



Glasgow City Council

Planning Local Review Committee

**Report by Executive Director of Neighbourhoods, Regeneration
and Sustainability**

Item 1

4th March 2025

Contact: Sam Taylor Ext: 78654

24/00207/LOCAL – 196-198 Talla Road

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 o No o

consulted: Yes o No o

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1 LOCATION AND DEVELOPMENT PLAN DESIGNATIONS

- 1.1 The proposal site is an area of hardstanding adjacent to residential properties at nos. 196-198 Talla Road and a commercial property at 147 Thurston Road.
- 1.2 The surrounding area is primarily residential, with some commercial properties on Thurston Road.
- 1.3 The site is not located within any Conservation Area.
- 1.4 The site is located within an area of Base Public Transport Accessibility.
- 1.5 The proposal seeks consent for the installation of 2 no. vehicle parking spaces with Electric Vehicle (EV) charging equipment.
- 1.6 The existing footway would be maintained and the existing pedestrian guardrail would be removed to allow access to the site.

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: The Placemaking Principle (Part 2)
 - SG11: Sustainable Transport

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 Scottish Government published this paper in 2016 which sets out a comprehensive strategy and actions to realise the vision to free Scotland's towns, cities and communities from the damaging emissions from petrol and diesel fuelled cars by 2050.

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

04. The site is on a main thoroughfare adjacent to a local parade of shops.
05. 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.
06. [The appellant] would highlight that 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.

Furthermore, we believe that 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 did not request any further procedure in the determination of the review.

5 REPRESENTATIONS AND CONSULTATIONS

- 5.1 There was one letter of representation received to the application, objecting to the proposal. The points raised are given below:
- The application site is a small area adjacent to a neighbouring resident's 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.
- 5.2 No letters of representation have been received as part of this review.
- 5.3 No consultation responses were sought as part of the application or this review.

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 relevant policy considerations:
- 6.3 **Policy 1: Tackling the climate and nature crises, Policy 2: Climate mitigation and adaptation, and Policy 3: Biodiversity**

NPF4 Policy 1 intends to encourage, promote and facilitate development that addresses the global climate emergency and nature crises. Policy requires that, when considering all developments, significant weight be given to the global climate and nature crises

NPF4 Policy 2 intends to encourage, promote and facilitate development that minimizes emissions and adapts to the current and future impacts of climate change. Policy 2 requires:

- a) Development proposals will be sited and designed to minimize 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.

NPF4 Policy 3 intends to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks. The policy requires:

- a) development proposals to contribute to the enhancement of biodiversity including the restoring of degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.
- c) Proposals for local development will include appropriate measures to conserve, restore, and enhance biodiversity. Measures should be proportionate to the nature and scale of development.
- d) Any potential adverse impacts, including cumulative impacts, of development on biodiversity, nature networks and the natural environment will be minimised. This will take into account the need to reverse biodiversity loss, safeguard the ecosystem services that the natural environment provides, and build resilience by enhancing nature networks and maximising the potential for restoration.

Committee should note:

- The existing site is an area of hardstanding.
- The site would contain no green space or vegetation following the proposed development.
- No measures were proposed that address the climate and nature crises at application stage.
- No evidence has been provided to show that the proposal is sited and designed to minimise greenhouse gas emissions as far as possible and to adapt to current and future risks from climate change.
- There are no biodiversity enhancements proposed.

Committee should consider:

- Whether the development has a detrimental impact on a nature positive place that is resilient to climate change impacts.
- Whether the proposed development includes appropriate measures to conserve, restore, and enhance biodiversity.
- Whether any potential adverse impact, including cumulative impacts, of development on biodiversity, nature networks, and the natural environment will be minimized.

6.4 **CP1 and SG1 (Part 2): The Placemaking Principle**

CDP1 is an overarching policy that 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) provides the following guidance:

Non Residential Development Affecting Residential Areas

Policy CDP1 encourages development to be informed by a place based approach, which means new development should be responsive to its context and seek to build upon the benefits of proximity. It is critical that new development is compatible with existing and future uses.

