

**Applicant or Agent Details**☐ Applicant ☒ Agent**Agent Details**

Telent

Martin

Brown

Rutland House

5

Allen Road

Livingston

Scotland

EH54 6TQ

☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:		You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	
First Name: *		Building Number:	1
Last Name: *		Address 1 (Street): *	Braham Street
Company/Organisation	BT Group plc	Address 2:	
Telephone Number: *		Town/City: *	London
Extension Number:		Country: *	UK
Mobile Number:		Postcode: *	E1 8EE
Fax Number:			
Email Address: *			

Site Address Details

Planning Authority:	Glasgow City Council
Full postal address of the site (including postcode where available):	
Address 1:	
Address 2:	
Address 3:	
Address 4:	
Address 5:	
Town/City/Settlement:	
Post Code:	

Please identify/describe the location of the site or sites

Footpath outside 11 Ingram Street, Glasgow G1 1HA

Northing	665149	Easting	259786
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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)

Installation of New BT Street Hub and Associated Display of Advertisement Panels to Both Sides of the Unit.

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 see appeal statement

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)

Appeal Statement Appeal Notice Supporting appeal decisions

Application Details

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

26/00416/FUL

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

27/02/2026

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

11/06/2026

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: Mr Martin Brown

Declaration Date: 26/06/2026

Fee Exemption Reason

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

planning appeal

Appeal Statement

**Installation of New BT Street Hub and Associated Display of
Advertisement Panels to Both Sides of the Unit.**

GLG-08

**Footpath outside 11 Ingram Street, Glasgow, G1 1HA
(E: 255465, N: 665697)**

City of Glasgow Council

26/00416/FUL & 26/00415/ADV



**Submitted on behalf of
BT Group PLC**

by

**Telent Technology Services Ltd
Rutland House
5 Allen Road
Livingston
EH54 6TQ**

June 2026

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1.0 Introduction

- 1.1 This submission is a view of the planning matters relating to the proposal based on the information provided by third parties. All technical and background information, which forms part of this submission, is assumed to be factually correct and accurate.
- 1.2 Telent has been instructed by BT Group Plc to appeal the City of Glasgow Council's decision to refuse planning permission (LPA Ref: 26/00416/FUL) and express advertisement consent (LPA Ref: 26/00415/ADV) for the *Installation of 1No. BT Street Hub Unit and associated advertisement panels on either side of the unit* at Footpath outside 11 Ingram Street, Glasgow, G1 1HA (E: 255465, N: 665697).
- 1.3 The full planning application, refused by the council on the 11th June 2026, was refused for the following reasons:
1. *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.*
 2. *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.*
 3. *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.*
 4. *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.

- 1.4 On a procedural matter, this appeal specifically focuses on the full planning aspect of the development and will be submitted to the Planning Local Review Committee of the Council. A separate appeal will be submitted to the Scottish Ministers for the advertisement consent.

The below images show an aerial view and street view of the appeal site respectively.

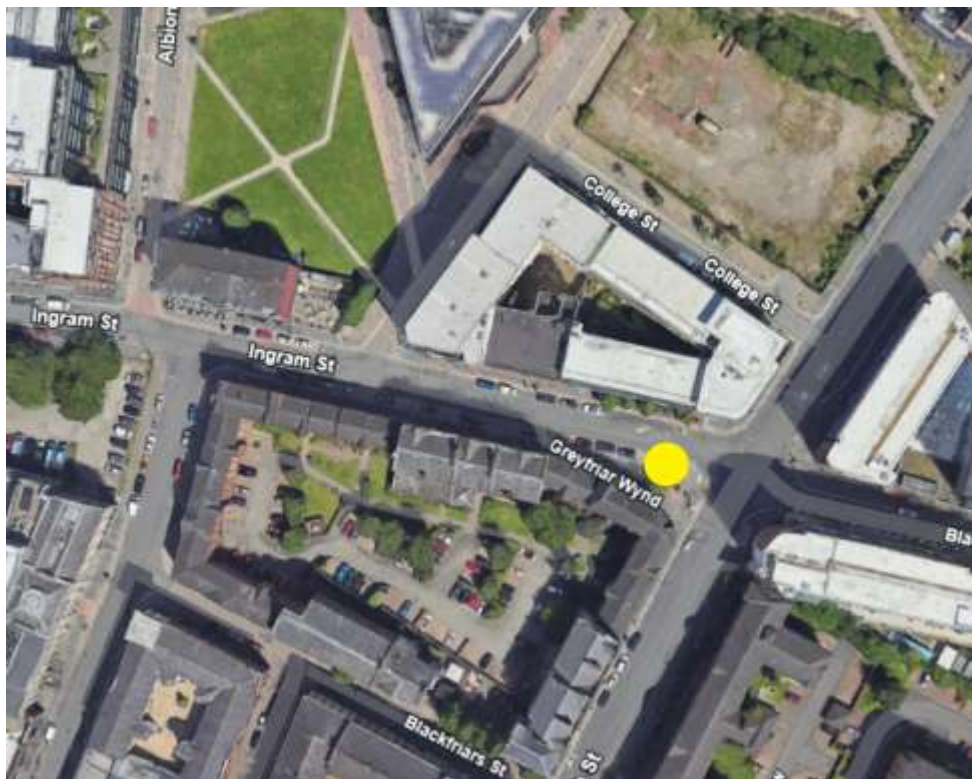


Figure 1 – Satellite view of the appeal site



Figure 2 – Streetscene of the appeal site.

