

## REPORT OF HANDLING FOR APPLICATION 24/00926/FUL

10th June 2025

<b>ADDRESS:</b>	Land Adjacent To 2A Fernleigh Road Glasgow
<b>PROPOSAL:</b>	Use of land for charging of electric vehicles, installation of EV chargers, feeder pillar, access and associated works.

<b>DATE OF ADVERT:</b>	03 May 2024
<b>NO OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED</b>	<p>One letter of objection received with the following concerns:</p> <ul style="list-style-type: none"> <li>Proximity of the culvert to the surface</li> <li>Anti-social behaviour</li> </ul> <p><b>Officer response:</b> The comments have been taken into consideration during the assessment of the application. As detailed in the assessment below, information has not been provided with regards to the proposed surface water drainage or existing culvert and there are concerns that the development would impact residential amenity. As such, it is recommended that the application be refused.</p>
<b>PARTIES CONSULTED AND RESPONSES</b>	No external consultations undertaken.
<b>PRE-APPLICATION COMMENTS</b>	No pre-application advice sought in relation to 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><b>Policy 1:</b> Tackling the Climate and Nature Crises  <b>Policy 2:</b> Climate Mitigation and Adaptation  <b>Policy 13:</b> Sustainable Transport  <b>Policy 14:</b> Design, Quality and Place  <b>Policy 22:</b> Flood Risk and Water Management</p>
<b>CITY DEVELOPMENT PLAN POLICIES</b>	<p><b>CDP 1:</b> The Placemaking Principle  <b>CDP8:</b> Water Environment  <b>CDP11:</b> 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><b>SG 1:</b> Placemaking  <b>SG8:</b> Water Environment  <b>SG11:</b> Sustainable Transport</p>
<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>23/02981/FUL – Use of land for charging of electric vehicles, installation of EV chargers, feeder pillar, access and associated works. – Withdrawn</p> <p>09/00779/DC – Display of internally illuminated 48 sheet advertising hoarding – Refused</p> <p>98/03170/DC – Use of land for sale of garden furniture, erection of shed, fence and regrading of site. – Granted subject to conditions</p> <p>98/03171/DC – Display of wall mounted sign. – Granted subject to conditions</p>
<b>SITE VISITS (DATES)</b>	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.
<b>SITING</b>	The application site relates to an area of off-street hardstanding adjacent to Fernleigh Road, in Glasgow. Fernleigh Road is to the north east of the site, Fenwick Road bounds the site to the north west, a commercial bounds the site to the south east and a car park is positioned to the south west. The application site is within Ward 2 – Newlands/Auldburn.
<b>DESIGN AND MATERIALS</b>	The proposed development includes the provision of two vehicle parking spaces with electric vehicle charging equipment. Access to the site is proposed from Fernleigh Road.
<b>DAYLIGHT</b>	No Development Plan issues.
<b>ASPECT</b>	The application site fronts Fernleigh Road to the north east.
<b>PRIVACY</b>	Not relevant to this application.
<b>ADJACENT LEVELS</b>	No Development Plan issues.
<b>LANDSCAPING (INCLUDING GARDEN GROUND)</b>	Not relevant to this application.
<b>ACCESS AND PARKING</b>	The proposed access raises road safety concerns which is further detailed in the assessment below.
<b>SITE CONSTRAINTS</b>	<p>Coal Authority Low Risk Area</p> <p>Flood Risk Area</p>
<b>OTHER COMMENTS</b>	<p><b>Assessment</b></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>

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

#### **National Planning Framework 4 (NPF4)**

The policies of relevance to this proposal within the National Planning Framework 4 are considered below:

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. Access to the site is proposed from Fernleigh Road, approximately 24 metres back from the junction with Kilmarnock Road. There are traffic calming features fronting the site, on Fernleigh Road, a vertical traffic calming treatment with associated reflective bollards. There are no waiting/loading yellow lines along both sides of Fernleigh Road between the vertical traffic calming and the junction with Kilmarnock Road. It is considered that the proposed vehicular access to the site would be too close to the junction with Kilmarnock Road and would also interfere with the road safety design of the vertical traffic calming and reflective bollards on Fernleigh Road.

