

Report To: The Planning Board

Date: 4 September 2024

Report By: Director
Environment and Regeneration

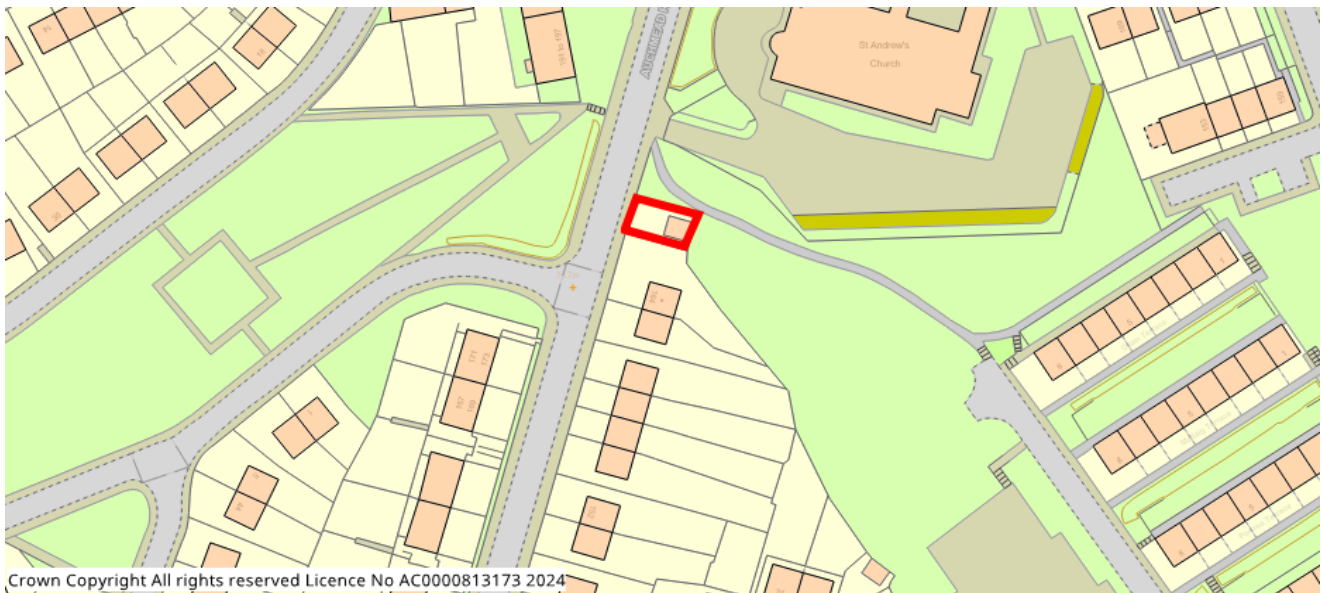
Report No: 24/0090/IC

Local Application
Development

Contact
Officer: Maria Porch

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Subject: Formation of hardstanding, including two EV charging parking bays, erection of substation and EV charging point at
Land adjacent and to the north of 164 Auchmead Road, Greenock



SUMMARY

- The proposal is acceptable when assessed against the relevant policies of National Planning Framework 4, the adopted 2019 Inverclyde Local Development Plan and the proposed 2021 Inverclyde Local Development Plan.
- Consultation responses present no impediment to development.
- No objections have been received in relation to the proposals.
- The recommendation is to GRANT PLANNING PERMISSION subject to conditions.

SITE DESCRIPTION

The application site comprises part of an area of open space adjacent and to the north of 164 Auchmead Road, Greenock. The ground levels are relatively flat. To the south of the site is the boundary with the house at 164 Auchmead Road along which there is a 1.8m high timber fence. To the north, east and west of the application site are further areas of open space which contain footpaths through them. The surrounding area is primarily residential in nature and St Andrew's Church is located to the north of the open space and the footpath that connects Auchmead Road and Norfolk Road.

