



Glasgow City Council

Planning Local Review Committee

Report by Executive Director of Neighbourhoods, Regeneration
and Sustainability

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Item 1

1st April 2025

**24/00223/LOCAL – Land Adjacent to Gladsmuir Road, Glasgow
Installation of 2No. EV charging bays and associated works**

Purpose of Report:

To provide the Committee with a summary of the relevant considerations in the above review.

Recommendations:

That Committee consider the content of this report in coming to their decision.

Ward No(s): 04 Cardonald

Citywide: N/A

Local member(s) advised: Yes ☐ No ☐ consulted: Yes ☐ No ☐

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1 LOCATION AND DEVELOPMENT PLAN DESIGNATIONS

- 1.1 The proposal site is located on the west side of Gladsmuir Road and to the north of a series of garages; a flatted terraced residential building at 105-107 Gladsmuir Road bounds the site to its north.
- 1.2 The site is in an area of below base public transport accessibility.
- 1.3 It is proposed to develop the site to install two electric vehicle (EV) parking spaces, one charging upstand, and associated works, including a new signpost with attached Automatic Number Plate Recognition (ANPR) camera and signage for the charger.
- 1.4 The application consists of replacement hardstanding tarmac to level the site with the kerb, a dropped kerb, a new wheel stop, an additional feeding pillar, a 120KW charging unit and an Automatic Number Plate Recognition system camera.

2. DEVELOPMENT PLAN POLICIES

- 2.1 NPF4 was adopted by the Scottish Ministers on 13 February 2023 and is part of the statutory Development Plan. Where there is an area of incompatibility it is expected that the newest policy document will take precedence, which will be NPF4 for the time being.

In this case, the relevant policies from NPF4 are:

- Policy 1: Tackling the Climate and Nature Crises
- Policy 2: Climate Mitigation and Adaptation
- Policy 13: Sustainable Transport
- Policy 14: Design, Quality and Place

- 2.2 The relevant City Development Plan policies are:
 - CDP1: The Placemaking Principle
 - CDP11: Sustainable Transport

- 2.3 The relevant Supplementary Guidance is:
 - SG1: Placemaking
 - SG11: Sustainable Transport
 - Design Guide for New Residential Areas

3 REASONS FOR REFUSAL / RELEVANT CONDITION(S)

- 3.1 The reasons for refusal are set out below:
 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 of NPF4 and to CDP 1 of the City Development Plan (adopted 2017) in that the location of the proposed development would have a detrimental impact on the residential amenity of the surrounding area.

4 APPEAL STATEMENT

- 4.1 A summary of the material points raised in the appeal statement is given below.

01. There is clearly a need for additional EV charging infrastructure to help with the existing pent-up demand and to help with the government's wider goals of transitioning to the use of cleaner fuels.
02. The site is evidently suitable for EV charging as it is a disused area of hardstanding not offering much to the local street scene or community.
03. The site is used for parking purposes currently, in view of national and local objectives to decarbonise, it would be helpful to the community if this current parking opportunity could be formalised and equipped with the opportunity to charge an EV vehicle.
04. The site is on a main thoroughfare adjacent to a local parade of shops, it is not demonstrable that the nearby installation of EV charging equipment leads to undue harm to residential amenity. A case could easily be made for the opposite, that the installation of EV equipment contributes to an improvement to residential amenity through cleaner air caused by less pollutants, and quieter vehicles on the roads. The amenity is also improved through regeneration of a disused site that would otherwise be detrimental to the local amenity and potentially lead to social issues such as fly tipping.
05. No valid specific objections to the planning application are being provided, either in the absence of valid concerns, or to prevent any valid issues from being addressed by future planning applications or design changes.
06. The refusal reasons provided are so ambiguous that in themselves they create a dangerous reference precedence that could be used in the future to block and delay similar valid planning applications for these vital environmental infrastructure deployments.

