



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

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

Thank you for completing this application form:

ONLINE REFERENCE 100750656-001

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

Applicant or Agent Details

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

☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:	DPP		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Will	Building Name:	
Last Name: *	Marshall	Building Number:	1
Telephone Number: *		Address 1 (Street): *	Park Row
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Leeds
Fax Number:		Country: *	United Kingdom
		Postcode: *	LS1 5HN
Email Address: *			

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

☐ Individual ☒ 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:	48-50
Last Name: *		Address 1 (Street): *	Scrutton Street
Company/Organisation	Fastned UK Ltd	Address 2:	
Telephone Number: *		Town/City: *	London
Extension Number:		Country: *	England
Mobile Number:		Postcode: *	EC2A 4HH
Fax Number:			
Email Address: *	REDACTED		

Site Address Details

Planning Authority:	Glasgow City Council
Full postal address of the site (including postcode where available):	
Address 1:	SITE TO THE SOUTH WEST OF 2
Address 2:	
Address 3:	
Address 4:	
Address 5:	
Town/City/Settlement:	FULLARTON ROAD
Post Code:	GLASGOW

Please identify/describe the location of the site or sites

Northing	662220	Easting	263988
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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)

Use of land as electric vehicle charging station, with installation of EV solar canopies, substation and LV switchboard, erection of ancillary waiting room, landscaping, access, car parking, and associated works

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 submitted Review Statement for the Appellant's full case, however the summary is as follows: 1. No conflict with surrounding employment uses and is a benefit for workers and fleet operators. 2. No impact on Glasgow's employment land availability as the site represents just 0.6% of land coming forward and 0.5% of identified available sites in the Council's authority monitoring reports. 3. The design is safe for all users. 4. There is an identified need for additional EV chargers.

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)

Document 1 - '6648LE.R002.A Fastned Cambuslang LRC Statement - Final' Document 2 - 'Appendix 01 - Decision Notice'
Document 3 - 'Appendix 02 - Planning Statement Document 4 - '44.094 _Cambuslang- Design Access Statement_FINAL Small'
Document 5 - 'Fastned Cambuslang - All Plans Merged'

Application Details

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

25/02953/FUL

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

28/01/2026

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

08/04/2026

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 Will Marshall

Declaration Date: 11/06/2026

Payment Details

Pay Direct

Created: 11/06/2026 17:04



REVIEW STATEMENT

FASTNED UK LTD

LAND WEST OF FULLARTON ROAD, CAMBUSLANG, GLASGOW,
G32 8YL



REVIEW STATEMENT

On behalf of: Fastned UK Ltd

In respect of: Land West of Fullarton Road, Cambuslang, Glasgow,
G32 8YL

Date: June 2026

Reference: 6648.R002.A

Author: ML/WM/JP

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1.0 Introduction

- 1.1 This Review Statement ('the Statement') is submitted on behalf of Fastned UK Ltd (the 'Appellant') by DPP, in support of a Notice of Review to Glasgow City Council's (the 'Council') Local Review Committee ('LRC'). It seeks review of the refusal of planning permission for the installation of an Electric Vehicle ('EV') Charging Hub for 12 vehicles with kiosk, three canopies plus charging stands, substation, signage and access (the 'Review Proposal') under planning reference 25/02953/FUL (the 'Review Application').
- 1.2 A full planning application was originally submitted to the Council on the 5th of July 2024 for a similar proposal at the Site under planning reference 24/01348/FUL. The application was refused by the Council on the 19th of December 2024 on four grounds. The Review Application was subsequently submitted to the council on the 22nd of December 2025 and sought to address the previous grounds for refusal. The Review Application was then refused by the Council on the 8th of April 2026 on three grounds. A full copy of the Council's decision (the 'Decision Notice') is attached at Appendix 1, but for ease of reference the reasons for refusal ('RfR') are listed below.

Reasons for Refusal

- 1.3 The three RfR cited by the Council are as follows:
1. *The proposal was not considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's variance with the Development Plan.*
 2. *The proposal is contrary to Policy 14 'Design Quality and Place' of NPF4 and CDP 1 and SG1 Placemaking' of the Glasgow City Development Plan in that the proposed development is not considered to be located in a suitable area, or well equipped, to provide safety for all users, particularly women.*
 3. *The proposal is contrary to Policy 26 'Business and Industry' of NPF4 and CDP 3 and IPG3 'Economic Development' of the Glasgow City Development Plan in that the proposed development is not a Class 4, 5 or 6 use and is not considered to be a suitable alternative use that would complement the Cambuslang Investment Park, an Area of Citywide Economic Importance (ACWEI).*
- 1.4 This Statement sets out the case of the Appellant in relation to the acceptability of the Review Proposal. Much of the Appellant's case is within the Planning Statement originally submitted as part of the Review Application and included in Appendix 2 for completeness. In discussing the Appellant's case below, the relevant sections of the Planning Statement will be referred to should the LRC members wish to review in more detail.
- 1.5 The Statement covers the following matters:
- Chapter 2.0: The Site

- Chapter 3.0: Fastned UK
- Chapter 4.0: The Review Proposal
- Chapter 5.0: Planning History
- Chapter 6.0: Relevant Planning Policy
- Chapter 7.0: Need for Electric Vehicle Charging Infrastructure
- Chapter 8.0: The Case for the Appellant
- Chapter 9.0: Planning Balance

2.0 The Site

- 2.1 The Site has an area of 0.23 ha and is located to the west of Fullarton Road in Cambuslang, G32 8YL, circa 45 metres south of the M74 Junction 2A. The Site sits on the southbound side of the Fullarton Interchange.
- 2.2 The Site is currently used on an ad hoc basis as a depot for large goods vehicles and storage, with no specific permanent usage as the land is surplus to requirements. The Site is outlined in red in **Figure 1** below.



Figure 1: Aerial Photograph of the Site

- 2.3 The Site lies within an industrial estate known as 'Cambuslang Business Centre'. The Site is bound to the east by Fullarton Road. To the southern end of the Site, there is a patch of dense vegetation, with sparse trees at the eastern edge. The western and northern edges of the Site border the warehouses of the Cambuslang Business Centre.
- 2.4 The wider surroundings, beyond Fullarton Road, consist of existing industrial parks. Nearby occupiers include DPD, Siemens, Royal Mail, Müller, and Speedy Hire. The nearest residential properties are located approximately 400m northeast of the Site. Further west of the Site is the River Clyde and National Cycle Route 75.