PROPOSAL

Planning permission is sought to form an area of hardstanding to accommodate two Electric Vehicle (EV) charging parking bays, served by one EV charging point and a substation.

The charging station would be approximately 2m high, with a width of approximately 0.7m and depth of approximately 0.5m. The substation would be approximately 1.8m high and approximately 1.8m wide with an approximate depth of 0.4m. The materials to be used on the hardsurfacing have not been specified. The development is not to be enclosed with fences or walls.

A dropped kerb is to be formed onto Auchmead Road.

DEVELOPMENT PLAN POLICIES

National Planning Framework 4

NPF4 was adopted by the Scottish Ministers on 13th February 2023. NPF4 forms part of the statutory development plan, along with the Inverclyde Local Development Plan and its supplementary guidance. NPF4 supersedes National Planning Framework 3 (NPF3) and Scottish Planning Policy (SPP) (2014). NPF3 and SPP no longer represent Scottish Ministers' planning policy. The Clydeplan Strategic Development Plan and associated supplementary guidance cease to have effect from 13th February 2023 and as such no longer form part of the development plan.

NPF4 contains 33 policies and the following are considered relevant to this application.

Policy 1

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

Policy 2

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.

Policy 11

a) Development proposals for all forms of renewable, low-carbon and zero emissions technologies will be supported. These include:

- i. wind farms including repowering, extending, expanding and extending the life of existing wind farms;
- ii. enabling works, such as grid transmission and distribution infrastructure;
- iii. energy storage, such as battery storage and pumped storage hydro;
- iv. small scale renewable energy generation technology;
- v. solar arrays;
- vi. proposals associated with negative emissions technologies and carbon capture; and
- vii. proposals including co-location of these technologies.

Policy 13

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.

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;

Policy 14

a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.

b) Development proposals 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.

Further details on delivering the six qualities of successful places are set out in Annex D.

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.

Adopted 2019 Local Development Plan Policies

Policy 1 - Creating Successful Places

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing development proposals, consideration must be given to the factors set out in Figure 3. Where relevant, applications will also be assessed against the Planning Application Advice Notes Supplementary Guidance.

Policy 4 – Supplying Energy

Proposals for infrastructure for the generation, storage or distribution of heat and electricity will be supported in principle where they contribute to a reduction in greenhouse gas production. Proposals will be assessed with regard to impact on:

- a) the green network (including landscape), and historic buildings and places;
- b) the amenity and operations of existing and adjacent uses;
- c) tourism and recreational resources;
- d) air quality;
- e) aviation and defence interests;
- f) telecommunication and broadcasting interests; and
- g) traffic and pedestrian safety

Relevant proposals are required to accord with the Council's Supplementary Guidance on Energy.

Policy 10 - Promoting Sustainable and Active Travel

Development proposals, proportionate to their scale and proposed use, are required to:

- a provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, include links to the wider walking and cycling network; and
- b include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; the green network; and historic buildings and places.

Policy 11 - Managing Impact of Development on the Transport Network

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network. Development should comply with the Council's roads development guidelines and parking standards. Developers are required to provide or contribute to improvements to the transport network that are necessary as a result of the proposed development.

Policy 35 - Open Spaces and Outdoor Sports Facilities

Development proposals that will result in the loss of open space which is, or has the potential to be, of quality and value, will not be permitted, unless provision of an open space of equal or enhanced quality and value is provided within the development or its vicinity.

Outdoor sports facilities will be safeguarded from development except where:

- a the proposed development is ancillary to the principal use of the site as an outdoor sports facility, or involves only a minor part of the facility and would not affect its use for sport and training;
- b the facility to be lost is to be replaced by a new or upgraded facility of comparable or better quality, which is convenient for the users of the original facility and maintains or improves overall playing capacity in the area; or
- c a relevant strategy demonstrates a clear excess of provision to meet current and anticipated demand, and the development would not result in a reduction in the overall quality of provision.

The adopted Local Development Plan Supplementary Guidance on Energy (2018) applies.

