



design consultants

Phone: 01343 842635
Fax: 01343 842785
Mobile: 07766 315501
Email: ctkplans@aol.com
Web: <http://members.aol.com/ctkplans>

Main Street, Urquhart, Elgin, Moray, IV30 8LG

PROPOSED NEW DRIVEWAY AT 31 WEST ROAD ELGIN.

AAPPLICANT :- JOANNA INCH.

PLANNING REFERENCE NUMBER 23/01973/APP.

PLANNING REVIEW.

This was in principal a simple exercise to remove a front garden wall of a property to allow a small electrical vehicle to be charged within the curtilidge of the applicants home. Along with many other people she is trying to be as environmentally friendly as possible and switched to an electric vehicle. The problem arose when she tried to charge the vehicle as she has no off street parking. The simple solution was to remove the front wall and pull in to the garden.

The vehicle in question is small in size and would fit into the 4.6m space that would be provided without impinging on the pavement. Visibility in both directions is good.

The majority of policies have been adhered to in terms of National Planning Framework 4. NP1, NPF2, NPF3, NPF5, NPF13, NPF16 and NPF18 all comply as stated in the Report of Handling by the planning officer. The entire reason for refusal falls down to Trunk Road access (A96).

It then appears that the policies contained within the National Planning Framework 4 all want to encourage a carbon neutral Scotland with Green policies being implemented all over the country. However the Moray Local Plan 2020 is at odds with the national policies as it seeks to deter anyone from trying to create space within their property to allow them to fit an electrical



vehicle charging point. It is accepted that entering or exiting trunk roads can slow traffic down but this is well within a 30 mph speed zone which is slowed down even further by vehicles turning off the A96 to travel along Wittet Drive. The hospital turn off also slows vehicles down in this location.

One of the latest laws to be introduced into Scotland is that it is now illegal to park on a pavement. This does not allow the applicant any opportunity to charge her vehicle. What is going to happen when we are all supposed to be driving electric vehicles? The lack of infrastructure particularly away from major cities means there are very few charging points available and there does not appear to be any available in this location for the applicant to use.

Moray Council must accept that the Local Plan policies are now out of date and conflict with the aims of the National Planning Framework 4 document which is to encourage the use of green energy and the use of electric vehicles. Change has to be implemented at some point and if we are to be encouraged to use electric vehicles, either the infrastructure is put in place for the public to use or the public has to provide the facilities themselves. This should mean overriding Trunk road restrictions and having the vision to install electric vehicle charging points in peoples homes.

There has to be a new approach to trunk road rules and regulations where electric vehicle charging points are concerned. To have every property on a trunk road unable to charge electric vehicles appears to be outdated and in need of reform.