The site is relatively small and there is little opportunity for vehicles to wait off road if all bays are occupied. As such, there is a concern that the proposed development could cause vehicle queue back on Fernleigh Road and on-street waiting before a road junction. This raises road safety concerns and would have a detrimental impact to the amenity of the surrounding residential area.

Given the above, the proposed development does not comply 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 within a primarily residential area. 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. In addition, the proposed development could result in vehicles queuing on Fernleigh Road which would detrimentally impact residents within the surrounding area. As such, it is considered that proposed location is not suitable for an electric charging site and cannot be supported under Policy 14.

Policy 22 states:

*c) Development proposals will:*

- i. not increase the risk of surface water flooding to others, or itself be at risk.*
- ii. manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing bluegreen infrastructure. All proposals should presume no surface water connection to the combined sewer;*
- iii. seek to minimise the area of impermeable surface*

**Comment:** Given the nature of the development, a Flood Risk Assessment is not required to be carried out. However, details of the proposed surface water drainage strategy, including SuDS is required to be assessed. Information has not been submitted with regards to the surface water drainage strategy, therefore, the requirements of Policy 22 have not been met. As such, the proposed development does not comply with Policy 22.

#### **NPF4 Conclusion**

Whilst the proposed development is considered to comply with Policies 1 and 2, the development is not in accordance with Policies 13, 14 and 22 of NPF4.

#### **City Development Plan**

##### CDP 1 & SG 1 – Placemaking

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 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 within a primarily residential area. 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. In addition, the proposed development could result in vehicles queuing on Fernleigh Road which would detrimentally impact residents within the surrounding area. 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.

##### CDP 8 & SG 8 – Water Environment

The above guidance sets out the flood risk assessment requirements, provides guidance on development in Functional Flood Plains or affecting Watercourses. It also sets out requirements for applicants to prepare a Surface Water Drainage Strategy involving various details to be provided including SUDS.

	<p><b>Comment:</b> Given the nature of the development, a Flood Risk Assessment is not required to be carried out. However, details of the proposed surface water drainage strategy, including SuDS is required to be assessed. Information has not been submitted with regards to the surface water drainage strategy. In addition, the Merry Burn runs through the site in culvert, with a manhole situated in the western corner. This manhole must be kept at ground level to allow maintenance access to the culvert. Details have not been provided with regards to ensuring the manhole will remain accessible when the site is operational. Due to lack of information, the proposed development is not considered to comply with CDP 8 &amp; SG 8.</p> <p><u>CDP 11 &amp; 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><b>Comment:</b> The proposed development includes the formation of 2 electric vehicle charging bays. Access to the site is proposed from Fernleigh Road, approximately 24 metres back from the junction with Kilmarnock Road. There are traffic calming features fronting the site, on Fernleigh Road, a vertical traffic calming treatment with associated reflective bollards. There are no waiting/loading yellow lines along both sides of Fernleigh Road between the vertical traffic calming and the junction with Kilmarnock Road. It is considered that the proposed vehicular access to the site would be too close to the junction with Kilmarnock Road and would also interfere with the road safety design of the vertical traffic calming and reflective bollards on Fernleigh Road.</p> <p>The site is relatively small and there is little opportunity for vehicles to wait off road if all bays are occupied. As such, there is a concern that the proposed development could cause vehicle queue back on Fernleigh Road and on-street waiting before a road junction. This raises road safety concerns and would have a detrimental impact to the amenity of the surrounding residential area.</p> <p>Whilst the development provides electric vehicle charging points, the location is deemed unsafe, therefore, the proposed development does not comply with CDP 11 &amp; SG 11.</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><b><u>Conclusion</u></b></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 and 2, however, does not comply with Policies 13 and 14 of NPF4 and CDP1, 11 and SG1, 11 of 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>
<b>RECOMMENDATION</b>	<b>Refuse</b>

Date: 25.07.2024	DM Officer	<b>Laura Johnston</b>
Date: <u>26/07/2024</u>	DM Manager	Ross Middleton