

# Heritage Impact Statement – proposed installation of an EV charger

## Trevalyn Manor, LL12 0AQ

### Introduction

The world is changing, green issues are at the forefront and we must all try and do our part to support the green agenda. One massive change is the move from petrol and diesel vehicles to more environmentally friendly electric vehicles. The move to these vehicles is encouraged by government incentives both for the purchase of the vehicles and the equipment to charge them. As the pace of change quickens and the price of fossil fuels increases the infrastructure for these vehicles needs to be put in place. The purpose of this heritage impact statement is to propose a sympathetic way of introducing personal car chargers on the site of Trevalyn Manor (formerly Trevalyn Hospital) and Trevalyn garden and pleasure grounds.

I attach copies of a site plan (in supporting documents), and photographs past and present of the façade of the House below.



## The significance of Trevalyn Manor

Trevalyn hospital (formerly known as Trevalyn house) was designated Grade 11 listed in October 1996 along with the former Stable block and the 19<sup>th</sup> century pleasure grounds, formal gardens, rockery and walled kitchen garden.

The main house was built in 1754 with later extensions added circa 1896 to 1900. Originally a family home it was converted to a hospital towards the end of World War 2. The property is listed as a good example of a mid C18 small country house. The listed Stable block to the NE is similarly listed as well as a well preserved example of a C18 coach house.

Planning permission was given in 2004 to convert the existing house into luxury apartments and homes, along with permission to build 9 modern mews properties to the west and north of Trevalyn house in an area where the hospital had sited additional prefabricated buildings. As part of that permitted development a large car park with allocated/demised spaces was created at the rear of Trevalyn house with 20 spaces.

Parking plan and car park photographs.





## **The proposal**

The proposal is to install an EV charger in one space in the car park to enable the owners of Willow Mews and Cherry Tree Mews to charge their EV's. The owner of Cherry Tree Mews must have an EV company vehicle due to the ethical policies of his Company and the owner of Willow Mews has chosen to have one to support the green agenda. The space is marked on the car

park graphic above as Willow Mews. The charger would be sited in front and at the end of the Yew hedge (right hand corner of the space) and serve both spaces marked (Wil) A description of the Project EV twin charger is attached. This charger is suitable for accepting cabling from 2 separate meters and has a 5 year warranty which would give some longevity to the proposal. The alternative would be to have 2 black domestic chargers back to back on black posts. A mock up of the single charger is shown using photoshop technology and this would be our preferred solution.



Either solution would be installed untethered – i.e. without charging cable and guns attached – this would minimise impact when cars are not parked in the space in front of them.

The electricity cables supplying the charger would be run from the Willow Mews end of the mews properties more or less in a straight line as indicated by the yellow line on the graphic. The electricity supply would be run from the electricity meters of the 2 properties mentioned which are adjacent to each other.

The cabling run would be approximately 40 meters, would follow the line of an existing gravel/shingle path. The 6mm armoured cable would be buried 18 inches deep in a 4-inch duct. The 6mm cable would for the initial 4 metres run through conduit to the end of the bin store which would provide the infrastructure for additional 6mm cabling from other Mews properties to be added later when they applied for the necessary consent to fit chargers and thus avoiding

the need for any further excavation work. The path and cable run are behind a relatively immature Yew hedge and as such, given the small size of the cabling and the 18-inch depth it would be easy to avoid any root structures of the hedge. The path would be reinstated to its current condition.



## **Reasoning behind our proposal**

A number of alternatives have been considered prior to this proposal being put forward. Initial discussions around EV charging with the owners at Trevalyn Manor estate were around the possibility of installing a double shared charger on the visitors car park. This was initially costed last year. However, there were a number of issues raised as part of these discussions.

1. This would require the use of communal electricity – a number of caveats were put in place around the use of the electricity which made the management of any costs very onerous.
2. A number of residents asserted their right to park in any of the visitor parking spaces at any time and the management company said they could not be asked to move. This meant that EV owners could not guarantee to be able to park in the spaces where the chargers were located.
3. Attaching the charger to the communal supply would mean that any problems could cause failure of the communal supply and thus put at risk lighting or other safety essential services.

Discussions have also taken place for a communal infrastructure solution to supply electricity to all parking spaces – however there is little appetite amongst many of the impacted owners to spend the money on this at the moment.

In terms of the requirement for the 2 named properties to have EV charging now it is a well stated fact that correct battery management of EV cars will prolong the life and effectiveness of the batteries. The rare earth materials used in the construction of these should not be wasted – the advice from manufacturers is that is beneficial to attach the car to a charger every evening particularly in cold weather as this helps to maintain charge that would otherwise be dissipated overnight and keep the battery in good condition.

## **Conclusion**

The purpose of this heritage impact statement is to assess and demonstrate how the installation of a single EV charger to the parking area of Trevalyn Manor estate may impact the listing. In reality this small installation in what already designated as resident parking will not harm in any way what are the essential characteristics or quality that the listing is trying to preserve.

The house and pleasure gardens are listed as an important example of an Elizabethan house and for the historic association with the Trevor family. The main gardens and parkland are to the south and west of the house. The charger will be in a modern parking courtyard situated at the rear of the house which was granted planning and listed building consent when the conversion took place. The charger will only be seen by people in that area and will more or less be hidden when cars are parked in front of it. As an additional means of minimising impact it can be vinyl wrapped in black or green to blend in with the yew hedge such that it could

become unnoticeable. Therefore my conclusion is that it will not cause harm to the listed building, parkland or gardens and will not undermine the reasons for the building being listed.

Prepared by Angela Russell