

Report of Handling for Application 25/02953/FUL

ADDRESS:	Site To The South West Of 2 Fullarton Road Glasgow
PROPOSAL:	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.

DATE OF ADVERT:	13 February 2026
NO OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED	No representations received.
PARTIES CONSULTED AND RESPONSES	- The Coal Authority (Planning & Local Authority Liaison Dept) – No objection subject to condition - Transport Scotland - No objection
PRE-APPLICATION COMMENTS	No formal pre-application discussion has been recorded on Uniform. However, an almost identical application was formerly submitted and subsequently refused by the planning authority (24/01348/FUL). Given the lack of meaningful changes to address the concerns with the previous application, this application is recommended for refusal.

EIA - MAIN ISSUES	NONE
CONSERVATION (NATURAL HABITATS ETC) REGS 1994 – MAIN ISSUES	NOT APPLICABLE
DESIGN OR DESIGN/ACCESS STATEMENT – MAIN ISSUES	NOT APPLICABLE
IMPACT/POTENTIAL IMPACT STATEMENTS – MAIN ISSUES	NOT APPLICABLE
S75 AGREEMENT SUMMARY	NOT APPLICABLE
DETAILS OF DIRECTION UNDER REGS 30/31/32	NOT APPLICABLE
NPF4 POLICIES	The National Planning Framework 4 (NPF4) is the national spatial strategy for Scotland up to 2045. Unlike previous national planning documents, the NPF4 is part of the statutory development plan and Glasgow City Council as planning authority must assess all proposed development against its policies. The following policies are considered relevant to this application: Policy 1: Tackling the climate and nature crises Policy 2: Climate mitigation and adaption Policy 9: Brownfield, vacant and derelict land and empty buildings Policy 13: Sustainable transport Policy 14: Design, quality and place Policy 26: Business and industry
CITY DEVELOPMENT PLAN POLICIES	The City Development Plan consists of high-level policies with statutory Supplementary Guidance. The following policies were considered when assessing the application: CDP 1 / SG 1: Placemaking

	• CDP 3 / IPG 3: Economic Development • CDP 11 / SG 11: Sustainable Transport
OTHER MATERIAL CONSIDERATIONS	The Council has prepared an Public Electric Vehicle Charging Strategy and Expansion Plan (June 2023). It notes a survey that most users would prefer off-street charging stations at their 'destination' – rather than in residential areas or as part of a journey. The proposal appears to fall into the 'journey' category – the least preferable for both off-street and on-street options.
REASON FOR DECISION	The proposal is 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.

Comments	
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Site Visits (Dates)	Application determined using Google Maps and drawings provided.
Siting	The application site is a vacant industrial storage area to the southwest of the M74, located in Cambuslang Investment Park, east of the River Clyde. The surrounding area is comprised of business and industrial uses and the site is bordered by vegetation and trees. The total site area is approximately 0.295 ha and is located within Ward 19 – Shettleston.
Design and Materials	The proposed development is for the use of the land as an electric vehicle charging station. The proposed works include the installation of EV solar canopies, a substation and an LV switchgear cabinet, as well as the erection of an ancillary waiting room, landscaping works, formation of a new access, car parking, and associated works. The proposal allows the simultaneous charging of twelve vehicles, the stations of which are located under the photovoltaic solar cell canopies. The canopies are each approx. 6m wide, 10m in length and 7.1m in height. There is a 4.4m minimum clearance. The canopies are steel framing overlaid with metal profile and will have LED flood lights on them. A glulam timber column will support the canopy structure with integrated drainpipes. The proposed waiting room is 3m length x 8m width and has wood effect cladding walls and a green roof. The unit will not be staffed and has a self-cleaning bathroom. A waste bin will be located outside the proposed waiting room. The substation and LV/meter cabinet are utilitarian in design and will be finished in a dark green colour. CCTV will be used on site. The proposed use will be in operation 24 hours a day. It should be noted that the proposed advertisement signage will not be assessed as part of this application.
Landscaping	The proposal involves the removal of some trees and bushes, including a group of trees on the boundary bordering Fullarton Road. Replanting is proposed to the north of the site. The proposed waiting room has a green roof. Between the charging stations is a flower bed island planted with native perennials with a raised kerb border.
Access and Parking	12 No. EV charging bays are proposed alongside 4 No. car parking spaces (one of which is a disabled bay). A new access is proposed to be formed on to Fullarton Road. The site will operate as a one-way system for vehicles, entering and exiting from the same new junction on Fullarton Road. Pedestrian access is also from Fullarton Road, with marked pedestrian crossings in place leading from the road to the proposed waiting room.