- 4.2 The applicant has requested that the review be conducted by means of written submissions only. Where the Committee decides that the review documents do not provide sufficient information to make a decision, it is for the Committee to determine how further information may be obtained. This can either be by means of further written submissions, the holding of one or more hearing sessions, or a site inspection, or a combination of these, as set out in the Local Review Regulations.

5 REPRESENTATIONS AND CONSULTATIONS

- 5.1 No letters of objection were received during the application process.
- 5.2 There were no representations to the initial application process. However, the NRS Transport Policy Team were consulted during the review and had the following response:

The proposed bay dimensions of 4.8m x 2.4m are the minimum recommended for off-street perpendicular bays in the DfT guidance on Inclusive Mobility and BS 8300-1. However, where there is space and it is safe to do so, it is recommended larger bays be provided for use by Blue Badge holders.

Whilst development on an adopted footway requires a Stopping Up Order there does not appear to be space to accommodate a bay at 4.8metres in length plus an access zone of 1.2 metres and the space required for charging infrastructure. It is likely then that this development would reduce the footway to under 2 metres which is unacceptable, this unless it can be demonstrated to a scale drawing otherwise.

While the Planning Statement lists management of the site under 'Operation and Maintenance', there is no information given on dwell times and instances of vehicles waiting at this type of facility. Further information is therefore needed.

6 COMMITTEE CONSIDERATIONS

- 6.1 Committee should consider if the following are in accordance with NPF4, the relevant City Development Plan policies and Supplementary Guidance, and if there are material considerations which outweigh the Development Plan considerations.

- 6.2 The following are the relevant policy considerations:

- 6.3 **NPF4 Policy 1: Tackling the climate and nature crises; NPF4 Policy 2: Climate mitigation and adaptation**

NPF4 Policy 1 Intent: To encourage, promote and facilitate development that addresses the global climate emergency and nature crisis.

The relevant policy guidance is:

When considering all development proposals significant weight will be given to the global climate and nature crises.

NPF4 Policy 2 Intent: To encourage, promote and facilitate development that minimises emissions and adapts to the current and future impacts of climate change.

The relevant policy guidance is:

- a) Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.
- b) Development proposals will be sited and designed to adapt to current and future risks from climate change.

Committee should note:

- No green amenity strip has been provided with the proposal.

Committee should consider:

- Whether the proposals lack of amenity strip adequately considers the climate crisis.

6.4 **NPF4 Policy 13 Sustainable Transport and CDP11/SG11: Sustainable Transport and Design Guide for New Residential Areas**

NPF4 Policy 13 Intent: To encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.

The relevant policy guidance is:

- a) Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. This includes proposals:
 - i. for electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy.
 - iii. that build in resilience to the effects of climate change and where appropriate incorporate blue and green infrastructure and nature rich habitats (such as natural planting or water systems).
- b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:
 - iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards.
 - vi. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and
 - vii. Adequately mitigate any impact on local public access routes.

SG11 provides the following guidance:
Electric Vehicles

Scottish Planning Policy states that “development plans should support the provision of infrastructure necessary to support positive changes in transport technologies, such as charging points for electric vehicles” and that “electric vehicle charge points should always be considered as part of any new development and provided where appropriate.”

In retail, commercial leisure and other development likely to be used by the public (including commercial car parking), arrangements should be made for utilisation of the spaces by the public and for means of payment by them.

Design Guide for New Residential Areas: The guidance draws together the council’s key planning and road design requirements, aiming to support proposals in residential area that require planning. The policy states “good design should accommodate the requirements of car users, while locating parking appropriately to minimise its visual and physical impact in the street.”

Clear physical delineation between private and publicly adoptable areas should be provided. Tonal contrast in materials is a useful source of information for visually impaired people. There should be a strong tonal or colour contrast between kerb and footway. Ideally any change in paving material, colour or texture should have a distinct purpose e.g. to denote car parking spaces.