The appellant's case comprising a number of interrelated sections which will:

- describe the appeal site and surroundings in respect of visual character of the area (Section 2),
- provide a background to the street Hub project for the appeal proposal and general statement in respect of health and safety issues (Section 3),
- describe the regulatory framework and planning policy framework, in relation to the proposal, in terms of both the national and local policy (Section 4),
- focus on the grounds of appeal and the Council's reason for refusal (Section 5),
- further discussion of the public benefits of the scheme (Section 6),
- submit our conclusion (Section 7).

- 1.4 Reference will be made to the background papers that comprise the application and further information attached as appendices to this statement (if applicable), and it may expand on the documentation to support an opinion.
- 1.5 A separate appeal will be made to the accompanying application refused by the Council at this appeal site.

2.0 Application Proposals and Appeal Site Description

Application Proposals

- 2.1 The relevant application proposals was for the installation of a new BT Street Hub with associated LED digital display of advertisement on either side of the unit at the location outlined below. In 2017, BT started working as part of an exclusive partnership with InLinkUK to ensure communities in urban areas throughout the United Kingdom are well-served in the digital age through the roll out of 'InLink' units. These were developed and deployed to replace and rationalize the existing network of payphones.
- 2.2 Through collaboration with councils, BT helped in creating a service that revolutionized streetscapes and helped in providing a connected city solution that delivers the fastest and most robust free public Wi-Fi service in the UK. Councils across the UK have used the InLink units to meet key challenges head-on, upgrading local infrastructure, tackling the digital divide, and freeing the street(s) from unnecessary furniture.
- 2.3 Unfortunately, InLinkUK (who were supplying the units to BT within the partnership) went into administration in 2019, and, as such, the InLink product is no longer available. Since then, BT have been working on a new and improved unit - the 'Street Hub'. The Street Hub has all the existing benefits of the previous InLink unit, but has improved Wi-Fi range, environmental sensors, insight counting and small cell mobile connectivity. This addition of the 5G small cells to Street Hubs is very much in line with current UK Government's guidance on communications infrastructure and the National Infrastructure Strategy. Consequently, when installed, residents, local businesses and visitors will get a faster, more reliable connection for calls and internet access.
- 2.4 Additionally, these new units will be monitored 24/7, with weekly inspections and a minimum of bi-weekly cleaning services to keep the unit to a high standard of finish within the existing streetscape. All units will be fitted with a direct 999 call button to aid in the efficiency of operations of the emergency services, with emergency (i.e. Police) awareness messaging shown via their advertising screens on either side of the unit. Furthermore, Street Hubs are powered by 100% renewable carbon-free energy, making them sustainable and durable for years to come.
- 2.5 Whilst the main function of the Street Hub is to provide free electronic communications services, the funding of such services, whilst not being at the expense of the public purse, requires commercial viability and this is

provided by the advertising revenue from the integrated LED digital screens, one located either side of the Street Hub unit. Separate applications for full planning for the proposed Street Hub unit as well as for express advertisement consent were submitted to the Council and duly refused. The accompanying application refused forms the subject of a separate appeal under the relevant consenting regime, as outlined in the foregoing section.

- 2.6 The location of the appeal site is shown in the drawings forming part of this appeal and as submitted to the Council (see Figures 1 & 2 of this statement).



Figure 3 – *Evolution of BT telephone kiosk estate.*

Appeal Site Description

- 2.7 The appeal site comprises section of footpath outside 11 Ingram Street, Glasgow. This proposal seeks approval to upgrade and relocate the 1No. BT phone booth that exists to the east of the site, outside 98 Ingram Street, to an upgraded singular Street Hub unit.
- 2.8 The site is located on a wide portion of pedestrian footpath to the south of Ingram Street which is a two-lane carriageway servicing east-west flowing traffic. This portion of the footpath currently accommodate bicycle hoops, of which the unit will maintain alignment with. Slight on this footpath occupies a Council wayfinding pylon, canopy street trees and an area for outdoor dining. Ingram Street is enclosed along its north and south with ground floor commercial and retail tenancies and upper-level residential, typical to a commercial high street. To the east is a signalled traffic junction that

connects Ingram Street and High Street and also includes pedestrian crossing points.

- 2.9 The surrounding area is categorised as a commercial area with adjacent uses including a Fish and Chip Shop and Tobacco store which both includes illuminated fascia advertisements. The advertising theme therefore includes fascia advertisements associated with adjoining commercial tenancies and it's noted that double-sided illuminated advertisements associated with bus shelters on High Street are also present. The site is located within Glasgow Central Conservation Area and is nearby 23-33 (Odd Nos) Ingram Street (Grade B) listed building.
- 2.10 The proposal includes the removal of 2No. existing BT kiosk (1No. as mentioned on the footpath adjacent, 98 Ingram St, Glasgow G1 1EX and 1No. on the footpath outside, 159, 163 Trongate, Glasgow). The removal of these phone boxes will assist in the decluttering of footpaths in the Council and enhance the broader area's visual amenity. Details of the kiosks proposed to be removed is provided in the table below

Proposed Kiosk Removal	
Footpath opposite, 98 Ingram St, Glasgow G1 1EX	Footpath outside, 159, 163 Trongate, Glasgow G1 5HF
	

Figure 4 – Photo of the existing BT kiosk set to be removed.

- 2.11 Whilst there is no relevant history relating to the proposed site, it is important to note that BT Group Plc lodged applications for Street Hub units in the City of Glasgow in 2021, of which 16No. of applications were approved. Some of these Street Hubs have since been deployed and are now well integrated within many street scenes within the LPA.