Proposed 2021 Inverclyde Local Development Plan Policies

Policy 1 - Creating Successful Places

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing and assessing development proposals, consideration must be given to the factors set out in Figure 2 and demonstrated in a design-led approach. Where relevant, applications will also be assessed against the Planning Application Advice Notes and Design Guidance for New Residential Development Supplementary Guidance. When assessing proposals for the development opportunities identified by this Plan, regard will also be had to the mitigation and enhancement measures set out in the Strategic Environmental Assessment Environmental Report.

Policy 4 – Supplying Energy

Proposals for infrastructure for the generation, storage or distribution of heat and electricity will be supported in principle where they contribute to a reduction in greenhouse gas production. Proposals will be assessed with regard to impact, including cumulative impact on:

- a) the resources protected by the Plan's historic buildings and places and natural and open spaces chapters;
- b) the amenity and operations of existing and adjacent uses;
- c) tourism and recreational resources;
- d) air quality;
- e) aviation and defence interests;
- f) telecommunication and broadcasting interests; and
- g) traffic and pedestrian safety

Where relevant, proposals are to be accompanied with restoration plans acceptable to the Council.

Relevant proposals are required to accord with the Council's Supplementary Guidance on Energy.

Policy 11 - Promoting Sustainable and Active Travel

Development proposals, proportionate to their scale and proposed use, are required to:

- provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, including links to the wider walking, cycling network and public transport network; and
- include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in national, regional and Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; and the resources protected by the Plan's historic buildings and places and natural and open spaces chapters

Policy 12 - Managing Impact of Development on the Transport Network

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network.

Development should comply with the Council's roads development guidelines and parking standards, including cycle parking standards.

Developers are required to provide or financially contribute to improvements to the transport network that are necessary as a result of the proposed development.

Policy 20 - Residential Areas

Proposals for development within residential areas will be assessed with regard to their impact on the amenity, character and appearance of the area. Where relevant, assessment will include reference to the Council's Planning Application Advice Notes Supplementary Guidance.

Policy 36 - Safeguarding Green Infrastructure

Development proposals that will result in the loss of open space which is, or has the potential to be, of quality and value, will not be permitted, unless provision of an open space of equal or enhanced quality and value is provided within the development or its vicinity.

Outdoor sports facilities will be safeguarded from development except where:

- a) the proposed development is ancillary to the principal use of the site as an outdoor sports facility, or involves only a minor part of the facility and would not affect its use for sport and training;
- b) the facility to be lost is to be replaced by a new or upgraded facility of comparable or better quality, which is convenient for the users of the original facility and maintains or improves overall playing capacity in the area; or
- c) a relevant strategy demonstrates a clear excess of provision to meet current and anticipated demand, and the development would not result in a reduction in the overall quality of provision.

Development that would result in the loss of a core path, right of way or other important outdoor access route will not be permitted unless acceptable alternative provision can be made.

The proposed Local Development Plan Draft Supplementary Guidance on Energy (2021) applies.

CONSULTATIONS

Head of Service - Roads and Transportation – Advises as follows:-

- At least one of the electric vehicle charging bays should be a disabled bay and in accordance with “PAS 1899:2022 Electric Vehicles – Accessible Charging – Specification”. The other parking bay should be a minimum of 2.5m x 5.0m.
- The parking spaces should meet the road at 90 degrees. The applicant should demonstrate that they can meet the above points.
- The parking area shall be fully paved and the gradient shall not exceed 10%. The applicant should demonstrate that they can meet the above points.
- The kerb should be dropped to allow safe access to the parking spaces. A Section 56 Agreement will be required for this and any other changes affecting the public road network.
- As safe pedestrian access shall be provided into the EV charging facility. The applicant should demonstrate that they can meet the above points.
- The applicant has demonstrated that they can achieve a visibility splay of 2.4m x 43.0m x 1.05m.
- All surface water run-off is to be contained within the site and be limited to that of greenfield run-off.
- That a percolation test result confirming the chosen finishing material be submitted and approved.