3.0 Fastned UK

- 3.1 Fastned is a leading European provider of ultra-rapid electric vehicle (EV) charging infrastructure, founded with a clear mission to accelerate the transition to electric mobility and support the decarbonisation of transport. Since its establishment in 2012, Fastned has developed a growing network of high-quality charging hubs across Europe, powered by 100% renewable energy and designed to make EV charging simple, reliable and convenient for all users. The company's ethos is rooted in sustainability, innovation and customer experience, reflecting its commitment to addressing the challenges of climate change and supporting the transition to a low-carbon economy.
- 3.2 As the adoption of electric vehicles continues to increase, Fastned is investing significantly in the expansion of its charging network to meet growing demand. The company now operates more than 400 charging stations across nine European countries and has set ambitious growth targets to further expand its network in the coming years. In the United Kingdom, Fastned is rapidly increasing its presence through the delivery of new charging hubs and strategic partnerships, including initiatives to expand charging provision in Scotland and other key locations. This investment is helping to ensure that the charging infrastructure required to support the UK's transition to zero-emission transport is delivered at the pace necessary to meet consumer demand and national climate objectives.
- 3.3 Fastned's charging hubs are designed to provide more than simply a place to recharge a vehicle. The company seeks to create a welcoming and high-quality environment where drivers can comfortably spend the short period required to charge. Its hubs typically feature distinctive canopies that provide weather protection, high-quality lighting to improve safety and visibility, accessible charging bays, and facilities that enhance user comfort. Many locations incorporate nearby amenities or dedicated facilities such as toilets, seating areas and refreshment opportunities, enabling drivers and passengers to take a break outside their vehicle while charging. The company's recognisable nature-inspired canopy design and focus on customer experience have helped establish Fastned as one of the UK's highest-rated charging network operators.
- 3.4 Through the continued delivery of reliable, ultra-rapid charging infrastructure powered by renewable energy, Fastned is making a significant contribution towards reducing transport-related carbon emissions, supporting sustainable travel choices and ensuring that the UK's charging network is capable of meeting the rapidly rising demand for electric vehicles.
- 3.5 At present, Fastned has only one site in Glasgow that operates within an Aldi car park adjacent to 382 Helen Street, Glasgow. However, this site does not include the canopies and therefore the Review Proposal would be the first Fastned hub in Glasgow.

4.0 The Review Proposal

- 4.1 This Chapter describes the Review Proposal, which is for the installation of an Electric Vehicle (‘EV’) Charging Hub for 12 vehicles with kiosk, three canopies plus charging stands, substation, signage and access.
- 4.2 The charging station is modelled after similar developments in Europe and the UK and is designed to allow EVs to receive an ultra-rapid charge (up to 400 kW meaning an 80% charge in approximately 30 minutes) before continuing their onward journey. The proposal entails six ultra-rapid charge units serving 12 charging bays, an amenities kiosk and associated electrical substation and switchboard.
- 4.3 The layout plan for the Review Proposal is provided at **Figure 2** below.



Figure 2: Visualisation of the Review Proposal

Design

- 4.4 The Review Proposal incorporates stylised sustainably sourced timber ‘tree’ structures with a natural finish and lightweight glazed canopies, which allow light transmission and shelter from the elements whilst charging. The concept of the tree-like structure has been designed with sensitivity to balance a natural aesthetic with the Fastned branding, causing drivers to associate the yellow-

trimmed canopies with fast charging. The structures themselves are modular units and have flexibility to be deployed on multiple topographies and in different contexts. The canopies are prefabricated at set dimensions, which enable efficient engineering, manufacturing, and installation processes. The canopy silhouette has become uniquely distinguishable as Fastned fast charging.

- 4.5 The technical area includes Glass Reinforced Plastic (GRP) packaged plant enclosures for the transformer and low voltage switchgear. There is no accompanying habitable space or payment kiosk due to the electronic nature of payment directly at chargers. This has made possible a lean design, focussed on delivering the essentials of high-power charging in a safe and inclusive environment. There will be an unmanned amenities kiosk on site.
- 4.6 Additionally, the block paved area is flush with the tarmac bays providing full-level access to the chargers. To assist manoeuvrability of the charging cables, cable management systems are integrated into the chargers, which make cables lighter and more flexible to position around vehicles.
- 4.7 For efficient wayfinding as well as safety, strong visual sightlines have been incorporated into the design. A Fastned totem sign displayed within view of the main road to indicate the presence of the charging area has already received planning permission and will be utilised by the Review Proposal.
- 4.8 The Review Proposal will require the construction of a small amenities kiosk with a lobby and seating area and a self-cleaning toilet, both of which will be accessible 24/7. It is designed with user convenience in mind and incorporates a backlit Fastned logo at roof level. The dimensions of this facility are specified to be 3.2 m in height, 8.8 m in length, and 4.8 m in width, ensuring ample space to accommodate necessary amenities while maintaining a compact and functional design. The amenities unit will feature a green roof.

Layout

- 4.9 The site layout will comprise 12no. charging bays, each 9.2 m long and 2.6 m wide, supported by a substation (3.8 m x 3.2 m) to the south and Low Voltage (LV) switchboard (3.5m x 0.8m) at the southwestern portion of the Site.
- 4.10 The Appellant's internal space standards have been developed over the previous decade of building similar stations in six countries including the UK and cater for all cars and users. The drive-through charging bays are 2.6m by 9.2m long to accommodate longer vehicles with additional space requirement around it, and a minimum of 3.6m to the side to allow throughflow. With a minimum height clearance of 4.4m, these spaces can therefore support a wide range of private and commercial vehicles, including HGV cabs. The Review Proposal can therefore support the needs of the wider industrial estate which includes numerous delivery and commercial vehicles.
- 4.11 There are also four parking bays beside the amenity kiosk, to prevent people from blocking drive-through charging bay to access the amenities.