3.0 Background to the Street Hub Project in the Council Area: Need for the Site

- 3.1 This application is part of a wider scheme of BT Street Hub implementation throughout the U.K. In terms of roll-out, where possible and practicable, it is proposed to install Street Hubs either as a direct replacement for existing BT payphones, or in very close proximity to such payphones. As these existing payphones will be removed it should minimise impact on existing streetscenes by reducing street clutter, or at least not adding to it at particular locations. In this instance, the proposal would not see the removal of existing phone kiosks, however a number of kiosks are set to be removed elsewhere as part of a strategic package of applications submitted to the Council, containing a number of Street Hubs located within existing streetscapes in the Council area.
- 3.2 A Planning, Design and Access Supporting Statement was submitted as part of the full planning and express advertisement consent applications which provides technical details of the Street Hubs, a justification for the proposal's in terms of its siting and appearance and the added benefits it will bring to the public realm areas of this part of the Council area in terms of the modern services it provides to the public, visitors and business alike.
- 3.3 It is contended by the Appellant that in their determination of the applications, the LPA overestimated their consideration in respect of visual amenity concerns, particularly when considering the existing street scene and similar forms of development nearby meaning it would not be, as considered in the decision notice for full planning, visually incongruous. The need for modern and reliable telecommunications networks not something that the council should query as the NPF is clear in its view that Local planning authorities should not 'question the need' for such infrastructure.
- 3.4 The Appellant considers that in terms of the Council's assessment against its development plan policies they did not give sufficient consideration to the benefits of the electronic communications infrastructure in the planning balance against any perceived visual harm to the locale. Or indeed consideration in terms of the proposal seeing replacement of a piece of infrastructure that form part of the appellants existing estate and which has been a long-established piece of the street scene.
- 3.5 It is considered that modern cities and its inhabitants and visitors expect high level mobile communications network technology, whether this be Wi-Fi, or mobile services networks. The fact that free W-Fi network is to be provided in the Council area via the Street Hub has not been given due

weight by the Council in their determination of the Street Hub's visual impacts is contended. This Wi-Fi communications network would be free to the user and would not cost the Council to install or maintain. The main benefits as a result of the street hubs could be summarised as follows;

- Ultrafast public and encrypted Wi-Fi
- Access to public services
- Multiple accessibility options
- Powered by 100% renewable carbon-free energy
- Inspected weekly and cleaned at least every two weeks, monitored 24/7
- Secure power-only USB ports for rapid device charging
- Free phone calls Direct 999 call button
- Display community and emergency (i.e. police) awareness messaging
- Environmental sensors to measure air quality, noise, traffic and more.
- Improved 4G and 5G coverage to local communities (through the installation of small cells if/when required by operators)
- 876 hours of free council advertising per unit per year
- Ability to house IoT sensors such as air quality, traffic etc.

3.6 These benefits in addition to those provided by a traditional BT payphone should be given significant weight in the planning balance as required by the development plan and policy guidance in NPPF (2024) against the consideration of any visual harm that may be predicted due to the alleged prominence of the Street Hub. For clarity, the existing kiosks to be removed forms part of the appellants estate and are still in use and will remain this way if the appeal proposal cannot be progressed.

3.7 As discussed, in some instances the proposal will not see the replacement or 'relocation' of nearby infrastructure, and will see the installation of a new unit, and in such instances additional kiosks will be removed from elsewhere within the council area (as identified by the appellant), and when considering their Ofcom requirements to provide public infrastructure. The proposed Street Hub's will help to deliver a comprehensive network of connectivity within the borough whilst enhancing the functionality of the Council's streetscene and use.

4. Planning Policy Framework

- 4.1 In accordance with the planning act the consideration in terms of the appeal proposal's determination regard should be had of the development plan and it determined accordingly unless material considerations indicated otherwise.

Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984

The Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984 set out the Government's advertisement control planning policies for Scotland and how these are expected to be applied and is considered to be a material consideration for the Express Advertisement Consent application. The Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984 state the following specifically in relation to advertisement control:

PART II - General Provisions

Control of advertisements to be exercised in the interests of amenity and public safety.

4. – (1) The powers conferred by these regulations with respect to the grant or refusal of consent for the display of advertisements, the revocation or modification of such consent, and the discontinuance of the display advertisements with consent deemed to be granted, shall be exercisable only in the interests of amenity and public safety.

(2) When exercising such powers, a planning authority-

- (a) shall, in the interests of amenity, determine the suitability of the use of a site for the display of advertisements in the light of the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest; and when assessing the general characteristics of the locality the authority may disregard any advertisements being displayed therein;
- (b) shall, in the interests of public safety, have regard to the safety of persons who may use any road, railway, waterway (including coastal waters), dock, harbour, or airfield affected or likely to be affected by any display of advertisements; and shall in particular consider whether any such display is likely to obscure, or hinder the ready

interpretation of any road traffic sign, railway signal, or aid to navigation by water or air;

But without prejudice to their power to have regard to any other material factor.

Scottish Planning Policy 2014 (SPP)

Scottish Planning Policy published in June 2014, is a statement of Scottish Government policy on how national important land use planning matters should be addressed across the country. This SPP was updated, and a revised document published in December 2020. SPP is supplemented by a series of Planning Advice Notes (PANs).

Paragraph 2 states that planning should take a positive approach to enabling high-quality development and making efficient use of land to deliver long-term benefits for the public while protecting and enhancing natural and cultural resources.

Paragraphs 22 and 23 under Outcome 4 '*A more connected place – supporting better transport and digital connectivity*', sets the stance for digital connectivity, stating that improved digital connections will play a key role in helping to deliver the spatial strategy for sustainable growth. By aligning development more closely with digital infrastructure, planning can improve sustainability and connectivity. Improved connections facilitate accessibility within and between places – within Scotland and beyond – and support economic growth and an inclusive society.