Public Protection Manager – Advises no comments in relation to Food and Health and Air Quality. In relation to contaminated land, it should be noted that a watercourse culverted ravine upfilled with artificial deposits of unknown origin in the 1970/80’s lies beneath the site although there are no building or demolition works proposed. There is low radon gas potential. Possibility of hazardous deposits at surface which the proposed development would seal, reducing risk to human health.

An advisory note is recommended in relation to external lighting.

PUBLICITY

The application was advertised in the Greenock Telegraph on 28th June 2024 as the proposal is contrary to the development plan and the neighbouring land has no premises on it.

SITE NOTICES

The nature of the proposal did not require a site notice.

PUBLIC PARTICIPATION

The application was the subject of neighbour notification and no representations were received.

ASSESSMENT

The material considerations in the determination of this application are: the National Planning Framework 4 (NPF 4); the 2019 adopted Inverclyde Local Development Plan; the 2021 proposed Inverclyde Local Development Plan; the Council’s “Supplementary Guidance on Energy”; the impact on the existing land and surrounding area; and the consultation responses.

NPF 4 Policies 2, 11 and 13 support proposals for renewable, low-carbon and zero emissions technologies, including for electric vehicle charging infrastructure and electric vehicle forecourts, especially when fuelled by renewable energy. Policy 14 states that development proposals should be designed to improve the quality of the urban area and supported where consistent with the six qualities of successful places, also referenced in Policy 1 of the adopted and proposed Inverclyde Local Development Plan.

Policy 1 of both LDPs requires all development to have regard to the six qualities of successful places and the relevant Supplementary Guidance, of which the Council’s “Supplementary Guidance on Energy” is relevant to this proposal. The relevant qualities in Policy 1 of both LDPs are being

'Distinctive', 'Resource Efficient' and 'Safe and Pleasant'. The quality of being 'Distinctive' in the adopted LDP requires proposals to reflect local architecture and urban form. In the proposed LDP, this quality requires proposals to respect landscape setting and character, and urban form; and to reflect local vernacular/architecture and materials. The quality of being 'Resource Efficient' in both LDPs requires the proposal to incorporate low and zero carbon energy generating technology and the quality of being 'Safe and Pleasant' requires the proposal to avoid conflict with adjacent uses and minimise the impact of traffic and parking on the street scene.

Policy 10 of the adopted LDP and Policy 11 of the proposed LDP are applicable as the proposal relates to electric vehicle charging infrastructure. Policies 11 of the adopted LDP and 12 of the proposed LDP ensure the proposal does not adversely impact on the efficient operation of the transport and active travel network.

The Council's Supplementary Guidance on 'Energy' identifies that to facilitate the transfer to electric vehicles, a network of accessible, efficient recharging infrastructure is required to encourage their take-up.

The site is located within the existing settlement boundary of Greenock as identified under Policy 20 of the proposed Local Development Plan. As such this site is considered to be in a sustainable location and therefore the proposal accords in general terms with the Spatial Development Strategy. Policy 20 of the proposed Local Development Plan requires development within residential areas to be assessed with regard to impact on the amenity, character and appearance of the area. The surrounding area is residential in character in which there are a variety of house types and styles.



View from Auchmead Road towards the site looking east

The development also has to be considered against Policy 35 of the adopted Local Development and Policy 36 of the proposed Local Development Plan. Both Policies relate to a range of open spaces including for example formal parks, more local parks, playing fields, etc as well as smaller areas of open space that are commonly found in residential areas and business areas.

Both Policy 35 and Policy 36 indicate development proposals that will result in the loss of open space which is, or has the potential to be, of quality and value, will not be permitted, unless provision of an open space of equal or enhanced quality and value is provided within the development or its vicinity.

