

63-65 Upper Chorlton Road, Manchester

Approval Ref: 141366/JO/2024 (formerly 138589/FO/2023)

Covering Note Relating to Application to Discharge Condition 6 – EV Charging

Requirements

MCC's AQ Guidance on EV Charging states the following:

3.3. Electric Vehicle Charging Guidance Increasingly, providing electric vehicle charging (EVC) infrastructure is considered an effective measure to mitigate local air quality impacts from road vehicle journeys created by proposed development. MCC encourages developers or their representatives to demonstrate that consideration of providing EVC infrastructure commensurate with the development's scale and MCC's best practice recommendations has taken place at the planning application stage.

MCC's EVC recommendations have been developed from the IAQM/EPUK planning guidance referenced above, and in consultation with the Energy Saving Trust and TfGM Planning Task & Finish Group.

Appendix IV contains a summary of MCC's recommended best practice EVC measures. Developers should also be aware of the minimum requirements of Building Regulation Approved Document S: infrastructure for charging electric vehicles.

APPENDIX IV Electric Vehicle Charging - MCC Best Practice Recommendations Electric Vehicle (EV) chargepoints and infrastructure are recommended for the following applications:

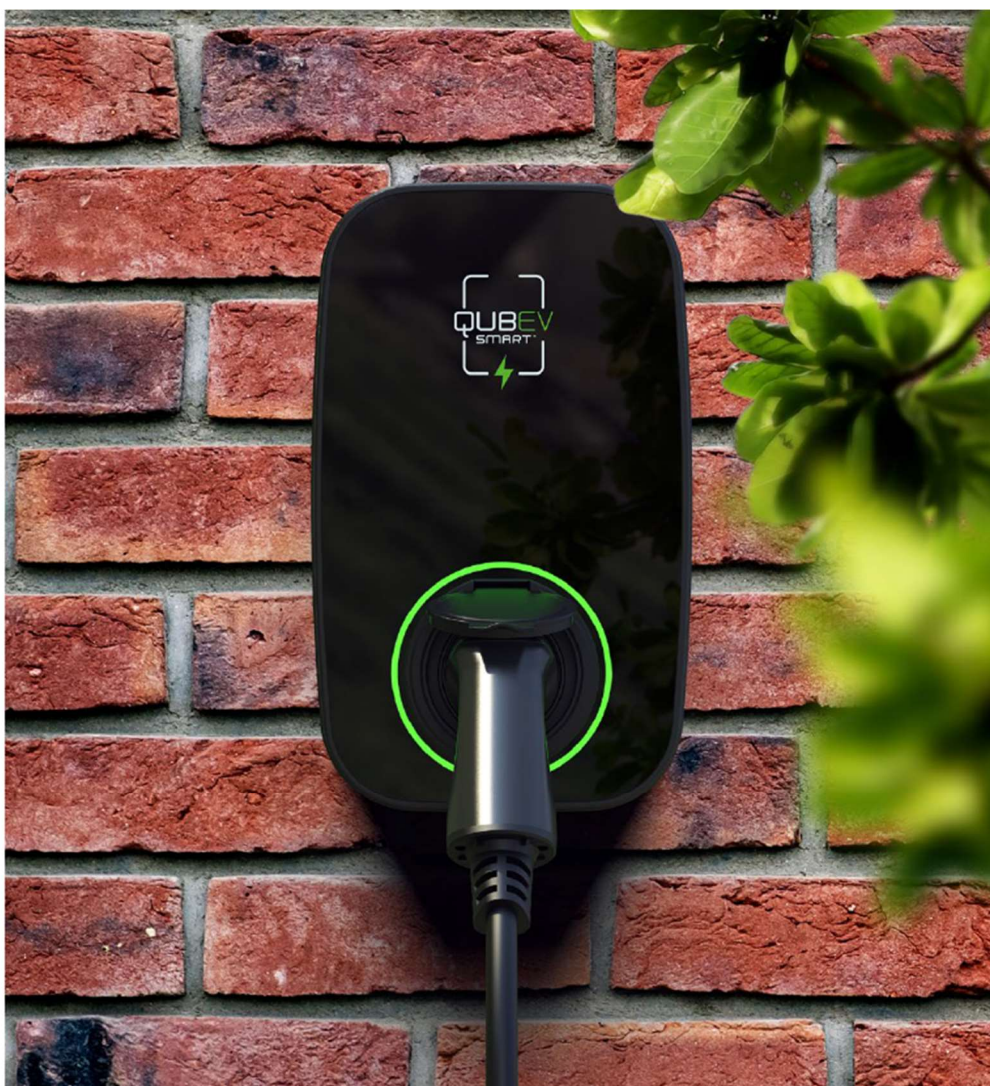
- 1 or more residential units with any parking spaces.
- Non-residential development with any parking spaces. EV charging recommendations:
 - Residential: o On-site/allocated parking: 1 EV chargepoint (minimum 7kW*) for each dwelling. o Unallocated parking: minimum 20% EV (minimum 7kW*) chargepoints, and cable routes for all other spaces.
 - Non-residential: o 10 or less parking spaces: minimum 1 EV chargepoint, and cable routes for all staff spaces. o 11 or more parking spaces: minimum 20% EV chargepoints, and cable routes for all staff spaces. o Charging units dependent on end-use as follows: ♣ Minimum 7kW*: offices, hotels, nursing homes, sheltered accommodation, industrial units, retail units. ♣ Minimum 22kW*: supermarkets etc. ♣ Minimum 50kW*: service stations etc.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. See British Standard BS EN 61851-1:201916.

Other considerations required by the Local Planning Authority may include: • Chargepoint type and speed • Electrical and safety standards • Back office functionality • Data security • Interoperability/compatibility • Smart charging (where appropriate) • Load management • Anti-collision barriers

Means of Compliance

The proposals involve the creation of twelve supported living flats specifically for use by homeless people. Staff accommodation is also provided within the building. Whilst the development is superficially residential in character the nature of the user group means that the residents will not be car users. Planning approval has been sought and agreed on this basis. Therefore approval is sought for a non-residential development with 10 or less parking spaces. To this end, one charging point is to be provided, with ducting installed to the remainder of the parking spaces. Details of the proposed charging unit are shown below. A separate data sheet is also provided as part of the application



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The condition is split into two parts, with 6b concerning mitigation measures. It is understood that these relate to fire safety measures where EV charging takes place internally. As this isn't the case in this instance, we assume that 6b does not apply.