

## **Application for planning permission:**

### **Formation of EV charging area at rear of 123 Dowanhill St**

#### **Motivation**

As residents of an area adjacent to the Glasgow LEZ, and owners of an older diesel car which does not meet the criteria for use in the Glasgow LEZ, and also as a family concerned about climate change and pollution, we would like to be able to move to an electric car and an electric motorcycle to contribute to reductions in NOx and other atmospheric pollutants, and be able to drive into Glasgow city centre. However there are few public charging points in Dowanhill, and those which are relatively nearby are very heavily occupied. While the availability of parking in Dowanhill St is much improved since the introduction of permit parking, it is often the case that we have to park some distance from our house, or on the opposite side of the street, so running cables from our house into the street would not be a viable and reliable option. Our garden at 123 Dowanhill St backs onto Kinnoul Lane; we would like to create an area in the garden which could be used to charge an electric car and/or an electric motorcycle overnight without blocking the lane.

#### **Location**

Location is shown on the attached site plan. It should be noted that the site plan taken from the 1:1250 scale OS plan shows the boundaries between gardens on the north side of Dowanhill St incorrectly. The garden layout is quite complex and easily misunderstood. The plan shows house no 125 with 2 gardens, while our house at no 123 is shown as owning the garden which actually belongs to no 121. I have corrected the approximate boundary of our garden on the attached plans.

#### **Listing**

The houses in this part of Dowanhill St are listed as grade B, and I am aware that the listing covers original exterior features including boundary railings and gates (as stated in section 2.83 of the SG9 City Development Policies *Historic Environment - Supplementary Guidance*). The railings separating our garden from the gardens at 121 and 125 appear to be original; however the railings and gate at the rear of the garden have clearly been replaced at some point, partly by a brick wall forming part of a previous bin store, and partly by a steel palisade fence and gate, and hence are not original. I imagine that this steel fence may have been installed in WWII when I understand the cast iron panels at the front of the houses in Dowanhill St were also mostly removed. I note that planning permission has been granted to create a parking space at 4 Kinnoul Lane which forms part of a B listed building at 4 Crown Rd North.

#### **Specification**

The proposed plan follows all the advice given in the response to the Pre-application (23/01376/PRE). The charging bay will be 5.0m x 2.5m. The total area of the garden (excluding the access passageway and the area at the rear of the house) is just over 80 m<sup>2</sup>, so the charging area constitutes about 15% of the total area. Since around 75% of the proposed area is already paved or under pebbles, and the bed along the NE boundary will be slightly widened, the total additional hard surface required to create the charging area is only around 5% of the total garden area. The proposed layout is as shown on the accompanying drawing. The area within 2m of the lane will be paved while the rest of the charging bay will be gravel or pebbles to minimise impact on runoff.

In order to access this area we will need to remove a small (c1.8m) section of hedge and the associated steel fencing, gate, and brick wall as shown in the photos of the rear elevation. No trees will be affected. Since the rear elevation of our house, and particularly the basement well, is not visible from the lane, the rear fence is a key part of our security, and we wish to install gates (in line with SG9 section 2.131). We propose that these will be fabricated to match the existing steel fence.

### **Other factors**

Kinnoul lane is privately owned; it is already in regular use for parking at the rear of properties and for refuse and delivery vehicles, and use by one additional car will not significantly affect the pressure on the lane. Electric cars are almost silent and generate no local air pollution, so noise and fumes will not be an issue.