

**OFFICIAL****Item 3****1st April 2025****REPORT OF HANDLING FOR APPLICATION 24/01933/FU**

<b>ADDRESS</b>	Site Adjacent To 105 - 107 Gladsmuir Road Glasgow
<b>PROPOSAL</b>	Installation of 2No. EV charging bays and associated works
<b>DATE OF ADVERT</b>	No advert required
<b>NO OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED</b>	12 neighbour notification letters were issued and the application was included on the Weekly List of Applications. No responses were received.
<b>PARTIES CONSULTED AND RESPONSES</b>	None
<b>PRE-APPLICATION COMMENTS</b>	Formal pre-application advice was not sought for this application.
<b>EIA – MAIN ISSUES</b>	None
<b>CONSERVATION (NATURAL HABITATS ETC) REGS 1994 – MAIN ISSUES</b>	Not applicable
<b>DESIGN OR DESIGN/ACCESS STATEMENT – MAIN ISSUES</b>	Not applicable
<b>IMPACT/POTENTIAL IMPACT STATEMENTS – MAIN ISSUES</b>	Not applicable
<b>S75 AGREEMENT SUMMARY</b>	Not applicable
<b>DETAILS OF DIRECTION UNDER REGS 30/31/32</b>	Not applicable
<b>NPF4 POLICIES</b>	<p>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 the application:</p> <p>Policy 1: Tackling the Climate and Nature Crises</p> <p>Policy 2: Climate Mitigation and Adaptation</p> <p>Policy 13: Sustainable Transport</p> <p>Policy 14: Design, Quality and Place</p>
<b>CITY DEVELOPMENT PLAN POLICIES</b>	<p>CDP1 and SG1 (Part 2): The Placemaking Principle</p> <p>CDP11 and SG11: Sustainable Transport</p>

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<b>OTHER MATERIAL CONSIDERATIONS</b>	None
<b>REASON FOR DECISION</b>	The proposal is not considered to be in accordance with the Development Plan and there are no material considerations which outweigh the proposal's variance with the Development Plan.

	<b>COMMENTS</b>
<b>PLANNING HISTORY</b>	<p>Ref: 24/00627/PLU</p> <p>Description: Installation of 2No. EV charging bays and associated works</p> <p>Decision: The Use is Unlawful</p>
<b>SITE VISITS (DATES)</b>	Application determined using Google Maps and the drawings provided.
<b>SITING</b>	The application site is an area of open hardstanding land and adopted public footway on the west side of Gladsmuir Road, east of interconnected freestanding garage lock ups, south of a private lane which gives access to the lock ups and to the commercial building to the north of the lane, and to the north of the flatted terraced residential building at 105-107 Gladsmuir Road. The application site is within Ward 4 – Cardonald.
<b>DESIGN AND MATERIALS</b>	<p>The proposed development comprises the installation of two vehicle parking spaces with electric vehicle (EV) charging equipment and associated works.</p> <p><b>Design</b></p> <p>The proposed EV charging upstand (x1) measures approximately 2m height x 0.93m wide x 0.55m deep.</p> <p>The ancillary equipment is as follows.</p> <ol style="list-style-type: none"> <li>1) A new feeder pillar which measures approximately 1.3m height x 1.1m wide x 0.5m deep. It is 0.715 cubic metres.</li> <li>2) A new sign post with attached Automatic Number Plate Recognition (ANPR) camera and signage for the charger. The post is 3m in height.</li> </ol>
<b>DAYLIGHT</b>	No Development Plan issues.
<b>ASPECT</b>	The application site is accessed from Gladsmuir Road to the north east.
<b>PRIVACY</b>	The proposal raises privacy concerns with regards to the residential dwellings in the immediate proximity of the application site. Specifically, the properties at 105 and 107 Gladsmuir Road which are adjacent to the site on the south east boundary, as well as the properties at 101 and 103 Thurston Road and 84 and 86 Bearford Drive which are located on the northern side of Gladsmuir Road across from the application site.
<b>ADJACENT LEVELS</b>	No Development Plan issues.
<b>LANDSCAPING (INCLUDING GARDEN GROUND)</b>	No Development Plan issues.
<b>ACCESS AND PARKING</b>	The existing site does not have a dropped kerb, however, vehicles appear to unlawfully take access to the hardstanding to park by driving over the adopted public footway.
<b>SITE CONSTRAINTS</b>	Coal Authority Low Risk Area.
<b>OTHER COMMENTS</b>	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.

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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
- a) whether any other material considerations (including objections and supplementary guidance) have been satisfactorily addressed.

