

REPORT OF HANDLING FOR APPLICATION 24/00642/FUL

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| ADDRESS: | Site Adjacent To 196 - 198 Talla Road Glasgow | Item 3 4th March 2025 |
| PROPOSAL: | Installation of 2No. EV charging bays and associated works | |

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| DATE OF ADVERT: | None required. |
| NO OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED | <p>One letter of objection received with the following concerns:</p> <ul style="list-style-type: none"> The proposed site is a small space adjacent to a resident's driveway wall There is more than enough traffic on Talla Road at present without possibly adding to it. At present the amount of cars parked on the pavement in Talla Road regularly make it impossible for pedestrians, especially the elderly or wheelchair users or someone pushing a pram/buggy to walk on the pavement <p>Officer response: The comments have been taken into consideration during the assessment of the application. As detail below, there are concerns that the development would impact residential amenity, therefore, it is recommended that the application be refused.</p> |
| PARTIES CONSULTED AND RESPONSES | No external consultations undertaken. |
| PRE-APPLICATION COMMENTS | No pre-application advice sought. |

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| 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 | <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 Policy 2: Climate Mitigation and Adaptation Policy 13: Sustainable Transport Policy 14: Design, Quality and Place</p> |

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| CITY DEVELOPMENT PLAN POLICIES | <p>CDP 1: The Placemaking Principle CDP11: Sustainable Transport</p> <p>The policies should be read in conjunction with the associated Supplementary Guidance, which explains in detail how the Council expects the CDP policies to be implemented and how they will be used in the consideration of planning applications:</p> <p>SG 1: Placemaking SG11: Sustainable Transport</p> |
| OTHER MATERIAL CONSIDERATIONS | None. |
| REASON FOR DECISION | 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. |

| | COMMENTS |
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| PLANNING HISTORY | None recorded. |
| SITE VISITS (DATES) | A site visit was not deemed to be necessary; the Case Officer has been able to undertake a full assessment based on the information provided and resources available. |
| SITING | The application site relates to an area of hardstanding positioned within a residential area on Talla Road. The application site is within Ward 4 – Cardonald. |
| DESIGN AND MATERIALS | The proposed development includes the provision of two vehicle parking spaces with electric vehicle charging equipment. |
| DAYLIGHT | No Development Plan issues. |
| ASPECT | The application site is accessed from Talla Road to the south west. |
| PRIVACY | The proposal raises privacy concerns with regards to the residential dwellings bounding the site to the south east. |
| ADJACENT LEVELS | No Development Plan issues. |
| LANDSCAPING (INCLUDING GARDEN GROUND) | Not relevant to this application. |
| ACCESS AND PARKING | No issues subject to conditions that can be applied to the decision notice. |
| SITE CONSTRAINTS | Coal Authority Low Risk Area |
| OTHER COMMENTS | <p><u>Assessment</u></p> <p>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.</p> <p>The issues to be taken into account in the determination of this application are therefore considered to be:</p> <p>a) Whether the proposal accords with the statutory Development Plan;</p> <p>b) Whether any other material considerations (including objections) have been satisfactorily addressed.</p> <p>In respect of (a), the Development Plan comprises of NPF4 adopted 13th February 2023 and the Glasgow City Development Plan adopted 29th March 2017.</p> <p>National Planning Framework 4 (NPF4)</p> <p>The policies of relevance to this proposal within the National Planning Framework 4 are considered below:</p> |

Due to the scale, nature and location of the proposed development, the following policies are considered:

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 supports proposals:

- a) i. for electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy*
- b) 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 area of adopted 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.

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. 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, therefore, 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. 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.

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| | <p>Given the above, the proposed development is not in accordance with Policy 14.</p> <p>NPF4 Conclusion</p> <p>Whilst the proposed development is considered to comply with Policies 1, 2 and 13, the development is not in accordance with Policy 14 of NPF4.</p> <p>City Development Plan</p> <p><u>CDP 1 & SG 1 – Placemaking</u></p> <p>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.</p> <p>Comment: The design of EV equipment is functional in nature with the scale very much in keeping with standard sizes for this type of development.</p> <p>The application site consists of an area of vacant hardstanding which bounds residential dwellings to the south east. The location of the proposed development raises concerns in terms of residential amenity. The site is operational 24/7, therefore, 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. 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. As such, it is considered that proposed location is not suitable for an electric charging site and cannot be supported under CDP 1 & SG 1.</p> <p><u>CDP 11 & SG 11 – Sustainable Transport</u></p> <p>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.</p> <p>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.</p> <p>In respect of (b) other material considerations include the views of statutory and other consultees and the contents of letters of representations. One representation has been received and comments have been addressed.</p> <p>Conclusion</p> <p>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 CDP 11 and SG 11 of the City Development Plan, however, does not comply with Policy 14 of NPF4 and CDP1 and SG1 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.</p> |
| RECOMMENDATION | Refused |

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| Date: 26.07.2024 | DM Officer | Laura Johnston |
| Date: <u>16/08/2024</u> | DM Manager | Ross Middleton |