Access

- 4.12 Vehicular access/egress to the Site is proposed to be provided by a new junction on Fullarton Road. Cars are proposed to turn left off Fullarton Road and left again into the one-way system. Pedestrian crossings are to be located at the access and egress points of the Site and the car park itself. Four trees are proposed to be removed to accommodate the proposed access/egress point which are to be replaced by four trees in the north of the Site.

Proposed Infrastructure

- 4.13 The proposed infrastructure features three prefabricated photovoltaic (PV) solar canopies comprised in pairs. Each canopy is 6 m long, 7.1 m high and 10 m wide, making the whole canopy structure 12 m long, 7.1 m high and 30 m wide, which will produce low-carbon, renewable energy for use by the charging station, as well as providing shelter for users.
- 4.14 The proposed solar canopies will comprise glulam timber columns and cantilever beams holding up glazed metal-framed canopies, with 'Fastned Yellow' cladding to the canopy frames and integrated perimeter strip lighting, allowing ready identification of the charging station to passing drivers.
- 4.15 On the underside of the canopies, the charging points will be equipped with LED (light-emitting diode) floodlights mounted to the underside of the canopies to ensure night-time visibility and safety for customers. These lights will be on timed motion sensors and capable of being dimmed remotely to ensure that any impact on local amenity is negligible.
- 4.16 The Review Proposal will be supported by a substation (3.8 m x 3.2 m) to the south and Low Voltage ('LV') switchboard (3.5m x 0.8m) at the southwestern portion of the site.

Substation

- 4.17 The Proposed Development will require construction of a new electricity substation and associated LV switchboard on land, south-west, and south, respectively, of the proposed EV charging station.

Advertisements

- 4.18 The signage to go alongside the Proposed Development has already been approved under reference 24/01349/ADV.

5.0 Planning History

- 5.1 Before discussing the Review Application, it is considered necessary to outline the planning history of the Site to fully understand the context.
- 5.2 The Site has been the subject of three planning applications submitted by Fastned. Only one other application includes land within the red line boundary which was to form a site access. No other proposals have come forward in the last 10 years.
- 5.3 A summary of these applications is provided within **Table 1** below.

Table 1: Most relevant planning applications surrounding the Site.

Planning Reference no.	Description	Date of Decision	Decision
25/02953/FUL (the Review Application)	Use of land as electric vehicle charging station, with installation of EV solar canopies, substation and LV switchboard, erection of ancillary waiting room, landscaping, access, car parking, and associated works.	8 April 2026	Refused
24/01349/ADV	Display of internally illuminated signage consisting of 1no. totem, and one set of individual letters mounted on rooftop.	7 Jan 2025	Permitted
24/01348/FUL	Use of land as electric vehicle charging station, with installation of EV solar canopies, substation and LV switchboard, erection of ancillary waiting room, landscaping, access, car parking, and associated works.	19 Dec 2024	Refused
18/00514/FUL	Formation of site access.	23 Feb 2018	Permitted

- 5.4 Only applications 24/01348/FUL and 24/01349/ADV are considered relevant to the Review Proposal. These are discussed below.

Application Ref 24/01348/FUL

- 5.5 This application on behalf of Fastned proposed the change of use of land for an EV charging station, including EV solar canopies, substation and LV switchgear, an ancillary waiting room, landscaping, access, car parking, and associated works.

- 5.6 The application was advertised on the 5th of July 2024 and received no public representations. Statutory consultation responses included Transport Scotland, who raised no objections, and The Coal Authority, who objected on the grounds that intrusive site investigations were required to determine the condition and precise location of expected on-site mine entries. Despite being advised of this requirement and agreeing to an extension of time, the applicant did not provide the additional information requested, and the Coal Authority's objection remained unresolved at the time of determination.
- 5.7 In addition to the above, the Council assessed the proposal against NPF4 Policies 1, 2 and 13, which it found supportive in principle due to the low-carbon transport function of the development. However, a number of policy conflicts were identified by the Council. Under NPF4 Policy 9, the lack of required intrusive investigations meant that the applicant could not demonstrate that the site could be made safe and stable for the proposed use. In relation to NPF4 Policy 14 and CDP1/SG1, the Council concluded that the development failed to provide a safe and inclusive environment, particularly for women, due to the secluded location, unstaffed facility and lack of surveillance.
- 5.8 Regarding land use, the proposal was considered contrary to NPF4 Policy 26 and CDP3/IPG3, as the EV charging station was not a Class 4–6 use and was not judged to complement or support the primary business and industrial function of the Area of Citywide Economic Importance (ACWEI) at the Cambuslang Investment Park.
- 5.9 Overall, officers concluded that the application did not comply with the Development Plan and considered that no material considerations were identified to outweigh this. For these reasons the application was refused on 19th December 2024. This application and the comparisons with the Review Application will be discussed further in Chapter 11.

Application Ref 24/01349/ADV

- 5.10 This application sought advertisement consent for internally illuminated signage (1 totem and rooftop letters) in association with Fastned's wider EV-charging hub proposals referred to below. The application was deemed appropriate and permitted on the 7th of January 2025. It is expected that the approved signage would work with the Proposed Development, negating the need for any further advertisement consent.

6.0 Relevant Planning Policy

- 6.1 A full review of the relevant planning policies is presented within the Planning Statement, however the most relevant are outlined below.

National Planning Framework 4 (February 2023)

- 6.2 The Fourth National Planning Framework (NPF4), adopted by Scottish Ministers on 13th February 2023, forms part of the statutory Development Plan. The primacy of the Development Plan in determining planning applications is established by Section 25 of the Town and Country Planning (Scotland) Act 1997 (as amended). This provision requires decision makers to determine planning applications in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.3 NPF4 sets out the Scottish Government's long-term vision for development and investment in Scotland. NPF4 emphasises an approach to planning and development that helps to achieve a net zero, sustainable Scotland by 2045. Including recovery and restoration projects, traffic and transport projects (with associated infrastructure) to strengthen resilience and decarbonise connectivity and support sustainable development. NPF4 proposes a continuation of recognising, in new national planning policy, the national importance of infrastructure to facilitate greater use of low carbon fuel options. The following policies have been identified as relevant:
- 6.4 **Policy 14 Design, Quality and Place** states the following:

***Policy Intent:** To encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.*

Policy Outcomes:

- *Quality places, spaces and environments.*
 - *Places that consistently deliver healthy, pleasant, distinctive, connected, sustainable and adaptable qualities.*
- 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.