Each development proposal will be considered on its individual merits and must respond to its setting appropriately to ensure protection and enhancement of amenity in the area.

In respect of (a), the Development Plan comprises the NPF4 adopted 13th February 2023 and the Glasgow City Development Plan adopted 29th March 2017.

The policies of relevance to this proposal within the NPF4 are considered below. Due to the scale, nature and location of the proposed development, they are:

Policy 1 is an overarching policy which states:

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

**Comment:** The officer takes this into consideration in the assessment. See below.

Policy 2 is an overarching policy which requires:

*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.*

*c) Development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.”*

**Comment:** The proposed development complies with criteria (a) – (c) above, as it provides electric vehicle charging facilities to contribute to mitigating the impact of climate change.

Policy 13 states that:

*“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.”*

and

*b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with 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”*

**Comment:** The proposed development includes the formation of 2 electric vehicle charging bays which generally complies with the criteria set out within Policy 13. Part of application site consists of an area of adopted public footway. As the area is not within a private curtilage, the site would be subject to a Stopping Up Order to occupy the footway and to use it for EV charging bays. A footway of 2 metres would also have to be maintained. This can be addressed by way of planning conditions should the application be granted.

Work to amend the footway and to provide a dropped kerb, and/or boundary treatment at the heel of the footway would require a Section 56. As would any footway reinstatements / street furniture and/or lighting columns, and gates or railings requiring relocation. This would require written agreement. An advisory note can be added with regards to this.

Subject to conditions, the development complies with Policy 13.

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Policy 14 states:

*“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.”*

**Comment:** The application site consists of an area of vacant hardstanding which is adjacent to residential dwellings positioned south east of the site and on the north side of Gladsmuir Road. The design of the equipment does not raise any concerns, however, the location of the proposed development raises concerns in terms of residential amenity. The site is operational 24/7. As such, there is the potential for noise from vehicles/users of the EV chargers during unsociable hours. There are also concerns that the proposed development would result in a loss of privacy due to the close proximity to neighbouring residential windows, and specifically windows in the adjacent properties at 105 and 107 Gladsmuir Road. In addition, the vehicle headlights could have a detrimental impact to residential amenity due to the orientation of the site and position of the residential dwellings which bound the site. The proposed development is contrary to Policy 14.

### CDP1 and SG1 (Part 2): The Placemaking Principle

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.

**Comment:** The design of the proposed EV equipment is functional in nature with the scale very much in keeping with standard sizes for this type of development. The application site consists of an area of vacant hardstanding with adjacent residential dwellings to the south east and on the north side of Gladsmuir Road. The location of the proposed development raises concerns in terms of residential amenity. The site is operational 24/7. As such, there is the potential for noise from vehicles/users of the EV chargers during unsociable hours. There are also concerns that the proposed development would result in a loss of privacy due to the close proximity to neighbouring residential windows, and specifically windows in the adjacent properties at 105 and 107 Gladsmuir Road. In addition, the vehicle headlights could have a detrimental impact to residential amenity due to the orientation of the site and position of the residential dwellings which bound the site. It is considered that proposed location is not suitable for an EV charging site and cannot be supported under CDP1 and SG1 (Part 2).

### CDP11 and SG11: 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.

**Comment:** The proposal is considered to be acceptable due to its accordance with sustainable policy objectives to increase the availability of electric vehicle charging points in the city. As detailed above, planning conditions and advisory notes would be applied to any granted decision.

In respect of (b) no representations were received and there are no further material considerations to be addressed.

### Officer's Conclusion

This application has been assessed against NPF4 and the City Development Plan whilst taking into account any other material considerations. The proposed development is considered to comply with the NPF4 Policies 1, 2, and 13 and CDP11 and SG11 of the City Development Plan, however, does not comply with Policy 14 of NPF4 and CDP1 and SG1 (Part 2) of the City Development Plan. As such, for the reasons outlined in the assessment above, it is recommended that this application for Full Planning permission be refused.

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RECOMMENDATION	Refused
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Date	22 October 2024	DM Officer	Lauren Springfield
Date	05/11/2024	DM Manager	Ross Middleton

**Refused Drawings**

- 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 CDP1 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.

**Refused Drawings**

The development shall not be implemented as shown in the submitted drawing(s):

- 03. ZST-0000-01 SITE LOCATION PLAN Received 05 August 2024
- 04. ZST-0000-03 REV C PROPOSED LAYOUT Received 05 August 2024
- 05. ZST-0000-09 REV C SITE ELEVATION Received 05 August 2024

As qualified by the above reason(s).