Site Constraints	The site is located within Cambuslang Investment Park (an Area of Citywide Economic Importance). The site is of below base accessibility and is located within a Coal Authority High Risk Area.
Other Comments	Sections 25 and 37 of the Town and Country Planning (Scotland) Acts require that when an application is made, it shall be determined in accordance with the Development Plan unless material considerations dictate otherwise. The issues to be taken into account in the determination of this application are therefore considered to be: a) whether the proposal accords with the statutory Development Plan; and b) whether any other material considerations (including objections) have been satisfactorily addressed. In respect of (a), the Development Plan comprises of NPF4 adopted 13th February 2023 and the Glasgow City Development Plan adopted on the 29th March 2017. <u>NPF4</u> The proposed development generally complies with Policy 1, 2 and 13 of NPF4 as the proposal involves renewable, low-carbon and zero emissions transport technologies that help to tackle current and future risks from climate change. The proposed development also complies with Policy 9 - Brownfield, vacant and derelict land and empty buildings as a Coal Mining Risk Assessment has been supplied and the Coal Authority has no objection to the proposed development, subject to the implementation of the mitigation measures detailed within the submitted report. However, the proposed development does not comply with Policy 14 and 26 of NPF4. Policy 14 states: <i>'b) Development proposals will be supported where they are consistent with the six qualities of successful places:</i> <i>Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.</i> <i>Pleasant: Supporting attractive natural and built spaces.</i> <i>Connected: Supporting well connected networks that make moving around easy and reduce car dependency</i> <i>Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.</i> <i>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.</i> <i>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.</i> <i>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'.</i> Case Officer Comment: The proposal is located in an area surrounded by predominantly business and industrial uses and the site is bordered by dense vegetation and trees. With the exception of emptying litter bins and servicing, there appears to be no reason to visit the development other than for the purpose of charging an electric vehicle. The proposal includes the use of flood lights and CCTV located on site; however, the proposed development is unmanned and is sited in a somewhat secluded location with a lack of active in-person surveillance. In terms of the above 'healthy' quality, the proposed EV charging station is not considered to be located in a suitable area, or well equipped, to provide safety for all users, particularly women. This is considered to be particularly concerning during hours of darkness. On this basis, the proposed development does not meet the criteria of Policy 14.

Policy 26 states:

'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'.

Case Officer Comment:

The proposed development is located within Cambuslang Investment Park (an Area of Citywide Economic Importance - ACWEI). The proposed development is not a Class 4, 5 or 6 use and is not considered to be complementary to or specifically geared towards the needs of the surrounding industrial uses. The proposal is considered to cater dominantly for motorway traffic, and no solid evidence has been supplied to the contrary. On this basis, the proposal does not comply with Policy 26.

CDP 1 / SG1

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

SG1 (part 2) states:

1.22 Location and Design - The location, design and management (the 'ambience') of places can have a profound effect on whether people find them friendly and welcoming, whether they generate a sense of belonging and how people will use and benefit from them. The location and design of new development (and associated facilities and equipment) should, therefore, seek to take into account the wide range of minority and cultural requirements. The impact of bad design is more likely to be felt by groups that experience exclusion in other walks of life such as those with a visual or physical disability, older people, people from minority cultures and faiths, women, carers with young children and those from deprived social backgrounds.

