

APPLICATION FOR ELECTRIC VEHICLE OFF STREET CHARGING
5 Rochester Road, NW1 9JH

Dear Sir or Madam,

I write with regard to a request to create an electric vehicle charging space on the premises of No5 Rochester Road, NW1 9JH.

My wife and I are both NHS doctors working in hospitals in and around London and we are obliged to drive as there is little or no public transport to some hospitals. In addition, we have on-call duties overnight. This requires us to have access to charged cars at all times for emergency work access. Therefore, we would like to apply to create a 'green' driveway so that we can charge electric vehicles on demand and have vehicles parked nearby for the times we need to be on-call overnight.

We fully support and understand Camden's environmental policies with regard to vehicles and off street parking. We understand that under normal circumstances, the creation of off street parking outside residential properties in the borough goes against existing planning policy and is normally rejected.

These are **NOT**, however, normal circumstances as I describe below hence our urgent request for your assistance in this matter:

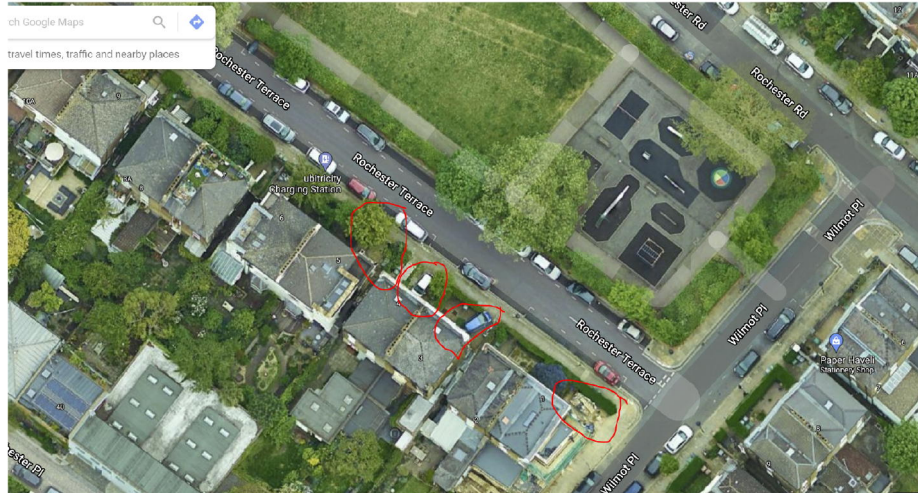
Summary of Application:

5 Rochester Road is a residential townhouse built circa 1850. It has a large front yard stepped back from the road and a low level *non-original* brick wall partitioning it from the pavement. The brick wall is circa 1980 and appears to have been rebuilt recently. The existing front garden has been paved over and all greenery that may have existed has unfortunately been historically removed. No original features remain of the front garden portion of the property.

We request permission to install a 'green' driveway on this front garden portion with integrated electric vehicle charging point along with the restoration of plant life and flower beds.

Application Rationale:

Several properties surrounding Rochester Terrace gardens already have off street parking spaces as can be seen in the below image:



This precedent is useful, however, these off street parking places do not include provision for plant or animal life to flourish as they are simple paving and tarmac making them visually un-appealing.

As NHS keyworkers in the North-West Thames deanery, my wife and I are forced to commute to a number of hospitals all over London at any time day or night (out-of-hours on call commitments). Some of these Hospitals are close-by allowing the use of bicycles or public transport whilst a majority demand the use of a car.

The climate emergency mandates we all do our part to prevent harmful CO2 emissions and reduce nitrogen dioxide levels on our roads. As such, we are seeking to urgently convert to a fully electric vehicle as quickly as possible.

With this in mind, and considering the nature of our commute and commuting pattern, an electric vehicle is only possible if we have access to a dedicated charge point on our property - such as one installed in our front Garden.

Camden has recognised the lack of electric vehicle charge points and has begun to provide vehicle charging infrastructure in the surrounding area. Whilst highly commendable, this is **not suitable** for key workers in our position for several reasons:

1. Charge points built into residential lamp posts are useful when available. Unfortunately, the residential nature of the area means at the times we return home from work spaces in close proximity to these charge points are rarely available. In the morning, when returning from a night shift this problem is even worse due to vehicles visiting the area during the day.
2. Dedicated charge points (such as the 'rapid' charge point near to the Pets at Home store) are additionally rarely available due to heavy use. In addition, their cost is prohibitively expensive.

Currently, the charge to use this charge point is approximately £1 per Kwh. At this price, charging a 44kwh battery (e.g. a renault Zoe) or a 90Kwh vehicle is more costly than filling an equivalent vehicle with petrol!