Committee should note:

- The proposal is for the installation of two EV charging stations. This is in accordance with the policy.
- In the consultation request, a wider bay (to 3.6m with 1.2m width) was recommended by the Transport Policy team for Blue Badge holders.
- The Transport Policy team also stated an objection as the development would reduce the footway to under 2m.
- Finally, the Transport Policy team also objected to the lack of information given on dwell times and instances of vehicles waiting at similar facilities.
- The site will cross a public footway and so a Stopping Up Order would be required. This can be addressed through planning conditions.
- A dropped kerb and/or boundary treatment would be required for the footway; this would also require a Section 56 - written agreement for the relocation of street furniture and associated matters from the Roads Authority. An advisory note could be added to the application for this.

Committee should consider:

- Transport Policy’s concerns relating to accessibility and a reduction in public footway space could cause road safety issues.
- If Transport Policy’s concerns around the dwell times could be addressed through planning conditions stated
- If adequate delineating between the private and public areas of the development have been provided.
- If the proposal adequately addresses the accessibility and ease of use for all users.

6.5 **NPF4 Policy 14: Design, quality and place, CDP1: The Placemaking Principle/SG1: The Placemaking Principle (Part 2) and Design Guide for New Residential Areas**

NPF4 Policy 14 intends to encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle. The policy required development to be designed to improve the quality of an area regardless of scale. Development 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.

Policy 14 states that 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. Further details of the six qualities of place can be found in Annex D of NPF4.

CDP1: This overarching policy states that new development should encourage placemaking by being design-led, aspiring towards the highest standards of design while directing development to the right place. All development should respect and protect the City's heritage by responding to its qualities and character of its site and surroundings. Development should make the City an appealing place to live, work and visit for all members of society, providing high quality amenity to existing and new residents.

SG1 (Part 2) includes the following specific policy advice:

Non Residential Development Affecting Residential Areas

This guidance aims to ensure that any non-residential development in proximity to residential development does not harm residential amenity or erode the character of residential neighbourhoods. All proposals for non-residential uses will be considered against the following criteria:

- a) Outwith the Network of Centres and Economic Development Areas identified in the Plan (see Policy CDP3 - Economic Development and Policy CDP4 - Network of Centres), permission will not normally be granted for uses that would generate unacceptable levels of disturbance, traffic, noise, vibration, and emissions (particularly outside normal working hours) or which propose the storage of quantities of hazardous substances in close proximity to housing; and
- b) Uses which prove acceptable to the Council will require to provide adequate screening for any outside storage of materials and introduce traffic mitigation measures, where appropriate, in order to preserve the amenity of the surrounding residential area.

Committee should note:

- The application site is outwith the Network of Centres.
- There are residential properties across the road from the site along Gladsmuir Road.
- The site is proposed to be operational 24/7, and so there is potential for noise during unsociable hours.
- Screening above 0.6m would need to consider visibility splays of egressing cars out of the development as per the Council's Design Guide for New Residential Areas.

Committee should consider:

- Whether the proposed use is compatible with the surrounding area and is consistent with the qualities of successful places.
- Whether the site overlooking neighbouring windows at 105 and 107 Gladsmuir Road would cause privacy and disturbance from vehicle headlights during the evening times.
- Whether the proposal will adversely affect residential amenity through effects of increased noise, traffic or other disturbance.

7 COMMITTEE DECISION

7.1 The options available to the Committee are:

- a. Grant planning permission, with the same or different conditions from those listed below; or
- b. Refuse planning permission.
- c. Continue the review to request further information.

8 Policy and Resource Implications

Resource Implications:

Financial: n/a

Legal: n/a

Personnel: n/a

Procurement: n/a

Council Strategic Plan: n/a

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify. n/a

What are the potential equality impacts as a result of this report? no significant impact

Please highlight if the policy/proposal will help address socio-economic disadvantage. n/a

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify: n/a

What are the potential climate impacts as a result of this proposal? n/a

Will the proposal contribute to Glasgow's net zero carbon target? n/a

Privacy and Data Protection Impacts:

Are there any potential data protection impacts as a result of this report
N

If Yes, please confirm that

a Data Protection Impact
Assessment (DPIA) has
been carried out

9 Recommendations

That Committee consider the content of this report in coming to their decision.