6.5 Policy 26 Business and Industry states the following:

Policy Intent: To encourage, promote and facilitate business and industry uses and to enable alternative ways of working such as home working, livework units and micro-businesses.

Policy Outcomes:

- Recovery within the business and industry sector is sustainable and inclusive.
 - Investment in the business and industrial sector contributes to community wealth building.
- a. Development proposals for business and industry uses on sites allocated for those uses in the LDP will be supported.
 - b. Development proposals for home working, live-work units and micro-businesses will be supported where it is demonstrated that the scale and nature of the proposed business and building will be compatible with the surrounding area and there will be no unacceptable impacts on amenity or neighbouring uses.
 - c. Development proposals for business and industry uses will be supported where they are compatible with the primary business function of the area. Other employment uses will be supported where they will not prejudice the primary function of the area and are compatible with the business/industrial character of the area.
 - d. Development proposals for business, general industrial and storage and distribution uses outwith areas identified for those uses in the LDP will only be supported where:
 - i. It is demonstrated that there are no suitable alternatives allocated in the LDP or identified in the employment land audit; and
 - ii. The nature and scale of the activity will be compatible with the surrounding area.
 - e. Development proposals for business and industry will take into account:
 - i. Impact on surrounding residential amenity; sensitive uses and the natural and historic environment;

- ii. *The need for appropriate site restoration at the end of a period of commercial use.*
- f. *Major developments for manufacturing or industry will be accompanied by a decarbonisation strategy to demonstrate how greenhouse gas emissions from the process are appropriately abated. The strategy may include carbon capture and storage.*

The Glasgow Development Plan

- 6.6 Alongside NPF4, the Development Plan is formed by the Glasgow City Development Plan, the adopted plan policy maps and supplementary planning guidance. The relevant policies are below.

Glasgow City Development Plan ('GCDP1')

Policies Map

- 6.7 An extract from the GCDP1 Policy Map is provided in **Figure 3** below.



Figure 3: Extract of the Glasgow City Council policy map

- 6.8 As indicated by the purple shading, the Site lies within an Economic Development Area as per policy CDP 3.
- 6.9 **CDP1 The Placemaking Principle:** This policy sets out six qualities of place as defined in the NPF4:

- It is distinctive;
- It is safe and pleasant;
- It is easy to move around and beyond;
- It is welcoming;
- It is adaptable; and
- It is resource efficient.

- 6.10 **CDP2 Sustainable Spatial Strategy:** This policy sets out the Council's commitment to sustainable urban development. Most notably the policy commits to the utilisation of brownfield sites and prioritising the remediation and reuse of vacant and derelict land.
- 6.11 Policies **CDP1** and **CDP2** are the overarching policies which guide the rest of the Development Plan.
- 6.12 **CDP3 Economic Development** is considered to be a key policy when considering the Review Proposal. The policy sets out the Council's commitment to economic development, highlighting the actions considered needed to continue the City's economic growth. Within this policy the Council commits to integrating other compatible, employment supporting land uses, to Economic Development Areas. Furthermore, within this policy the Council commits to supporting and improving the City's energy and transport infrastructure. This policy is discussed further in the Planning Assessment section below.
- 6.13 **CDP11 Sustainable Transport:** This policy sets out the Council's commitment to promoting sustainable transport. The policy indicates that the Council will apply restraint-based maximum parking standards to non-residential development and expect parking spaces and charging points for the charging of electric vehicles in larger developments.

Supplementary Planning Documents ('SPDs')

SG1: Placemaking Part 1 and Part 2

- 6.14 SG1 provides the "*necessary detail*" behind how Policy CDP1 will be achieved. Part 1 provides guidance on how applicants should prepare a development proposal, including interpretation of Qualities of Place and outlining the various character environments through the city. Part 2 contains detailed assessment criteria relating to design in eight sections.
- 6.15 Part 2 is considered most relevant to the Review Proposal, with Section 1 'Sustainable Development' quoted within the Report of Handling. Paragraph 1.22 states that the location and design of new development should take into account a wide range of minority and cultural requirements.
- 6.16 Paragraph 1.23 states that inclusive design should enhance the quality of places and spaces, with part b) requiring "*logical layouts and clear sightlines*" to help create a sense of security.

IPG3: (SPG) Economic Development

- 6.17 IPG3 is an interim policy guidance document which currently operates as non-statutory planning guidance until the conclusion of the public consultation, and a final version has been approved. IPG3 has been informed by an Interim Economic Development Areas Review which recognises that there may be circumstances where proposals for uses outside of Use Classes 4 'Business', 5 'General Industrial' or 6 'Storage or Distribution', of the Town and Country Planning (Use Classes)(Scotland) Order 1997 will be acceptable. Paragraph 3.2 sets out these circumstances which may include where proposals would not:

“(i) have a detrimental impact on the character of the economic development area, and its continuation as an industrial and business location;

(ii) have an adverse impact on the quantity, quality or distribution of EDA land supply; and

(iii) would not prejudice the operation of adjoining businesses;”

- 6.18 The Council will also consider the following where appropriate at 3.3:

“(iii) the proposal would provide facilities aimed primarily at meeting the needs of businesses and employees within the economic development area.”

- 6.19 IPG3 goes on to indicate that development proposals will be expected to promote and support opportunities for integrating efficient energy innovations, to comply with Scottish Government Sustainable Development targets and other CDP policies.

7.0 Need for Electric Vehicle Charging Infrastructure

- 7.1 Chapter 7 of the Planning Statement provides a full breakdown of the need for EV charging infrastructure across the UK and Scotland. LRC members are therefore urged to read this in full prior to coming to a decision, however a summary of the key points is provided below.

