

Minutes of Extraordinary General meeting

Held on Monday 30 July 2018, 19:00 at St. Mary's Church Lower Slaughter

Councillors present: Cllrs Thomas, Roche and Chairman Sinclair

In attendance: Mr Gilder (applicant for the Gilders planning application) and Mr Mark Wildish (architectural Technologist representing Mr Gilder) plus approximately 20 members of the public

180730/1 Apologies - Apologies received from Cllr Kevin Chapman and Mr Colin Edwin

180730/2 Declarations Of Interest - No declarations of interest

180730/3 Chairman's Opening Remarks The Chairman welcomed everyone to the meeting and was pleased to see the meeting attended by so many people. He welcomed Mr Gilder and Mr Wildish. The chairman confirmed that there was other important business to discuss in addition to the Planning application which was not the only reason for the extraordinary meeting

180730/4 Minutes of previous meeting - Minutes were agreed

180730/5 Matters arising from the minutes - None

180730/6 New Councillor: To consider any expressions of interest received

The Chairman was delighted to announce that two Parishioners had put themselves forward to be considered for co-option onto the council. Karen Randles and Colin Edwin. The council would like to thank them for their interest.

In line with the NALC guidelines the council have reviewed the candidates and voted in favour of appointing Karen Randles as councillor. It is therefore proposed that Karen Randles be formally co-opted onto the Parish Council. Mrs Randles accepted and will complete the Declaration of Acceptance of Office Form before joining the council. Mrs Randles has been given a copy of the register of Members Interests form to read, complete and return to the Chairman.

The Chairman then formally welcomed Mrs Randles to the Parish Council. The Chairman explained that Karen will gradually take on more responsibility for allotments transitioning from Cllr Chapman.

By way of some explanation both candidates were eminently suitable for the role however the council in its deliberations had taken into consideration the fact that Mrs Randles and her husband have lived in the village for 22 years and for the past 10 years Mrs Randels took the minutes and directly supported the operations of the Council. Mrs Randles has also provided administration support to the allotments for 3.5 years. The Council also considered it important to attempt to keep to a minimum the unfair burden on specific individuals for voluntary support.



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180730/7 To receive comments from the public

Member of the public Discussion topic – planning application, 18/01681/FUL – Redevelopment of existing scrap yard and haulage depot to create Electric Car Charging Service Station and Associated Works – Scrap Haulage Yard Gilder Fossway Lower Slaughter GL54 2EY

Visitors to Bourton and Stow will want to park in the town car parks, not a rural facility, and it is reasonable to assume that charging points will be provided in the town car parks as demand rises. To achieve a pay back on the investment the Slaughter Pike development will then depend on trade from passing motorists (the planning application actually likens it to 'conventional motorway services'). It would also be within walking distance or park-and-ride of Lower Slaughter which will increase the number of visitors to the village which is already excessive.

I believe that that the proposal is unacceptable because 1) there is no foreseeable need for a recharging station of this size, 2) it would increase ribbon development of a rural area, 3) it is inappropriate in an AONB, particularly one that may become a national park.

I think that CPRE and the Cotswold Conservation Board may well wish to comment on the proposal. I am also concerned that the consultation period is due to close on Thursday 2 August which gives little time unless it can be extended.

180730/8 Planning applications

18/01681/FUL – Redevelopment of existing scrap yard and haulage depot to create Electric Car Charging Derive Station and Associated Works – Scrap Haulage Yard Gilder Fossway Lower Slaughter GL54 2EY

Cllr Sinclair advised the members of the public that the Parish Council do not have any special planning authority. The important thing is to aggregate the voice of the village, and to make sure the village is aware of planning matters whilst approaching the applications with impartiality and consideration to both positive and negative comments. The more comments the Parish Council receive the better informed the planning office will be. Administration is done outside of the CDC with a third party, who rely on the public to feed into the decision making process. The CDC have a website where planning comments can be made, details of which can be found on the meeting invitation note circulated to all parishioners.

The application is significant for the parish and the council wanted to ensure that the parishioners were both aware of it and were given the opportunity to comment. Bourton on the Water and Wyck Rissington have already expressed their opinion and background to their comments, these can be found on the CDC website.

There was general support in the meeting for electric vehicles. As stated in the government department letter, there are ambitious targets which are supported by the government office including the provision of funding. The intent is that applications can be made for grants from a central fund to support the development of electrical charging points up and down the country.



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CLlr Sinclair outlined some details of research he had undertaken.

On 19th July 2018 the government passed the *Auto and Electric Vehicles Act*.