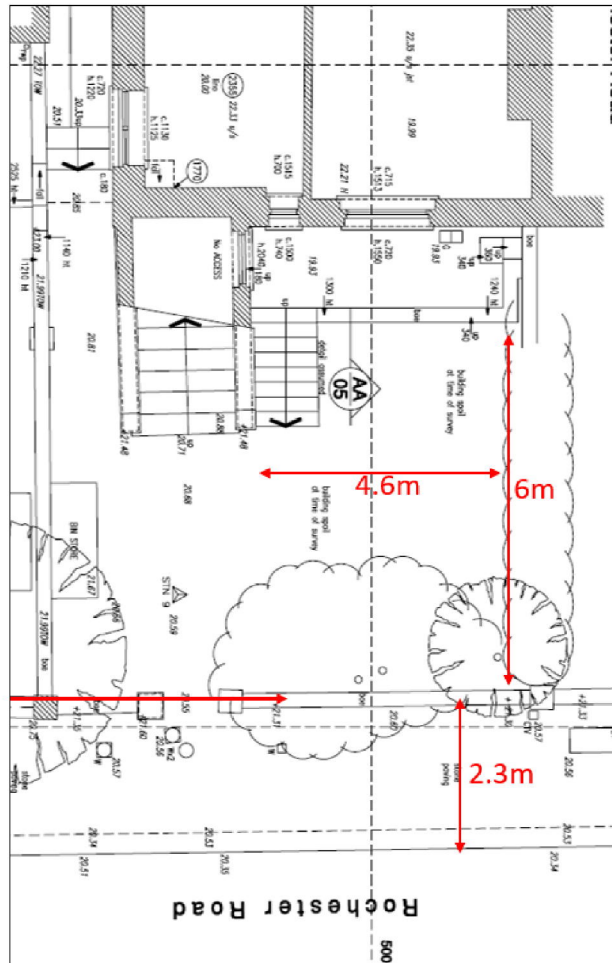
Due to the nature of our work, electric vehicles are ONLY a viable option if we can guarantee there is never a situation in which the car is not able to be charged. If a vehicle is running low on battery and can not be immediately charged this is not compatible with a job that demands out of hours 'On-call' commitments.

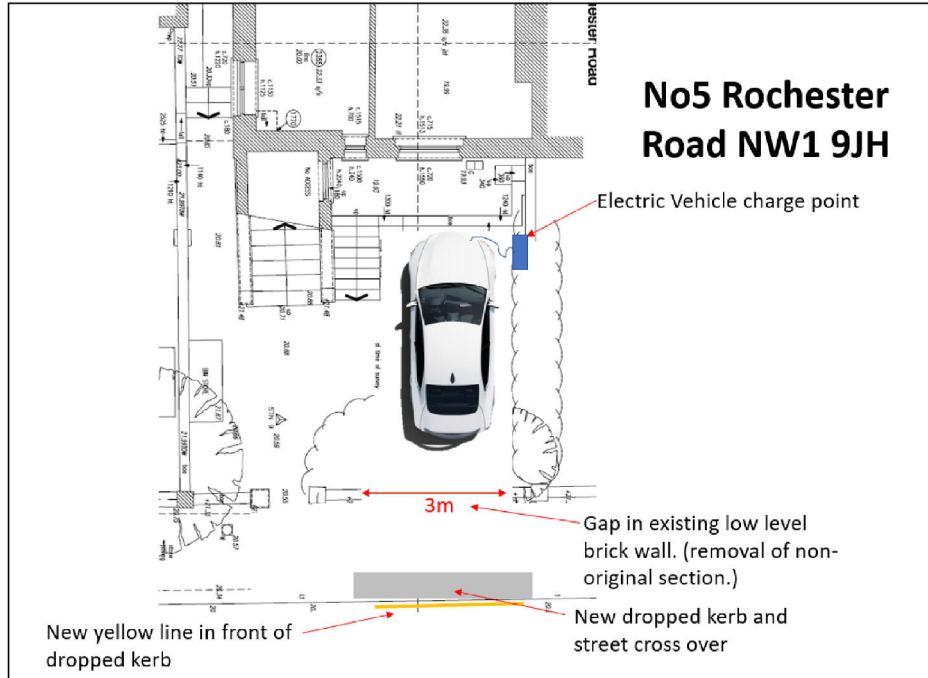
The sad reality is that if this application is rejected, we will have no choice but to continue the use of our internal combustion vehicle for the foreseeable future. In addition, Camden will be making a clear statement prioritising conservation area planning measures over our environment.

Detailed Requirements:

There is currently a resident parking bay outside No5 Rochester Road. We would require a narrow section of this parking bay to be removed so as to allow a vehicle to drive over the pavement and onto a driveway. Our vehicle is helpfully narrow (A Renault Zoe), thus the length of the removed parking area is less than that of a full car width.

The below figures shows a plan overview demonstrating ample off street parking space and a wide paving area:





To offset the slight removal of resident parking space, we would be happy to adhere to a number of conditions to support this application. Suggested conditions are detailed below and we would additionally be happy to consider any ideas you may have:

1. Only electric vehicles would be parked on the driveway.
 - a. This could be further limited to parking ONLY whilst charging.
2. We would be happy to forgo access to a resident parking permit whilst the driveway is in place to offset the removal of a small amount of existing resident parking permit.
3. Any parking space would be created with the utmost care and attention to reinstating a 'green' front garden area in front of the property. For example:
 - a. The drive-way would be created over turf using protective matting over grass.
 - b. Plant bedding would be introduced.
4. Any modification to the existing front garden area would be carried out in such a way that it could be quickly and easily restored to its original condition should the driveway no longer be required. In practice, this is simple to achieve as the only requirement is the removal of a small section of the 1980's boundary wall and dropping of the kerb on the street.

In summary, I trust that you, in alignment with Camden Council, deeply care about the environment and reducing the use of Internal Combustion vehicles in the borough. With this in mind I hope you will find this acceptable and grant permission with any conditions you may see fit to apply.

Kind regards,

Dr. Alastair Darwood & Dr. Abigail Darwood
5 Rochester Road,
London
NW1 9JH

