

Application to Revoke Condition 24 for Approved Appeal
APP/F1610/W/20/3248674 Redevelopment of existing scrap
yard and haulage depot to create electric car charging service
station and associated works at Scrap Haulage Yard,
Fosseway, Lower Slaughter GL54 2EY

Context.

This application to revoke planning condition 24 relates to an approved Appeal Decision APP/F1610/W/20/3248674.

Condition 24 states:

24) The parking spaces approved as part of the development hereby permitted shall be used for electric vehicle charging only and shall not be used for general parking purposes or parking by internal combustion engine vehicles.

Background.

At the appeal inquiry Cotswold District Council had rescinded their previous position of objecting to the proposed EV Charging Station, leaving just the Parish Council objecting to the development at the Inquiry.

One of the main concerns of Lower Slaughter Parish Council was that the proposed EV Charging Station was a ruse to create in effect a car park for tourists visiting Lower Slaughter, admittedly submissions in the Planning Statement submitted by ArchiWildish Ltd back in 2018 suggested that the EV Charging Station could in part be used for tourists visiting the area.

Therefore in order to counter this particular concern during the appeal, the counsel for the appellant suggested that a restriction on who could park / use the EV Station would remove the concern of the site being a car park and this was how Condition 24 came to be included.

Justification for Revoking Condition 24.

Back in 2018 the concept of the EV Charging Station was a new innovation, the perceived concept for EV owners was that they would charge their vehicles at home and then at work, the concept of conventional “fossil fuelled like” stations that charged EV cars was not considered (even by Government departments that were promoting the uptake of EV cars) hence why GCC Highways originally objected to the concept.

Whilst the site owner (Mr. Peter Gilder) and Mark Wildish FCIAT (ArchiWildish Ltd) developed the concept for the site, despite their vision, not being industry experts it was not fully appreciated at the time that the main potential end user for the site would in fact come from passing traffic along the busy A429 Fosseyway rather than drawing in tourists from further afield and it was for this reason that the Planning Statement submitted by ArchiWildish spoke of the site servicing tourists, which gave rise to mistaken local concerns over the creation of a car park for more tourists to visit Lower Slaughter.

Subsequently as interest in the approved site has grown and the business plan developed the realisation that the site will predominantly be used by passing traffic materialised.

With hindsight the justification for the site would have been presented based on the business model that has been developed, belaying fears that this proposal was a ruse to encourage more tourists into the area.

Indeed, with the busy A429 to cross and a country road with no footpath to walk along to reach the centre of Lower Slaughter approximately 1 mile away, the site was never envisaged as a glorified car park and the offer of condition 24 at the appeal was simply never necessary to prevent this.

With Bence's builders merchants adjoining the EV Charging Station and the existing Grafters dwelling, once operational ICE (internal combustion engine) vehicles will still regularly be going onto and off the site.

Also, the busy A429 Fosseyway will have thousands more ICE vehicles than EV's travelling pass the site each day and so there is no justification or logic to banning ICE vehicles from the EV Charging Station site on the grounds of emissions, since the site would not exist in a bubble of clean air.

With ICE vehicles next door policing the ban on non-EV cars coming on and off the EV Charging Station site would be practically very difficult to control and an unnecessary hinderance to the success of the EV Station, which Cotswold DC should ultimately want to see thrive in order to align with their own switch to Electric vehicle policies.

Education is the best policy to help change perceptions and habits and whilst the site's ambition and main purpose is to service the growth in EV vehicles, banning curious motorists in their ICE vehicles who wish to visit and use the facilities (that would be useful to all motorists) would deny this valuable facility a further potential revenue stream that would help it to survive and ultimately thrive as the uptake of EV's increases.

Mark Wildish FCIAT
ArchiWildish Ltd

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