual clutter in this area of the conservation area. Additionally, and importantly, the proposal does not accord with the policy intention to enhance the pedestrian experience in this location, and results in clutter when added to the existing street furniture in this area. The proposed unit is proposed to replace 2 redundant telephone boxes, which are proposed to be removed from sites outside 98 Ingram Street and 159 Trongate. While the removal of redundant equipment is supported, the siting of this unit must be assessed as a new introduction to this streetscape as it does not pose a reduction in telecommunications equipment in this area.

The proposed development, due to the issues given, is therefore considered to be in conflict with Policy 14 of the NPF4 92023), in that it precludes placemaking opportunities at this site.

	The proposed development has considered by the council's Transport Planning Team and concerns raised regarding the position facing traffic, within the visibility splay for a junction, in proximity to signal heads and signage. This therefore creates a potential distraction to drivers and raises significant concerns regarding road safety as a result. The proposed siting of the development additionally raises potential conflicts with a host of material considerations, particularly strategies focussed on improving the city centre as listed near the start of this report. The proposal is considered to be a suitably designed unit to feature in a conservation area, as has been approved elsewhere in the city. The critical issues with this application lie with the conflict the proposal raises at a junction with regard to transport safety, and the accumulation of clutter on the pavement caused by the addition of this unit, which in turn has a negative impact on the visual amenity of the conservation area. This brings the proposal in conflict, not only with the national and city development plans, but further with the host of strategies focussed on improving the city centre which have been guided by public consultation and are being delivered via public funding. Therefore, with regard to a) The proposal was not considered to accord with policies forming the national and city development plans. b) The proposal is not considered to preserve or enhance the character of the conservation area. c) Material considerations have not been satisfactorily addressed. Conclusion: Although there are elements of the proposal considered positively, on balance while there are benefits linked with the introduction of new updated telecommunications equipment, this is not considered to outweigh the harm caused to amenity and public safety from the installation of the digital display at this location. The proposal was considered not to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's non-accordance with the Development Plan.
Recommendation	Refuse

Date: 09/06/2026	DM Officer	Hester Lavington
Date: 11/06/2026	DM Manager	Max Wilson

Reasons of Refusal

01. The proposal is contrary to National Planning Framework (2023) Policy 14, Design, Quality and Place, insofar as the proposed development does not improve or maintain the quality of the area with regards to connectivity and ease of movement by introducing an obstruction to pedestrians in an area with existing street furniture.
02. The proposal is contrary to Glasgow City Development Plan (2017) Policy 1 and associated supplementary guidance (Part 1 and Part 2), The Placemaking Principle, insofar as the proposed development is anticipated to preclude placemaking priorities within the city centre by deteriorating the area's quality of place, particularly regarding the legibility and safety of the streetscape, through introducing a further obstruction to pedestrian movement.
03. The proposal is found to be contrary to the Glasgow City Development Plan (2017) Policy 1 and associated supplementary guidance (Part 1 and 2), The Placemaking Principle, insofar as the proposed development is anticipated to negatively impact public safety at this location by creating a hazard to vehicle and bicycle traffic.
04. The proposal is found to be contrary to the ambitions of the City Centre Transport Strategy, the City Centre Spatial Development Framework, the City Centre Strategy and associated Avenues Program and the City

Centre Living Strategy insofar as the proposal is directly contrary to their spatial priorities in this area, including widening and retaining wide pavements, rationalising street furniture and increasing and improving pedestrian and cycle movement flows, by creating an enlarged obstacle to pedestrian movement and legibility.

Drawings

The development shall not be implemented in accordance with the drawing(s)

1. 001-004 GENERAL Received 27 February 2026
2. STH-001 STREET HUB DIMENSIONED ELEVATIONS Received 27 February 2026

As qualified by the above reason(s), or as otherwise agreed in writing with the Planning Authority