The presumption in favour of sustainable development, as set out within the SPP, states that the planning system should support economically, environmentally and socially sustainable term. The aim is to achieve the right development in the right place; it is not to allow development at any cost. Planning policies and decisions should support sustainable development. For the purposes of this policy, to assess whether a policy or proposal supports sustainable development, the following principles, of direct relevant to the proposal, should be taken into account:

- giving due weight to net economic benefits;
- responding to economic issues, challenges and opportunities, as outlined in local economic strategies;
- supporting good design and the six qualities of successful places;

- Making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities;
- supporting delivery of infrastructure, for example transport, education, energy, digital and water;
- improving health and well-being by offering opportunities for social interaction and physical activity, including sport and recreation;
- having regard to the principles for sustainable land use set out in the Land Use Strategy;
- protecting, enhancing and promoting access to natural heritage, including green infrastructure, landscape and the wider environment;

Paragraphs 292 – 300 of the SPP relates specifically to Supporting Digital Connectivity. It highlights the importance of our telecommunications and digital infrastructures across the whole of Scotland, including urban and rural areas and confirms that Scotland's economy and social networks depend heavily on having high-quality digital infrastructure. To facilitate investment across Scotland, planning has an important role to play in strengthening digital communications capacity and coverage across Scotland.

Of direct relevance to the proposal, Paragraph 293 *Policy Principle* states that the planning system should support:

- development which helps deliver the Scottish Government's commitment to world-class digital connectivity;
- the need for networks to evolve and respond to technology improvements and new services; and
- infrastructure provision which is sited and designed to keep environmental impacts to a minimum.

In addition to the above, paragraph 294 goes onto state that Local Development Plans should reflect, amongst others, the infrastructure roll-out plans of digital communications operators.

Paragraph 296 confirms that Local development plans should set out the matters to be addressed in planning applications for specific developments, including:

- an explanation of how the proposed equipment fits into the wider network;
- a description of the siting options (primarily for new sites) and design options which satisfy operational requirements, alternatives considered, and the reasons for the chosen solution;

- details of the design, including height, materials and all components of the proposal;
- details of any proposed landscaping and screen planting, where appropriate;
- an assessment of the cumulative effects of the proposed development in combination with existing equipment in the area;
- a declaration that the equipment and installation is designed to be in full compliance with the appropriate ICNIRP guidelines for public exposure to radiofrequency radiation; and
- an assessment of visual impact, if relevant.

It is considered that the proposal has address all relevant matters set out in the 'model' telecommunications policy relevant to the proposal in this instance.

In assessing applications for telecommunications/digital infrastructure development, paragraph 298 of the SPP confirms that *“Consideration should be given to how proposals for infrastructure to deliver new services or infrastructure to improve existing services will contribute to fulfilling the objectives for digital connectivity set out in the Scottish Government’s World Class 2020 document. For developments that will deliver entirely new connectivity – for example, mobile connectivity in a “not spot” – consideration should be given to the benefits of this connectivity for communities and the local economy”*.

Paragraph 299 then states that. *“All components of equipment should be considered together and designed and positioned as sensitively as possible, though technical requirements and constraints may limit the possibilities..... The cumulative visual effects of equipment should be taken into account”*.

Paragraph 300. States that *“Planning authorities should not question the need for the service to be provided nor seek to prevent competition between operators. The planning system should not be used to secure objectives that are more properly achieved under other legislation. Emissions of radiofrequency radiation are controlled and regulated under other legislation, and it is therefore not necessary for planning authorities to treat radiofrequency radiation as a material consideration”*.

Designing Streets and Designing Places: A Policy Statement for Scotland

Designing Places and Designing Streets stand together as the two key design policy statements for Scotland and can be a material planning

consideration. Within the Designing Places document, there are six qualities of successful places:

- Distinctive
- Safe & pleasant
- Easy to move around
- Welcoming
- Adaptable
- Resource efficient

The BT Street hubs are designed to improve and enhance the areas they are placed within. As this application involves the installation of a modern and clean designed unit, the street design and sense of place will be enhanced. As the BT Street Hubs are more suited to the current societal needs of urban areas with multi-faceted benefits such as advertising, air quality monitoring and tourist info, the six qualities of successful places can be met.

National Planning Framework 4

Policy 14

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.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

- All other policies.

Development Plan Policies

In determining applications for planning permission, the authority should have regard to the provisions of the development plan, so far as they are material to the application, and to any other material considerations (Section 37(2) of the 1997 Act. In this regard, the current Development Plan for the Glasgow Council is currently the Glasgow City Development Plan (2017).

Glasgow City Development Plan

The Glasgow City Development Plan ('Development Plan') was adopted in March 2017 and replaced the previous City Plan 2 (2009). The Development Plan puts forward positive measures that will keep Glasgow at the heart of Scotland's future and allow it to make the most of its resources for the benefit of residents, businesses, employees and visitors. In this regard, one of the four strategic outcomes set out to achieve these key aims is to make the city '*A Connected Place*.' The aim is to achieve a city that is a place where it is easy to move around with active travel and public transport given priority and a place where investors, businesses and residents have good access to physical and digital infrastructure. The importance of Digital Connectivity is key in supporting the development of digital connections to allow mobile working and local business to flourish.

This also allows Glasgow to maintain the attractiveness of the City Centre as an investment location.

The following policies are of direct relevance to the proposal:

Policy CPD 1: 'The Placemaking Principle'

The aim of CPD 1 is stated as the following:

'The Policy 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.'