Automated and Electric Vehicles Act 2018 – 19 July 2018

Large fuel retailers etc: provision of public charging or refuelling points

The Act suggests that there should be a requirement for all large fuel retailers to introduce charging points in service stations/garages supported by the existing network. For example BP have just purchased 'Chargemaster' with 6500 existing charging points which will operate alongside BP's 1200 existing service stations. Alongside that revamped EV charging experience, BP also wants to roll out 150kW rapid chargers that'll deliver 100 miles of range in around ten minutes - providing you have a compatible card, of course. The amount of charging points are increasing rapidly, and there should be consideration to charging points in relevant locations. Bourton On The Water and Stow were considered to be suitable locations.

CLlr Sinclair stated that in his experience of battery technology Tesla and Porsche are amongst the automotive leaders that are developing this technology and it is just a matter of time before this migrates to the everyday vehicle. As an example Porsche technology currently enables charging in 20minutes for a 250 mile capacity, avoiding the need for recharging during journeys.

There are some positive considerations around the proposed charging station application including noise reduction versus the current use and the aesthetics of the location.

There are also negatives, such as traffic on the Fosse and in the neighbouring villages, however there has not been any analysis of the traffic impact and it is certain this will follow in due course. Wyck Rissington have already raised a fundamental objection as the proposal is in AONB, and the local plan discourages development. The loss of tree screening was also mentioned as negative.

CLlr Sinclair encouraged villagers to 'speak up' and share their views

Member of the public comment Electric cars are important however we should recognise there is a ribbon development taking place along the A429 Fosse Way. There are existing traffic issues already, particularly in the exit from the village onto the A429 that will need development if more traffic is to enter the area. It was also pointed out that Stow were expected to object to the application too and in addition there would be a loss of visual amenity.

Mr Gilder responded to the comment. He started by thanking the village for their attendance. Pointed out that the site was a brown field site and can be used for housing or for industrial use. Electric cars are coming so we need to get used to it. He felt that the village would not want to see more cars and that his proposal will keep cars and charging points out of the village. The proposed charging station would be for electric cars only and would offer the use of a bike rental or bus service to those waiting for the vehicle to re-charge. It is Mr Gilders opinion that the village would prefer bikes to more cars and unsightly charging points around the village.



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Member of the public comment California has a high proportion of electric cars however they would not locate charging stations in such a location as the current proposal. Charging points are generally in locations within the long stay major car parks within the conurbations and on Hotel sites for example. Key concern is the scope of the site, for instance is it just for electric cars or is this the Trojan horse effect – first electric charging, with rest area, then the permission for petrol vehicle to also park and the further development and expansion of the commercial opportunities.

Mr Gilder responded that if there was a convenience store he would not turn away business in the form of petrol vehicles.

Member of the public Not pro or anti electric vehicles, but did not want to see the Parish resemble Bourton on the Water. There is a tipping point for tourist traffic and Bourton is worse. Also, what happens in the future to the site if it is sold on. What would happen in these circumstances and would a further increase in traffic result then?

Mr Gilder responded that there would be charging points with the associated space needed. He added that in his view the government could have the potential to dictate where charging points are located and his application would address this and could prevent charging points in the village.

Member of the public Currently Tesla has a 7 hour charging time, this is too long to have people 'waiting' in between locations. Agreed it was potentially a Trojan horse, and given Mr Gilders poor reputation and lack of compliance in the past there was no trust.

Mr Glider disagreed and requested that these comments be sent in writing to him.

Cllr Sinclair confirmed that we were solely here to discuss the current application and any comments would have to specifically relate to the application.

Member of the public This could be considered a planning gain. Lack of parking is an issue, and this could be a benefit to the village, however it is important to remember there is no road infrastructure/footpath

Cllr Sinclair commented that the visitors to the village was a tidal flow varying from season to season.

There is country wide planning for the role out of electric vehicles, similar to broadband – but equally there could be black spots and it would be good to know if this might apply to our area. Cllr Sinclair reiterated that we have no expertise or office but can voice the concerns of the village and outline the views shared. In due course CDC will look at traffic and consider the necessary surveys.

Mark Wildish requested that he comment. Cllr Sinclair acknowledged that prior to the agenda being set Mr Wildish had asked to be present. Cllr Sinclair had explained that he was welcome to attend and observe. Whilst not a parishioner, the Chairman allowed Mr Wildish to make comments. Mr Wildish talked only of the role out plan of electric cars and the governments green strategy, not about the application.