General Need for Ultra-Rapid Charging Infrastructure

- 7.2 Both Scotland and the UK have committed to an ambitious journey to clean transportation, with a ban on the sale of new combustion engine vehicles by 2030 and new hybrid vehicles in 2035. The result is that there are predicted to be 25.5 million plug-in vehicles by 2040¹.
- 7.3 The latest figures available as of June 2026 show that there are over 2 million EVs on UK roads, a three-fold increase on the number in 2022²; EV adoption is therefore growing rapidly. As of the end of May 2026, 23.9% of all cars registered in the year are EVs. It is expected that the current Iran War and worldwide surge in fuel prices will accelerate this shift to EVs.
- 7.4 However, a widely recognised hurdle for consumers to move to 100% electric vehicles is the fact that there is insufficient rapid and ultra-rapid charging infrastructure available on the road network. This is to both cater for those travelling on the road network as well as those unable to charge at home.
- 7.5 There is also wide consensus amongst vehicle fleet operators that large-scale transition to EVs is being prevented by the lack of a network of charging facilities that can simultaneously charge multiple vehicles through high-powered ultra-rapid chargers. This would ensure that they can travel large distances and not be slowed down by charging times.
- 7.6 However, ultra-rapid chargers require significant investment, including power grid upgrades and rely on operating models with high utilisation. Ultra-rapid electric vehicle chargers can cost between £50-100k per charging unit, depending on model and manufacturer. For a medium sized electric vehicle hub this can run quickly into several hundred thousand pounds. Further, there is a need for power equipment, engineering works, and auxiliary equipment and often the need to upgrade the wider power network. Hence, allowing businesses to provide such infrastructure should be a welcome prospect for any local authority.
- 7.7 Data and research from Zapmap³ shows that, UK-wide, the total number of locations which have a public charging point installed is 46,664 and the number of devices at those locations is 94,217 as of 31 May 2026. However, the vast majority of these are not ultra-rapid chargers with just 13,452 being classed as such; representing just over 14%.
- 7.8 A slow charger is 3-7kW, a fast charger 8-49kW, a rapid charger 50-149kW and an ultra-rapid charger is 150kW+. For example, to charge a Tesla Model S would take 21 hours on a slow charger;

¹ <https://www.local.gov.uk/electric-vehicles-whats-going-out-there>

² www.zapmap.com/ev-stats/ev-market

³ <https://www.zap-map.com/ev-stats/how-many-charging-points>

between 5 and 11 hours on a fast charger; less than 2 hours on a rapid charger; and less than an hour on an ultra-rapid charger. It is ultra-rapid charging facilities that are needed to make plug-in vehicles a more accessible mode of transport.

- 7.9 There are 13 charging locations within an 89 km² area of the Site, however two of these are unable to charge above 50 kW and therefore cannot be classed as ultra-rapid. Only three of these locations can charge above 150 kW, representing 24 charging spaces. In total, the local area has the capacity to charge just 81 vehicles simultaneously.
- 7.10 UK Government data from September 2024⁴ shows that the local authority of Glasgow City has 132 publicly available EV chargers per 100,000 people, above the UK average of 96 but below the average of 135 for Scotland.
- 7.11 In comparison, the same data states that there are 8,996 plug-in cars in Glasgow (6,320 of these being EVs), with the number growing rapidly since 2020, currently averaging approximately 1,400 per year. Despite being a city and built-up area where electric vehicles are typically more common than in other areas of the UK, the number of PIVs per 100,000 people (847) is significantly below that of the region (1,537) and UK as a whole (1,559). It is unclear why this contradicts the national trend, but it is possible that one of the reasons is due to the high density of housing and the lack of opportunity for at-home chargers. If this were the case, charging hubs such as the one proposed are of greater importance to ensure that people have the confidence to buy EVs, knowing that they can charge them cheaply and quickly.
- 7.12 To put these figures into further context, the latest census data⁵ shows that there are 293,802 households in the Glasgow City area, with just over 2.5 million across Scotland. Of these, 56.3% and 73.6% have access to one or more car. As we move towards the phasing out of combustion engine vehicles, it is therefore reasonable to expect at least an additional 124,000 electric vehicles in Glasgow City alone⁶. For Scotland, this figure is almost 1.4 million EVs, and against a UK wide estimate of 25.5 million⁷.
- 7.13 The above figures only relate to cars and therefore do not account for vans or goods vehicles. Research published by the UK Government in December 2024⁸ surveyed commercial operators and drivers of EVs to understand the barriers to adopting them. The key findings were that:
1. Current electric vans do not have sufficient range without needing to re-charge during the working shift;
 2. There were limited cost-effective and feasible ways to charge electric vehicles;
 3. Home-charging was not always possible or practical;

⁴ <https://commonslibrary.parliament.uk/local-authority-data-electric-vehicles-and-charging-points/>

⁵ <https://www.scotlandscensus.gov.uk/webapi/jsf/tableView/tableView.xhtml>

⁶ Based on 75% of car owners having at least one electric vehicle by 2040.

⁷ <https://www.local.gov.uk/electric-vehicles-whats-going-out-there>

⁸ <https://www.gov.uk/government/publications/commercial-electric-vans-and-fleets-adoption-smart-charging-and-barriers>

4. The cost of installing charging infrastructure at businesses and depots was a barrier to EV adoption;
 5. The adoption of electric vans seemed complex and daunting.
- 7.14 Given the above, it would appear that the barriers for commercial operators are greater than that of private individuals, with range anxiety and lack of appropriate charging facilities scaling due to greater distances, more vehicles and higher costs. Ultra-rapid charging can therefore service these needs by providing a large charge in a 15-minute window, similar to a traditional fuel filling station.
- 7.15 The provision of ultra-rapid charging points in strategic locations around main and popular driving routes as well as being close to businesses is, therefore, paramount to be able to meet the Government's legal targets to tackle climate change.
- 7.16 Both the acute need for EV chargers in Glasgow and the challenges around converting fleet vehicles to electric is therefore a material consideration that should be given very significant weight in the planning balance.

8.0 The Case for the Appellant

Introduction

8.1 In this Chapter of the Statement, we assess the Review Application in the context of the reasons for refusal, having regard to NPF4, the Development Plan, the planning history of the site and any other material considerations.

8.2 Due to the overarching nature of the first reason for refusal which considered that the Review Proposal was not in accordance with the Development Plan, this will be discussed last.

Reason for Refusal 2

8.3 The second RfR is given as follows:

“The proposal is contrary to Policy 14 'Design Quality and Place' of NPF4 and CDP 1 and SG1 'Placemaking' of the Glasgow City Development Plan in that the proposed development is not considered to be located in a suitable area, or well equipped, to provide safety for all users, particularly women.”