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.

Residential areas are supported by a range of uses that help to reinforce the community by creating focal points as well as reducing the need to travel. Generally the following uses are deemed to be compatible and complementary to residential areas and will be encouraged:

- a) schools;
- b) local shops;
- c) community facilities;
- d) public buildings;
- e) small businesses (particularly Class 2);
- f) health facilities; and
- g) social and recreational facilities.

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 both the Network of Centres and an Economic Development Area.
- The site is adjacent to residential properties on Talla Road (south east).
- No storage or traffic mitigation measures are proposed.
- The proposed use would be operational 24/7.
- The site is located less than 8m from a window on the neighbouring residential property.

Committee should consider:

- If this proposal is of a high design standard that respects the City's heritage;
- Whether the proposed use is compatible with the surrounding area and is consistent with the qualities of successful places.
- Whether the proposal will adversely affect residential amenity through the effects of increased noise, traffic or other disturbance.
- If the proximity to neighbouring windows would be detrimental to neighbouring privacy.
- Whether the proposed use of the site at unsociable hours would be detrimental to residential amenity due to disturbance caused by person activity and vehicle headlights.

6.5 **Policy 14: Design, quality and place and SG1: The Placemaking Principle (Part 1)**

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.

CDP/SG1 Part One includes the six Qualities of Place that apply to all development proposals:

- A place with character and identity: a place that is distinctive.
- A successful open space: a place that is useable, high quality and multi-functional.

- A legible and safe place: a place that is accessible, easy to navigate, and welcoming.
 - A place that is easy to move around: a place that is well-connected and focussed on active travel.
 - A vibrant and diverse place: a place that has multiple uses and high levels of street level activity.
 - A place which is adaptable and sustainable: a place that is adaptable for future needs and demonstrates sustainable design.
- Committee should consider whether this proposal is consistent with the qualities of successful places.

6.6 **Policy 13 and CDP11/SG11: Sustainable Transport**

Policy 13 intends 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.
 - ii. 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:
 - i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
 - ii. Will be accessible by public transport, ideally supporting the use of existing services;
 - iii. Integrate transport modes;
 - iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
 - v. Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
 - vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;

- vii. 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
 - viii. Adequately mitigate any impact on local public access routes.
- c) Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.

CDP11 aims to ensure that Glasgow is a connected City, characterized by sustainable and active travel by supporting better connectivity by public transport, discouraging non-essential car journeys; encouraging opportunities for active travel; reducing pollution and other negative effects associated with vehicular travel; and optimizing the sustainable use of transport infrastructure.

More detailed guidance is provided within SG11: Sustainable Transport as follows:

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”. Electric Vehicles (EVs) are considered to be any road vehicle with a battery that is intended to be charged from mains electricity, including plug-in hybrid, extended range EVs and pure electric EVs.

Where active spaces are installed, either during the development process or at a later date, the Council expects that the owner/operator of commercial buildings, or the factor in flatted developments with dedicated communal car parking, will put in place, and operate, appropriate car park management arrangements. These should include arrangements for managing access to EV charging spaces (where each space in a flatted development is dedicated to a specified flat) and arrangements for paying for the electricity used during charging. In retail, commercial leisure and other development likely to be used by the public (including commercial car parking), similar arrangements should be made for utilisation of the spaces by the public and for means of payment by them.

Committee should note:

- The proposal is for the installation of two EV charging stations, in line with policy.
- No details of pedestrian safety measures have been provided.
- The existing pedestrian guardrail outside the site would be required to be removed to accommodate the proposal.
- No transport assessment has been provided to support this proposal.

Committee should consider:

- Whether the proposal will introduce issues of road safety for either pedestrians or road users.
- Whether the proposal will generate a significant increase in the number of person trips.

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.