The principles set out to achieve this include the following points:

- *Delivering highly creative, innovative, and technical design including for infrastructure;*
- *Embedding community facilities and promoting connectivity whilst ensuring an integrated approach to infrastructure delivery;*
- *Making the city an appealing place to live, work and visit and recognising the needs of all members of society;*
- *Providing high quality amenity and respecting the historic and natural environment.*

Policy CDP 3: 'Economic Development'

The aim of CPD 3 is stated as the following:

'The Plan will promote the creation of economic opportunity for all the City's residents and businesses and encourage sustained economic growth.'

The Plan will be supportive of developments that achieve the following:

- *Supporting investment in new infrastructure and environmental improvements to unlock the development potential of constrained Economic Development locations including through the use of planning agreements;*
- *Support and improve the City's energy, transport and digital infrastructure;*

IPG3: (SG3) Economic Development

As referenced as supplementary guidance to support policy under CPD 3, the Interim Planning Guidance *IPG3: (SG3) Economic Development*, under Section 8, deals specifically with telecommunications, and would therefore be relevant in this instance. Within this planning guidance it sets out that the Council recognises the importance of new telecommunications infrastructure as part of meeting economic development objectives and maintaining the city's competitiveness. It also highlights the importance of supporting proposals for new or enhanced high speed broadband, telecommunications and digital infrastructure which would enhance the competitiveness and operation of local economic enterprises and businesses, while ensuring that any visual impact is minimised. The Council will therefore support proposals for new telecommunications infrastructure, where:

- (i) they accord with Placemaking and Sustainable Spatial Strategy policy aims and objectives;*
- (ii) high-speed broadband is provided, especially where this is delivered via discrete underground cabling;*
- (iii) the site proposed has been identified and justified as the most appropriate solution following a search for alternative locations and options, including sharing or co-location of sites. Reasons for rejecting sites should be submitted as evidence;*
- (iv) visual impact is minimized through careful and sensitive design and siting;*
- (v) it is demonstrated that cumulative impact has been considered and limited;*
- (vi) careful landscaping or screening can be incorporated into the proposal, where appropriate.*

In respect of the above the proposal would unquestionably, given its purpose and use, encourage the active and continued use of the area through its use and, given the illumination associated with the advertisement element, create a safer and more accessible space and so ensure, as far as is practicable, safer communities through reduced fear of crime. This is also consistent with paragraph 135 (f) which seeks to ensure the same from development proposals, albeit not every form of development can be considered as requiring this. This will again be elaborated upon further and given further consideration below, albeit that such matters were set out within the supporting document submitted as part of the suite of documents at the application stage named 'Street Hubs – Beyond Connection' which specifically addresses safer communities as well

as the supporting document named 'Anti-Social Behaviour Management Plan', which again addresses such matters that are considered material ones.

- 4.4 Details of the Street Hub design, its inclusiveness and accessibility are included within the Planning, Design and Access Supporting Statement. The award-winning design was created by urban design firm Antenna, led by Masamichi Udagawa whose work is displayed in the Museum of Modern Art in New York. It is appropriate for the Street Hub's function in terms of scale, form, quality of materials and sustainability.
- 4.5 The siting criteria, whilst taking into account the impact of the Street Hub in terms of the character and appearance of its proposed setting, also contain considerations of public safety, including pedestrian movement, sightlines and public/highway safety.
- 4.6 The impacts of the appeal proposal in terms of relevant material planning considerations were also outlined in the Appellant's Planning, Design, and Access Supporting Statement and are further discussed in the following section containing their grounds of appeal against the Council's refusal to grant planning permission and advertisement consent for the Installation of the proposed Street Hub and associated advertising at this location.

5. Grounds of Appeal

- 5.1 On 11th June 2026, Glasgow City Council as Local Planning Authority refused the applications for both full planning and advertisement consent.

The reasons for refusal for the full planning application is set out below:

- 1 *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.*
- 2 *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.*
- 3 *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.*
- 4 *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.*

- 5.2 The appellants note the concerns of the LPA, but fundamentally believe that the proposal to which this appeal relates represents a sustainable form of development, with any perceived harm outweighed by the myriad of significant public benefits. The appellant contends the LPAs reasons for refusal to both applications. On a procedural matter this appeal specifically focuses on the full planning proposal.
- 5.3 The Appellant considers that the policy tests used to determine the planning application have relied too heavily on its consideration that the proposal would be detrimental to the public realm to the contrary to the relevant policy objectives, as well as consideration that the proposal would see the removal of 2No. existing kiosk which forms part of the appellants estate and offers no contribution to the appearance or setting of the streetscene.
- 5.4 Within the National and Local Planning Policy, key themes emerge in relation to the strategic directions and policy objectives. The proposal to upgrade the appellants estate to Street Hub units appropriately responds to these policies by:
- Providing communication infrastructure in a strategic location that will be a high-quality design and provide enhanced digital connectivity;
 - Improving public safety through providing access to emergency services, increased street illumination and reducing anti-social behaviour currently present in existing BT payphone booths;
 - Achieving advertising displays that are appropriately illuminated and designed to ensure no hindrance to surrounding transport networks;
 - Promoting accessibility and inclusivity with fully accessible community features;
 - Enhancing and improving the quality of the public environment and ensuring valued characteristics are protected and the proposal commensurate with surrounding land-uses, to create safe, functional places with strong sense of connection; and
 - Promoting sustainability with units being powered by 100% renewable carbon-free energy.

Overall, the proposal is considered to be a highly appropriate response to strategic vision and objectives.

- 5.5 The Appellant considers that the design of the Street Hub's in terms of its sleek modern and innovative appearance is more consistent with that found within many streetscene settings throughout the country. The design, as discussed above, is of high quality and reflects a historical design which is a common and expected feature across many streetscapes around the

United Kingdom, including that of non-heritage and heritage importance. It is also important to emphasise that the proposal is a means for BT to meet its obligations under the USO with Ofcom to provide a universally available service at this location, by locating the required services in an area that would be of most benefit to the public.