8.4 The Appellant fully recognises the importance of personal safety, including the need to ensure that women and other potentially vulnerable users feel safe and supported when accessing charging infrastructure. NPF4’s placemaking framework expressly identifies the prioritisation of women’s safety as part of the “Healthy” quality of successful places, including through passive surveillance and physical safety measures. SG1 similarly places emphasis on legibility, safety, personal security and inclusive design.

8.5 However, the conclusion reached by the case officer is not supported by any site specific evidence demonstrating that the site would give rise to an unacceptable safety risk. No crime statistics, Police Scotland comments or other technical assessment have been provided to demonstrate that the location is unsafe for users. The conclusion therefore appears to be based solely on officer opinion rather than demonstrable evidence.

8.6 As shown by Table 2 below, crime within the Shettleston Ward for 2024⁹ (the latest full year available) is at or below average for the City.

Table 2: Crime statistics in Shettleston against the Glasgow City average.

Crime Group Description	Glasgow Average	Shettleston
Non-sexual crimes of violence	18	18
Sexual Crimes	3	3
Crimes of Dishonesty	28	22

⁹ <https://datamap-scotland.co.uk/scotland-reported-crime-data/glasgow-city-council-wards-crime-map/>

Crime Group Description	Glasgow Average	Shettleston
Damage and reckless behaviour	8	9
Crimes against society	20	19
Antisocial offences	14	12
Miscellaneous Offences	2	2
Road traffic offences	27	24

- 8.7 Using the incomplete data for 2025¹⁰, Non-sexual Crimes of Violence and Crimes of Dishonesty (which includes theft-related offences) were both significantly below the Glasgow average, being 13.7% and 37.2% lower respectively.
- 8.8 It is also worth noting that Shettleston Ward extends to beyond Shettleston Road in the north, and has an east-west coverage almost from Celtic Park in the west to Mount Vernon Avenue in the east. There are therefore no known safety issues in the area, nor will the Review Proposal exacerbate any that do exist.
- 8.9 Within the report of handling, it was suggested that concerns are due to the Site being unmanned, somewhat secluded, and lacking in-person surveillance. It was further suggested that safety risks may be greater during hours of darkness, particularly for women, and that this conflicts with the 'Healthy' aspect of Policy 14. However, this assessment does not fully consider the context in which the Site is proposed to be used and the impact this has in assessing its safety.
- 8.10 The majority of users would access the facility during normal daytime and evening trading hours when the wider area is active. Fastned's operational data indicates that peak usage typically occurs between 6am and 10pm and it is uncommon for people to charge their vehicles late at night.
- 8.11 In addition, the surrounding uses operate at various times of the day, with a high portion operating until 8pm. The adjacent self-storage units are open from 6am to 11pm providing a degree of passive surveillance during peak times as users park and enter the Site. Fullarton Road is also a highly trafficked route linking the M74 with the industrial estate and Cambuslang to the south.
- 8.12 The site is therefore subject to passive surveillance for an extended period of time across the majority of the day. This is further evidence that the Review Proposal would not create an unacceptable safety risk or that existing users of the area experience notable crime or anti-social behaviour issues.
- 8.13 Notwithstanding the above, the design of the Review Proposal has been informed by research from Keele University into how women use EV chargers¹¹. The research highlights that good lighting, CCTV cameras, 24/7 support, amenities such as toilets and coffee, and parent and child spaces are

¹⁰ <https://www.scotland.police.uk/about-us/how-we-do-it/crime-data>

¹¹ <https://heycar.com/uk/news/ev-charging-safety>

all basic requirements that would make them feel safe using a charging station. The Review Proposal incorporates all of these features with:

- High-quality, automatic lighting across the entire forecourt, ensuring clear visibility at all times.
- Prominent CCTV coverage across the Site, serving both as an active safety measure and a visible deterrent, supported by clear signage.
- 24/7 monitored customer support accessible via its mobile application and an emergency telephone number displayed on each charging unit, ensuring that users can quickly access assistance at any time.
- AI-enhanced monitoring to automatically flag anti-social behaviour to security teams.
- A secure kiosk space featuring an accessible toilet and drinks facilities.
- Extra wide EV charging spaces for those with access needs and those needing to access a child's car seat.

8.14 All of the above features are recognised through Fastned being a certified partner of ChargeSafe with its sites consistently achieving high ratings based on safety, accessibility, and user experience. This demonstrates a clear commitment to delivering high-quality, safe environments, directly addressing the types of concerns raised by the Council.

8.15 It is also noted that the Review Proposal goes far beyond the provisions of the two existing Scottish Power charging points adjacent to the Site which were approved in 2020 under reference 20/00784/FUL, both of which are unlit and uncovered. While predating NPF4, this consent postdates the adoption of the GCDP1 and associated supplementary guidance, thereby establishing a clear precedent for the acceptability of such use in this location.

8.16 Notwithstanding the above, during the Review Application the Appellant offered that the Site could be staffed, or that hours of use could be controlled by condition should the LRC consider it necessary.

8.17 Given the discussions above, it is clear that the Review Proposal complies with Policy 14 of NPF4 and CDP1 and SG1 in terms of providing a safe, accessible, and appropriately managed form of development.

Reason for Refusal 3

8.18 The third RfR is given as follows:

"The proposal is contrary to Policy 26 'Business and Industry' of NPF4 and CDP 3 and IPG3 'Economic Development' of the Glasgow City Development Plan in that the proposed development is not a Class 4, 5 or 6 use and is not considered to be a suitable alternative use that would complement the Cambuslang Investment Park, an Area of Citywide Economic Importance (ACWEI)"

- 8.19 The Planning Statement submitted with the Review Application set out how the Review Proposal is compliant with Policy 26 of NPF4 as well as CDP3 and IPG3 of the Development Plan. It is accepted that the Proposed Development is not, in strict land use terms, a Class 4, 5 or 6 use. However, the question is whether the proposal would reduce the effectiveness of the employment land supply, prejudice the primary economic function of the ACWEI, or introduce a use that is incompatible with the established business and industrial character of the area. In the instance of the Review Application, it would do none of those things.