1.23 Inclusive Design Principles - Inclusive design is an approach to the design of places that puts people at the heart of the planning process. It seeks to enhance the quality of places and spaces, ensure their continuing relevance and minimises the need for costly, often unsightly alterations in the future. The principles of inclusive design are:

b) Logic, Safety and Legibility - Logical layouts and clear sightlines enable places to be easily understood and minimise the need for excessive signage. Legible places help to create a sense of security and promote confidence, minimising the need for active surveillance and/or personal support.

In relation to this, following the recent Council motion on 'A Feminist Approach to Town Planning' (approved 27 October 2022), the planning authority has made a commitment to embed gender equality into decision-making. Key features of a gender-equal city include walkability, proximity to services, safe public spaces and open green spaces.

Case Officer Comment:

The design of the EV equipment is functional and contemporary, and the scale is in keeping with standard sizes for this type of development.

However, as similarly discussed above under Policy 14 of NPF4, the proposed development is not considered to be located in a suitable area, or well equipped, to provide safety for all users, particularly women. This is considered to be particularly concerning during hours of darkness. This is explained in more detail below.

The applicant has provided a Planning Statement as part of its submission, which references a 'Heycar' article that discusses the common downsides of charging areas which the applicant designs to avoid. The article covers the safety concerns of EV charging stations, particularly for women.

The proposed development, by nature, requires users to plug in their car to the EV charger. Given the location, the options for users of this particular site would therefore be to wait in their car as it charges, or to use the waiting area space provided on site to wait for the car to charge. The waiting area is unmanned and is tucked away in the rear west corner of the site away from the road. The unit backs on to what appears to be an industrial storage area and is bordered on one side by mature dense trees. The proposed site would have one formal entrance/exit, and the unit is on the other end of the site from this.

The option of staying in the car would not provide a quick escape from danger as the user would have to exit the car to unplug before driving off. Whilst the proposal notes the inclusion of CCTV on site, without active surveillance from a staff member, nearby uses, or even close proximity to the main road, the proposed development is not considered a safe usable space for all users, particularly women.

Within the previous planning application (24/01348/FUL), the applicant confirmed that access to the toilet facilities would be managed through credit card authentication. Whilst it is not clear if this feature remains within the subject proposal, it should be noted that if safety concerns arose either within the forecourt or waiting area, and the toilet is managed through credit card authentication, this would not be considered to be a quick escape from danger due to the time it would take to deal with the credit card authentication associated with the space.

On the basis of the above, the proposal is not considered to align with CDP1/SG1 of the City Development Plan.

CDP 3 / IPG 3

The site is located within Cambuslang Investment Park, an Area of Citywide Economic Importance (ACWEI). The key sectors of this ACWEI are business and financial services.

IPG3 states:

ACWEIs are additional areas identified by the Council which are not Strategic Economic Investment Locations, but reflect (at a city scale) the same characteristics, and demonstrate that they support the key growth sectors identified by the Scottish Government.

2.8 The Council will:

- (i) safeguard these areas principally to meet the requirements of key economic sectors; and*
- (ii) support development proposals within Use Classes 4, 5, 6 and appropriate ancillary uses.*

2.9 The Council will support investment in ACWEIs which:

- (i) is consistent with the Scottish Government/ Glasgow Economic Leadership and Glasgow City Council key economic sectors;*
- (ii) improves infrastructure, environment and operating conditions;*
- (iii) provides suitable sites and premises to attract incoming businesses;*
- (iv) provides suitable sites and premises to accommodate relocating businesses, from elsewhere in the City; and*
- (v) is compatible with existing uses.*

2.10 Alternative Uses - The locational and environmental advantages offered in these areas also make them attractive to other uses, such as retail, commercial leisure and housing. The Council will resist encroachment of uses which would undermine the attractiveness and viability of the areas and weaken the City's ability to retain and attract investment.

2.13 In order to protect the status of these locations, the Council will:

(i) generally resist uses out with Classes 4 'Business', 5 'General Industrial' and 6 'Storage or Distribution', of the Town and Country Planning (Use Classes)(Scotland) Order 1997.