Visual Impact and Pedestrian Obstruction Considerations

- 5.6 It is accepted that balancing the impact of development with the functional requirements of street-based structures can be challenging. Street scenes inevitably evolve over time in response to technological change, user demand and urban growth. This is particularly relevant for telecommunications and advertisement structures, which form an integral part of connected, sustainable cities.
- 5.7 The proposed Street Hub has a slender, contemporary profile, considerably reduced in bulk compared to that of an existing phone box within the appellant's current estate. Its appearance is consistent with other freestanding communication and advertising units already present across the UK, notably elsewhere within Glasgow City Council. The Street Hub represents an evolution of BT's infrastructure, designed to replace outdated kiosks with a more efficient and visually streamlined form. In this instance 2no. existing kiosks will be removed to make way for the installation of a Street Hub at a slightly revised location.
- 5.8 Moving onto matters relating to the appeal site and proposal, Ingram Street is a key, arterial route through Glasgow city centre and a highly commercial locale with modern shop frontages at the ground floor level of tall buildings (often with office and residential space above). The unit is positioned on a wide area of public highway outside of the commercial property at no.11 currently occupied by King Vape. As set out within the formal decision notice, the key concern of the Council appears to be that: *'the proposed development does not improve or maintain the quality of the area with regards to connectivity and ease of movement'* and that there would be a *'[deterioration of] the area's quality of place, particularly regarding the legibility and safety of the streetscape'*. Whilst these concerns are noted, the appellants do not agree.
- 5.9 In selecting this location, it is considered that the proposal would be commensurate with the existing form and surrounding land use of the locality in keeping with the busy, commercial area of Glasgow. As indicated in Figures 2-10, this very wide section of road already contains an array of existing street furniture including bike racks, utility cabinets, traffic lights,

lampposts, Wayfinder and road information signs. Temporary seating and signage is also occasionally present at nearby commercial properties. The appellants contest that the presence of existing clutter means that rather than appearing visually incongruous, the proposal will respect the established appearance of the streetscene and effectively assimilate into its surroundings whilst respecting pedestrian mobility.

- 5.10 While any addition to the public realm introduces some form of change, this does not equate to significant or severe harm. Through sympathetic siting and a high-quality design, the development will integrate well within its urbanised, commercial context, enhancing the area's connectivity and public amenity. Given the dual function of the proposal, the Street hub also has a much more slender and slimline profile than that of an existing phone that will be removed and indirectly converted into a Street Hub.
- 5.11 The proposed development is highly comparable in form and appearance to the existing digital advertising units than can be found elsewhere in Glasgow City Council, most commonly at bus shelters. Freestanding digital advertisement structures including BT's first-generation Street Hubs (InLink units) and other communication hubs can be found across the authority, as well as far larger 48-sheet digital billboards. As shown in the photos displayed within the Appendix, the deployment of similar advertisement structures could have been considered as being at odds with their surroundings, but over time these have become an established part of their streetscene settings accepted by the Council.
- 5.12 It is also worth noting that the level of luminance of the BT Street Hub screens will be kept to a technical minimum in line with the limits specified in the ILP, as well as imagery that is static and changes only every 10 seconds in order to avoid creating distractions for road users as much as possible. This mirrors the specifications for existing structures already deployed across the city.
- 5.13 In determining the appropriate siting of the unit and suitable width of remaining footpath widths, consideration was given to the Department for Transport Manual for Streets (2007) which confirms that there is no minimum width for footways. It suggests that in lightly used streets, the minimum unobstructed width for pedestrians should generally be 2000mm, and that in areas of higher pedestrian flow the quality of the walking experience can deteriorate unless sufficient width is provided.
- 5.14 Inclusive Mobility (2002) advises that ideally the width of the footway should be 2000mm to facilitate two people in wheelchairs to pass each other

comfortably. Where this width is not possible, a clear width of 1500mm should be provided, with an absolute clear minimum width of 1000mm in exceptional cases. The phrase 'clear' refers to the effective width taking into account permanent obstacles on the footway such as streetlamp standards, trees, telegraph poles, bus shelters for example. Furthermore, the Disability Discrimination Act (DDA) itself recommends a minimum footway width of 1200mm.

- 5.15 Considering the guidance above, the unit is considered compliant with the recommendations, with 3m of the front section of the adopted public highway retained and a further 6.4m beyond. Following the installation of the structure 500mm from the kerb, there would still be a substantial amount of useable and unobstructed footpath at this point, which is more than sufficient and above the recommended guidance. The appellants therefore consider that whilst pedestrian flow is expected to be high, the footpath will remain largely unobstructed allowing for the safe movement of pedestrians, including wheelchair users, people with mobility or visual impairments and push chairs.
- 5.16 The photomontages below demonstrate that the BT Street Hub unit has been carefully positioned in alignment with the adjacent items of street furniture at the front of the pavement. This will help to preserve pedestrian movability and maintain highways safety for users including those in vehicles and on bike. As such, contrary to the LPA's assertion, it is clear that there would be minimal conflict with pedestrian movement. The overall legibility of the road network would therefore be preserved on a reasonably wide section of public footpath to avoid impacting driver attentiveness to cause distraction.
- 5.17 It is also worth reiterating that as part of the development 2no existing BT payphone kiosks will be removed which will result in 1.6 metres of floor area and 3.5 cubic metres in overall density removed from Glasgow City Council's public highway, thereby helping to declutter and enhance pedestrian moveability
- 5.18 Clearly there will always be challenges faced in finding a balance between limiting any harm created by the siting of development when weighed up against the public benefits it will bring to the area. It should also be considered that all streets, will always be subject to change through time, changing demand, and users expectation. This is of particular relevance when considering advertisement and telecommunication within street scenes throughout the country with a focus on sustainable and connected cities. The appellants contend that whilst there could be some less

substantial harm, overall, this would be significantly outweighed by the public benefits of the scheme.