Employment Land Supply

- 8.20 NPF4 Policy 26 is directed toward supporting business and industry while ensuring that productive places continue to function effectively, while Policies CDP3 and IPG3 of the GCDP1 seek to direct growth towards ACWEIs and other economic development areas ('EDA') in the City, as well as protect the land within them from non-employment uses. Part 4 of CDP3 specifically states that the Council will *"ensure the City has an adequate range of marketable sites to meet the current and future needs of incoming and existing businesses"*. IPG3, in paragraph 3.2, also states that any non-employment use will only be permitted where it would not *"have an adverse impact on the quantity, quality or distribution of EDA land supply"*.
- 8.21 With the above in mind, the previously submitted Planning Statement undertook a review of the Council's employment land position, using the latest monitoring report dated the year leading up to 30 March 2025. No more recent data is available at the time of submitting the LRC request and therefore the findings of the Planning Statement still apply.
- 8.22 Over the period April 2024 to March 2025, a total of 227,870 m² of Class 4, 5 and 6 development has been or is in the process of being delivered. This includes 62,239 m² of land that has been delivered, 24,727 m² of land which is under construction, 103,785 m² of land which has planning permission and a further 37,119 m² of land awaiting a planning decision. There is therefore a large amount of employment land coming forward, with the Site representing just 0.6% of this.
- 8.23 In addition to the above, the employment land monitoring figures show a total of 60.1 ha of land is classified as 'available' by the Council. Again, the Site would represent just 0.5% of this figure.
- 8.24 Removing the Site from employment uses will therefore not harm the wider delivery across the City and therefore the Review Proposal is fully compliant with the aims of NPF4, Part 4 of CDP3 and paragraph 3.2 of IPG3.

Prejudice the Primary Economic Function of the ACWEI

- 8.25 Part c of NPF4 Policy 26 states that *"other employment uses will be supported where they will not prejudice the primary function of the area and are compatible with the business/industrial character of the area"*. The Review Proposal would provide modern transport and energy infrastructure that supports occupiers within the ACWEI, assists the electrification of business fleets, and enhances the area's attractiveness to incoming and existing businesses. There is therefore no conflict with the primary function of the area.

- 8.26 In addition, the new EV hub will support jobs within the region both through construction and during operation, with the latter including those servicing the kiosk and charging hub, as well as general maintenance of the facility and landscaping.

Incompatibility with the Business and Industrial Character of the Area

- 8.27 With regards to Policy CDP3 of the GCDP1, part 1c of the policy also states that promoting economic growth by *“integrating other compatible, employment supporting land uses”* will also be supported, alongside part 1d which supports new infrastructure investment and environmental improvements. The Review Proposal is therefore supported by both of these aspects and demonstrates that not all of the land within ACWEIs needs to be used for employment purposes.
- 8.28 Part 5 of the policy, which supports improvements to the City’s transport and energy infrastructure would also provide support for the Proposed Development as an EV charging hub.
- 8.29 Turning to IPG3, paragraph 2.8 on page 11 states that ACWEIs will be safeguarded *“principally to meet the requirements of key economic sectors”* and to *“support development proposals within Use Classes 4, 5, 6 and appropriate ancillary uses”*. This paragraph shows that other non-Class 4, 5, and 6 uses are acceptable provided that they are appropriate.
- 8.30 Whilst the Review Proposal will be used by members of the public, it will also be available to the employees and businesses of the ACWEI for both their private use and to charge electric commercial vehicles. The latter is possible through the 4.4m high ground clearance allowing even Heavy Goods Vehicle (‘HGV’) cabs to charge when they do not have a tender attached. The same is true of commercial vans and Light Goods Vehicle (‘LGV’) due to the large charging spaces (9.2m long by 2.6m wide) and the distance between them (3.7m width and 1.8m length).
- 8.31 Paragraph 2.9 of IPG3 states in part (ii) that investment in ACWEIs will be supported which *“improves infrastructure, environment and working conditions”*. As an EV charging hub, it is clear that the Review Proposal is compliant with this, by improving charging infrastructure (which has been demonstrated to be poor in the area) and by helping to facilitate the transition to electric vehicles, reducing the City’s contributions to climate change.
- 8.32 Part (iii) also states that investment that helps to attract incoming businesses will also be supported and the Review Proposal has the potential to do this. As has already been discussed, the installation of EV charging infrastructure is expensive and can run into £100,000s. It can also be very time consuming to connect to the grid. By providing chargers that are effectively rented by the kW, it removes this large outlay from an already expensive relocation for those businesses that do have EVs as part of their fleet operations.
- 8.33 Paragraph 2.10 states that *“the Council will resist encroachment of uses which would undermine the attractiveness and viability of the [ACWEIs] and weaken the City’s ability to retain and attract investment”*. The policy aim is therefore quite clear and, contrary to this, the Review Proposal is expected to increase the attractiveness of the area to fleet operators as a good charging network

that is both public and private will, inevitably, attract new investment. The Review Proposal is therefore compliant with this.

- 8.34 Paragraph 2.14 is similar in nature, stating that facilities that “*enhance the attraction and sustainability of the area for industrial and business investment*” may be supported. It is acknowledged that paragraph 2.13 does state that the Council will “*generally resist uses*” that are not Class 4, 5 and 6, however all policies must be considered as a whole and, whilst the Proposed Development would be contrary to this, it would be supported by many other aspects of both IPG3, CDP3 and NPF4. It must also be noted that IPG3 was written in 2017 and therefore does not reflect the policy direction of NPF4 and does not properly take into account the fact that the climate crisis is “*at the heart*” of the document.

Conclusion

- 8.35 Given the above discussions, it is clear that the Review Proposal would not jeopardise Glasgow’s ability to deliver employment land due to the ongoing delivery of sites and the land available in the monitoring reports. Removal of the Site from employment uses represents a 0.6% reduction when compared to the land with or in the process of achieving planning permission and 0.5% of identified employment land.
- 8.36 In addition to this, part c of Policy 26 of NPF4 allows developments that do not prejudice the existing employment uses, whilst allowance is also made through part 1c of Policy CDP3 (“*compatible*” uses) and paragraph 2.8 of IPG3 (“*ancillary*” uses). Through the provision of ultra-rapid charging facilities, the Proposed Development is also helping to increase the attractiveness of the ACWEI as per paragraph 2.10 of IPG3.
- 8.37 In addition, the assertion that an EV hub is incompatible within the ACWEI has also been demonstrated as untrue. Ultra-rapid charging facilities have been shown to be lacking in both the immediate area and the City of Glasgow as a whole. The provision of infrastructure such as this is compliant with Policy CDP3 and IPG3 of the GCDP1.