The character of the surrounding area is one where there the built form and houses/groups of houses are interspersed by areas of open/amenity space and also contain footpaths traversing them. The open spaces, including where the application site is located, provide visual relief between the building and houses and are not generally visually unattractive areas. The application site however is considered to be ground of low quality and is too small to accommodate any play, recreation, or leisure use in the future so it is very unlikely that it will be counted towards the totals for open space provision in any open space strategies to be prepared. The loss of part of the open space is not considered to disrupt the pattern of development and urban form which defines the character and amenity of the area to an unacceptable degree. The loss of part of the open space has to be balanced against the benefits of charging infrastructure being provided within the urban area and at an accessible location. The loss of this part of the open space to accommodate the proposed development is therefore considered to be acceptable.

It is considered that the location would be acceptable for such development, with no significant adverse implications on the urban form or character and appearance of the area. The proposal can therefore be considered to meet the quality of being 'Distinctive' in Policy 1 of both LDPs. With regard to Policy 14 of the NPF4, the proposals would comply with the 'Connected' and 'Sustainable' qualities.

In considering Policy 10 of the adopted LDP and Policy 11 of the proposed LDP, in conjunction with the Council's Supplementary Guidance on 'Energy', the proposal will provide accessible, efficient recharging infrastructure and meet the quality of being 'Resource Efficient' in Policy 1 of both LDPs. In terms of road safety, the Head of Service – Roads and Transportation has no objection, subject to conditions being applied to ensure adequate drainage associated with the development be incorporated. It is therefore concluded that the proposal complies with the 'Distinctive', 'Easy to Move Around' and 'Safe and Pleasant' qualities of Policy 1 of the adopted and proposed LDPs, and Policy 11 of the adopted LDP as well as Policy 12 of the proposed LDP.

In conclusion, the proposal provides charging infrastructure in an accessible location with no significant adverse implications to the visual amenity and character of the area. The proposal therefore accords with Policies 1, 2, 3, 13 and 14 of NPF4, Policies 1, 10 and 11 of the adopted LDP and Policies 1, 11, and 12 of the proposed LDP. The proposal is considered acceptable against the terms of Policy 35 of the adopted LCDP and Policy 36 of the proposed LDP. The proposal is also supported by the adopted and draft Supplementary Guidance on 'Energy'. The proposal is considered acceptable against the relevant policies and there are no material considerations which outweigh these.

RECOMMENDATION

That the application be granted subject to the following conditions:

1. The development to which this permission relates must have commenced within 3 years from the date of this permission.

Reason: To comply with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. Prior to the commencement of any development works on site details of the hardsurfacing materials to be used shall be submitted for the approval in writing by the Planning Authority together with a percolation test result confirming the chosen finishing materials can provide the necessary positive drainage. Thereafter, following acceptance of the percolation test result, the finally approved finishing material shall be installed in accordance with the approved details.

Reason: To ensure the hardsurfacing materials are acceptable and to avoid surface water run-off from the site in the interests of avoiding flooding.

3. For the avoidance of doubt, the hardstanding area hereby approved shall meet the road at 90 degrees and the gradient shall not exceed 10%.

Reason: In the interest of traffic and pedestrian safety.

4. For the avoidance of doubt visibility splays of 2.4m x 43.0m x 1.05m shall be provided and retained at the site entrance onto Auchmead Road for the lifetime of the development.

Reason: In the interest of traffic and pedestrian safety.

5. For the avoidance of doubt, all surface water run-off associated with the development shall be contained within the site and be limited to that of greenfield run-off rates for the lifetime of the development.

Reason: To avoid surface water run-off from the site in the interests of avoiding flooding.

6. For the avoidance of doubt the white lining/markings within the site as shown on drawing ZST-000-03 shall be provided before the first use of the development and thereafter shall be retained in position for the lifetime of the development.

Reason: In the interest of traffic and pedestrian safety.

Stuart Jamieson
Director, Environment and Regeneration

Local Government (Access to Information) Act 1985 – Background Papers. For further information please contact Maria Porch on 01475 712416.