- 5.19 The proposal is therefore considered to be in accordance with the National Planning Framework 4, Policy 14 and the Planning Authority's City Development Plan and associated supplementary guidance. The proposal is also in accordance with 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.



Figure 5 – Existing street scene from Greyfriar Wynd towards the appeal site.



Figure 6 – Proposed street scene from Greyfriar Wynd towards the appeal site with the Street Hub in-situ.



Figure 7 – Existing street scene from High Street the appeal Site



Figure 8 – Proposed street scene from High Street towards the appeal site with the Street Hub in-situ



Figure 9 – Existing street scene from the Ingram Street towards the appeal site.



Figure 10 – Proposed street scene from Ingram Street towards the appeal site with the Street Hub in-situ.



Figure 11 - Existing street scene from Blackfriars Road towards the appeal site.



Figure 12 - Proposed street scene from Blackfriars Road towards the appeal site with the Street Hub in-situ.

6.0 Public Benefits

- 6.1 The appellants are concerned that the myriad of public benefits of the proposed development are not being properly accounted in the planning balance. This chapter therefore looks to reiterate the array of public benefits being delivered by the units.
- 6.2 In respect of digital infrastructure and economic development, these new Street Hubs are the perfect form of infrastructure for positive change, enabling councils to collaborate and configure infrastructure to support smarter, safer and more sustainable places for residents, visitors and businesses alike. BT is moving public connectivity forward, evolving their existing and long-established payphone estate further with a move from the 1st Generation 'InLink' units that have seen deployment throughout the country, to the proposed Street Hubs, a sleek modern answer to the demands of a digitally connected, converged-media society and at no cost to the Council.
- 6.3 On this point, recent press releases highlight that BT gifted up to £7.5m of free advertising space to local businesses via its Street Hub units in 2023-24 as the new units are rolled out to new locations across the UK, whereby BT (in conjunction with the LPAs) contacted local businesses and the public in these areas in order to encourage them to nominate local firms who could benefit from the offer.
- 6.4 This came as a new BT study found that more than 60 per cent of small businesses agree that local advertising would help to increase awareness of their business, with 40 per cent saying it would encourage more people to shop at their local high street. However, almost half (49 per cent) said that cost was a major obstacle to them investing in local Out Of Home (OOH) advertising. BT is now taking action to remove one of the biggest barriers to adoption, with the Street Hub's digital advertising screens designed to help small firms attract more customers following the local and national lockdowns.
- 6.5 Additionally, BT's new Street Hub units can also help local councils achieve their social and economic improvement and sustainability goals. Each local authority is provided with 5 per cent of total screen time on each Street Hub (which equates to 875 hours a year for each screen on every unit) to promote local community and municipal services such as food banks, health and social care or leisure activities. They can also inform the local community about developments or issues affecting their area. For example,

during the peak of the Covid-19 pandemic, the 400 existing Street Hub units across the country played a vital role in displaying key public health advice from Public Health England and local councils, provided to the Local Authority on each unit, for free. Furthermore, the Government's ambition, as set out within the National Infrastructure Strategy, is to support fast and reliable digital connectivity that can deliver economic, social and well-being benefits because new technologies have enormous potential to improve the environment and the daily lives of people across the UK. BT Street Hub can contribute to this with its suite of features, including Wi-Fi and small 5G cells capabilities, air monitoring and much more.

- 6.6 With nearly two thirds of all local authorities aiming to become carbon neutral by 2030, each Street Hub unit can also be fitted with air quality and CO2 sensors. This will provide local councils with the insight needed to help them take action to improve air quality, contributing to the health and wellbeing of local people, and has been used by council's already.
- 6.7 The above shows how the proposed units would assist in council's agendas to have more people return to our high streets, not prejudice this, and consistent with National Policy in respect of creating safer streets and encouraging the active and continued use of public spaces. The overall aim of the Street Hubs is to enhance digital connectivity and services for communities through features such as free mobile device charging, access to an emergency call button, charity helplines, and local wayfinding via an integrated tablet, as well as the additional benefits set out previously. BT's InLink and Street Hub estate consists of approximately 1000 Units, across numerous UK cities, and all London Boroughs. The usage levels of the entire estate, from the period of 1st April 2024 to 31st March 2025, are shown below. During this time period:
- **Over 1.6 million phone calls** were made, including:
 - 1,464 to **Childline**
 - 4,465 to **End Youth Homelessness**
 - 1,528 to **Samaritans**
 - 1,097 to **Missing People**
 - **3.9 million people** connected to free Wi-Fi, with **780,254** new users registering this year.

The above data is a clear indicator of the value that the existing Units bring to the general public. Just under 6% of the UK's population connected to the free wi-fi in the last 12 months, with new users being added continuously throughout the year. This trend is expected to continue throughout 2025 and

beyond.