2.14 Ancillary facilities that support industrial and business uses may be permitted where they enhance the attraction and sustainability of the area for industrial and business investment. Such facilities should be of a scale that is aimed primarily at meeting the needs of businesses and employees within the Economic Development Area.

Case Officer Comment:

As noted above, the proposed development is located within the Cambuslang Investment Park (an Area of Citywide Economic Importance - ACWEI). The proposed development is not a Class 4, 5 or 6 use and would result in the loss of industrial land. It should be noted that there appears to be limited undeveloped industrial land remaining within this ACWEI.

The proposed use is not considered to be complementary to or actively geared towards the needs of the surrounding industrial uses of the ACWEI and its orientation facing away from these businesses suggests that it would be almost dissociated from the existing uses. Given its location, the proposed development would cater mostly for motorway traffic, acting as a temporary stop for users on longer journeys, rather than bringing a use to the area that benefits the businesses and employees of the ACWEI. Whilst the proposal would generate employment during the initial construction and some occasional maintenance, there would not be any significant additional employment created as part of the proposal.

On the basis of the above, the proposal would not be supportable against IPG3.

CDP 11 & SG 11 – Sustainable Transport

CDP11 aims to ensure that Glasgow is a connected City, characterised by sustainable and active travel and supports the provision of electric vehicle charging points.

Case Officer Comment:

The proposal involves renewable, low-carbon and zero emissions transport technologies that help to tackle current and future risks from climate change and promotes sustainable travel modes. It is not considered that the proposed development will have a detrimental impact on the public road network and therefore the proposal aligns with the intent of SG11.

The proposed access is in close proximity to a bus stop (the position of the bus stop is inaccurately marked on Google maps plan view but can be seen accurately on street view). It would be necessary to have the bus stop relocated away from the access however this could be dealt with through conditions.

In addition to this, the provisions of PAS 1899:2022 Electric Vehicles – Accessible Charging Specification and Equality Impact Assessment - Building (Scotland) Amendment (No.2) Regulations 2022 in respect to the size of EV charging bays and the space requirements around each needs to be taken into consideration, however this could be dealt with through conditions.

	Case Officer Conclusion: It should be noted that the applicant was contacted ahead of determination to let them know that because the proposed development is almost identical to the previous application on the site that was refused (24/01348/FUL), and there are no meaningful changes to address the issues raised, that the application would be recommended for refusal. The applicant was content for the case officer to proceed with determining the application on this basis. Overall, in relation to a), it is therefore considered that the development would not comply with relevant policies of the statutory Development Plan. In respect of b), there are no outstanding material considerations that would outweigh the development's variance with the Development Plan. On the basis of the foregoing, it is therefore recommended that the application for Full Planning Permission be refused.
Recommendation	Refuse

Date: 08.04.2026	DM Officer	Lisa Davison
Date: <u>08.04.2026</u>	DM Manager	Ian Briggs

Reasons for Refusal

01. The proposal was not considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's variance with the Development Plan.
02. The proposal is contrary to Policy 14 'Design Quality and Place' of NPF4 and CDP 1 and SG 1 '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.
03. 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).

Drawings

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

1. 44094_P_100 Rev A - A LOCATION PLAN Received 22 December 2025
2. 44094_P_105 Rev A - PROPOSED AMENITIES UNIT PLAN Received 22 December 2025
3. 44094_P_104 Rev A - PROPOSED CANOPY LEVEL PLAN Received 22 December 2025
4. 44094_P_204 Rev A - PROPOSED CHARGING UNITS Received 22 December 2025
5. 44094_P_201 Rev A - PROPOSED NORTH AND SOUTH ELEVATIONS Received 22 December 2025
6. 44094_P_103 Rev A - PROPOSED GROUND LEVEL PLAN Received 22 December 2025
7. 44094_P_200 Rev A - PROPOSED EAST AND WEST ELEVATIONS Received 22 December 2025
8. 44094_P_106 Rev A - PROPOSED AMENITIES UNIT ELEVATIONS AND SECTIONS Received 22 December 2025

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