Mr Gilder asked to end by saying this is a 'one off', no further planned developments. They are evaluating some new technology which would involve the car park surface



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being the solar energy source. However they would still need to install a substation to supplement the demand for electricity.

Cllr Sinclair addressed the public and advised that there were arguments from both sides and the situation was challenging. Our concerns should be raised with CDC, and everyone should remember that the planning department are able to put caveats in place. That is the purpose of the planning portal website and it is the accepted way as it allows both for and against views to be considered and responded to accordingly. It is also worth remembering that it is a third party who are the experts and it will be their perspective that will be influenced by balanced and informed views.

It is also important to remember that the Gilders site whilst located on the Wyck Rissington side of the Fosse is in our Parish, and that is it important that the Parish Council made everyone aware. It was also confirmed that the closing date for comment to CDC is the 17th August 2018.

Member of the public What will happen to the scrap yard?

Cllr Sinclair advised that no comment can be made as it is not relevant other than what has been documented in the application - that it will be 'removed from site'. Mr Guilder did not in any case answer the question.

Member of the public Asked if the Parish Council will be objecting to application

Cllr Sinclair asked for the council comments

Cllr Thomas commented This proposal will result in more minibus and cycle traffic to the village and will therefore result in more visitors. The point about the current excessive tourist traffic had been made by an previous speaker. this is potentially a "Park and Ride" scheme that will result in more mini buses and cycles on the local highway. The parking in Lower Slaughter is controlled by yellow lines and if enforced by a designated traffic warden would adequately control vehicles coming to the village.

As the use of electric cars grows most vehicle charging will take place at home and on over night/off peak and a centralised parking proposal in such a remote location is not sustainable as a charging centre. There are better sites, for example Stow. Similarly, the existing large car parks in Bourton and the food retail stores such as the new Coop where the introduction of charging points will enable visitors to spend time in Bourton whilst their cars charge without the need for the park and ride minibus service that this site would require.

There are also health and safety concerns around the entrance/exit on the Foss way with a combination of cars, cyclists, pedestrians, turning buses and heavy goods vehicles to Bence in the area all in conflict.

Finally, there was an outline proposal for a business park presented some months ago by Gilders. This development identified employment opportunities which might give Mr Gilder the return he is looking for on the site subject to planning. The new proposal demonstrates less employment opportunity, consideration could be given to a solution for this loss of employment subject to planning.

Cllr Roche commented Thanked everyone for coming, and for input on the existing approach taken in California – very insightful. Own concerns have been echoed by the

villagers comments and requested that those present take the time to register their comments and view. Anyone who has difficulty with the internet can ask a councillor for help or perhaps a neighbour, but it is important to be heard. Automotive experience indicates that EV's or equivalent will become part of our futures. Final comment concerned the environment and ecological effect with such a large surface area being covered.

Cllr Randles commented: Asked for an explanation of the treatment plant – Mark Wildish explained it is a scaled down sewage farm, generating what is technically 'safe water'. Cllr Randles also asked about sustainable drainage for surface water and it was confirmed that this would be recycled through the building facilities such as toilets. Raised safety concerns about potential increased pedestrian and cyclist use of narrow footpath alongside Fosse to access BOTW, and about crossing the road to access LS. There will need to be joined up thinking to address these concerns."

Mr Gilder suggested that as the entrance will be on crest of a hill the speed limit could be reduced to 40mph

Cllr Sinclair summarised the view of the council. In principle there is agreement that electric vehicles are coming and that the council supported the introduction of electric cars, but that better sites and services already exist especially in light of the recent Automated and Electric Vehicles Act. There will be an invitation to other local parish councils to consult with Lower Slaughter Parish Council on the matter and he confirmed that it is the council's intent to object to the planning application.

Revisions received re 18/02295/FUL Erection of two-storey extension and erection of detached double garage with ancillary accommodation - The Orchard Kings Well Lane Lower Slaughter Cheltenham Gloucestershire GL54 2HT – Deadline extended to 10 August 2018 (revision is two dormer windows instead of one large on forward facing pitch) – No Comments

180730/9 Update on Scare Lane Bridge

Temporary repairs to the posts and rails have been completed by the Cotswold Wardens who will carry out permanent repairs once the council have decided on the use of either chestnut railings or treated softwood. The council are currently awaiting a confirmation of the costs of the chestnut option from GCC in order to make an informed decision.

Post Meeting Note

The wardens have advised that Gloucestershire County Council are believed to be willing to pay for the Chestnut post and rails

180730/10 Date of next meeting: Monday 17th September 2018 – 18:45 at Lower Slaughter Village Hall



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