- 6.8 It is considered that the public benefits were in fact set out in detail as part of the application submissions, to which the council have offered little or no weight to as stated. Instead, as stated the consideration of the council that the units are simply obtrusive and unnecessary is contrary to the NPPF whereby it is clear that councils should not question the need. The applicant is upgrading their public estate with a new modern digital unit reflective of the times, while also giving due consideration in respect of their Ofcom requirements for such provision. Access to such infrastructure, and its free services, provides significant public benefits, which is essential for sustainable economic growth and plays a vital role in enhancing the provision of such services within the local area. This type of free connectivity allows residents, businesses, and visitors to the area to access essential public networks and assists in reducing digital exclusion within the Local Authority area.
- 6.9 Furthermore, we consider the addition of the Street Hub unit in the proposed location will improve the public realm and pedestrian experience, particularly through the following which would be afforded weight in support of the proposal:
- Providing in-direct street lighting from the illuminated advertising signs to increase pedestrian safety.
 - Providing access to contact emergency services, phone charging ability and connection to Wi-Fi with no charge that are accessible for all members of the community.
 - The unit will be a high-quality design complementing the existing development on site but also enhancing visual amenity.
 - Consistency with mixed-use setting: integration into a vibrant, commercial urban area and commensurate with the surrounding land uses.
- 6.10 The benefits of the proposal, some of which have been addressed in detail above and particularly with regards to opportunities to reduce crime and antisocial behaviour, should be afforded a string degree or weight. The below image provides a snapshot of what a Street Hub is, as additional information is provided in further detail with the accompanying document submission.



Figure 13 – *Extract of BT Street Hub product statement highlighting an array of the public benefits.*

7.0 Other Relevant Planning Appeal Decisions

- 7.1 Pedestrian flow and moveability was a consideration in recent appeal decisions for similar structures to that being proposed whereby, and even when considering the different locations to which these appeals relate the Inspectors determined the following in respect of similar proposals, which should still apply in this instance:

Appeal Ref: APP/K5030/W/22/3301293, Queen Victoria St, City of London

'In terms of pedestrian flow, because of its marginally greater width combined with much smaller footprint the Street Hub would be less of an obstruction than the existing two kiosks. In addition, the site is in a position close to where the pavement widens to turn the corner and pass under the large canopy at the entrance to No. 60. Furthermore, from my observations at a busy time of day and of the surrounding land uses it would appear unlikely that this section of pavement is ever subject to a density of movement whereby obstruction would occur with any harmful effects.'

Appeal Ref: APP/K5030/W/22/3301229, High Holborn, City of London

'On the second issue the Council argues that would be an unacceptable obstruction by impeding pedestrian flow and sightlines. However, the existing BT Payphone kiosk takes up 1.58sqm of footpath space whereas the Street Hub would occupy just 0.43sqm. It would therefore be less of an obstruction to movement and visibility than the kiosk to be removed and in any event the pavement outside Nos. 320 & 322 is particularly wide given that it extends to include the colonnade.'

Appeal Ref: APP/Z0116/W/25/3367960, Southmead Road, Bristol

'The hub in appeal G would be in general alignment with nearby bike storage racks, and both it and the racks would be at a similar distance from the nearside edge of the carriageway. As such, the hub would not lead to a further material reduction in the depth of the unobstructed parts of the pavement in this area. Nevertheless, some future users of the hub would reasonably expect to sit or stand close to it, and by doing so, it is possible that the depth of the remaining parts of the clear pavement would be reduced. However, such obstructions are likely to be infrequent and for short periods of time. Any resultant reduction in the free flow of pedestrians past the development would therefore be occasional and temporary. Notwithstanding this, the proposed removal of the phone kiosk outside of Lidl would widen the available part of the pavement in a location where there

is an existing pinch-point. This would be of benefit to the ease and flow of pedestrian movements past it. For these reasons, the development as a whole would not harmfully reduce the convenience or flow of pedestrian movements in the area.'

8.0 Conclusion

- 8.1 Balancing the visual amenity of an area and the impact that additional street furniture may or may not have is an issue for central government, local government and statutory undertakers alike. The necessity to address all the pertinent factors in the consideration of such proposals is imperative to ensure that the most appropriate decision is reached. However, this must be undertaken correctly and against what would be relevant and material planning considerations at the time of assessment.
- 8.2 Relevant legislation, government advice and development plan policy must be taken into full account when arriving at a decision. The relevance of the key issues relating to the benefits of the Street Hub in terms of social inclusion and economic support, by providing free Wi-Fi connectivity and the other services, must be weighed against the visual harm in the wider public interest and be based upon the particular merits of the Street Hub design and scale in relation to its contextual siting in each case.
- 8.3 The appeal proposal for a Street Hub at this location forms part of a wider Street Hub project across the council area which will provide free ultra-fast Wi-Fi to the local community, as well as a number of other added benefits which these Street Hub units will provide, all of which seek to encourage people back to our high streets in a sustainable way and support local people, businesses and visitors alike, as well as encouraging the active and continual use of public areas and so creating healthy and safer communities. It has been demonstrated within this appeal that the current context of the area is unlikely to be significantly impacted by the introduction of the proposed street Hub, nor would public safety be detrimentally impacted upon either by way of Highway Safety or perceived crime related matters. The Appellant considers that the Council's reasons for refusing this application is unreasonable and not based upon any evidence to support them in terms of degree of impact if any at all when weighed against the myriad of public benefits.
- 8.4 The Local Review Board is respectfully requested to consider the merits of the appeal proposal based on the evidence provided and allow this appeal proposal.

9.0 Appendix 1 – Other digital advertisement structures in Glasgow



BT InLink – Bothwell Street, Glasgow



Freestanding Bauer Media digital advertising unit – Argyle Street.



Freestanding JC Decaux unit with defib – Buchanan Street, Glasgow



Digital bus shelter displays – Argyle Street, Glasgow



Digital bus shelter displays – Union Street, Glasgow



48-sheet billboard display – St Encoh Square, Glasgow.