Reason for Refusal 1

- 8.38 The first RfR is given as follows:

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

- 8.39 The Review Proposal should not be characterised as a departure from the overall aims of the Development Plan. The fact that it is policy compliant when considering the relevant policies overall has been demonstrated above. There is therefore no conflict with the Development Plan.
- 8.40 Notwithstanding this, as discussed in Chapter 7 above, there is clear and demonstrable need for EV chargers, particularly ultra-rapid charging facilities capable of supporting both private road

users and commercial fleet operators in Glasgow. The provision of such infrastructure directly supports the transition to lower-emission transport, which is integral to national and local objectives relating to climate change, decarbonisation and sustainable movement.

- 8.41 The Review Proposal should therefore be given very significant weight in addressing the challenge of climate change and making a meaningful contribution to the transition to lower-emission transport.
- 8.42 The Proposed Development would also provide economic and operational benefits to businesses located within the surrounding ACWEI, supporting the transition of commercial fleets towards EVs without requiring individual businesses to undertake significant investment in charging infrastructure. Furthermore, ultra-rapid charging infrastructure is particularly important for time-sensitive businesses and fleet operators as it enables vehicles to recharge quickly and return to operation with minimal disruption.
- 8.43 The Development Plan supports investment in infrastructure within employment areas, provided that proposals do not prejudice the primary function of those areas. In this case, the Review Proposal would not undermine the wider role or attractiveness of the ACWEI and would instead represent a complementary infrastructure use that supports existing and future businesses operating within the area. Glasgow City Council's Policy CDP3 and IPG3 both support infrastructure and investment that improve operating conditions and the attractiveness of strategic economic locations.
- 8.44 The application is modest in scale and is currently not used in a way that makes a significant contribution to the City's employment land portfolio in its current form. The Review Proposal would therefore represent an efficient and sustainable use of the site while continuing to support the wider economic function of the ACWEI.
- 8.45 The proposal aligns with the broad objectives of both NPF4 and the Development Plan by supporting the adoption of sustainable transport, facilitating decarbonisation and supporting economic transition towards lower-emission technologies. Even in instances where there is minor variance with the Development plan, the significant material considerations in favour of the development weigh strongly in support of granting planning permission.
- 8.46 For these reasons, the Review Proposal accords with the Development Plan when read as a whole, and the first reason for refusal is therefore not justified.

9.0 Planning Balance

9.1 We will now turn to the planning balance of the Review Proposal.

9.2 The benefits of the Review Proposal are summarised in **Table 3** below.

Table 3: Benefits of the Proposed Development

Benefit of the Proposal	Weight
Environmental	
➤ The provision of ultra-rapid EVCPs in line with the Scottish Government's and the Council's objectives and helping to achieve zero emissions.	➤ Very Significant
➤ The redevelopment of previously developed land that is currently underutilised.	➤ Significant
➤ The reduction in vehicle emissions from increased EV use.	➤ Modest
Social	
➤ The provision of ultra-rapid EVCPs addressing a local shortfall in provision.	➤ Very Significant
➤ The provision of ultra-rapid EVCPs addressing a regional shortfall in provision.	➤ Very Significant
➤ The provision of visual ultra-rapid EVCPs increasing the access to sustainable travel for EV drivers and reducing 'range anxiety'.	➤ Modest
➤ The improvement of the standards of EVCPs through the provision of high-powered chargers and a covered, safe and purpose-built hub.	➤ Modest
Economic	
➤ The creation and securing of construction and support jobs in the region.	➤ Limited
➤ The introduction of a competitor to existing charging facilities in the region.	➤ Limited

Benefit of the Proposal	Weight
➤ Serving the needs of local businesses by providing charging facilities for their fleet.	➤ Significant

- 9.3 With regards to harm and conflict with the Development Plan, it is acknowledged that the Review Proposal does not constitute Class 4, 5, or 6 development and is therefore contrary to parts of Policy CDP3 and paragraph 2.13 of the IPG3 that seek to safeguard employment and industry land. However, the Review Proposal is also compliant with other aspects of these policies.
- 9.4 As has been demonstrated, the Review Proposal is compliant with part 1d, part 4 and part 5 of Policy CDP3 due to not restricting the level of employment land in the City. In addition, the Review Proposal is compliant with paragraph 2.9, which supports new infrastructure, and paragraphs 2.10 and 2.14, which support proposals increasing attractiveness, of the IPG3.
- 9.5 With this in mind, and as policies must be read as a whole alongside the rest of the Development Plan, it is clear that there is policy support when considering the above policies on balance.
- 9.6 Crucially, a new EV hub will address an identified unmet need for ultra-rapid EVCPs in the area and Glasgow as a whole which is below the UK average for rapid chargers per population. The provision of chargers will also help local businesses meet the needs of their commercial fleet operations, with the accessibility of EV charging representing one of the main barriers to and limitations of commercial EVs due to the time it takes to charge them. The Site's strategic location adjacent to the M74 also therefore makes it ideal for 'top-up' charging on longer distance trips for both commercial and non-commercial users.
- 9.7 Furthermore, the redevelopment of brownfield land should be prioritised and given significant weight as per the NPF4 and policy CDP2 of the GCDP1.
- 9.8 There are, therefore, material considerations to which varying degrees of weight can be attributed but, when combined, weigh strongly in favour of granting planning permission for the Review Proposal.
- 9.9 Even if the Council consider that there is some limited conflict with Policy CDP3 and IPG3 (and it is reiterated that there is no conflict), it is clear from the above, that the benefits of the Review Proposal substantially outweigh the harm (which at best can only be limited) and therefore planning permission should be granted. The greatest of these benefits is the provision of EV charging infrastructure that helps to facilitate the transition to net zero by the phasing out of combustion engine vehicles. It is clear that the Scottish Government has set a strong mandate for addressing climate change through describing the climate crisis as the heart of NPF4.
- 9.10 For all of the above reasons, we respectfully request that planning permission is granted without delay.