ARCHITECT

that

Be.EV

Oldham Road Design and Access Statement

June 2024_Rev G

ARCHITECT THAT

Be.EV OLDHAM ROAD

JUNE 2024

This document has been produced by:

Architect That
Second Home
68-80 Hanbury Street
London
E1 5JL

T: +44 (0) 7487819959
E: info@architectthat.com
W: www.architectthat.com

REF: 612-OLD-035-OLDHAM ROAD DESIGN AND ACCESS STATEMENT_REV G

CONTENTS

1.0 PRIMARY BRIEF pg. 4

2.0 SITE AND CONTEXTUAL ANALYSIS pg. 6
- Site Location
- Contextual Analysis

3.0 PLANNING HISTORY pg. 11
- Summary of Design Changes

4.0 THE PROPOSAL pg. 13
- Site Plans
- 3D Views

5.0 TECHNICAL STRATEGY pg. 20
- Acoustics
- Landscape Strategy
- Materiality
- Sustainability
- Below Ground
- Security & Lighting
- Access
- Parking Spaces
- Area Schedule

1.0 PRIMARY BRIEF

- Redevelop disused site.
- Provide Electric Charging for 16 vehicles, including van-suitable spaces and accessible spaces.
- Provide commercial space on site for small retail space.
- Ensure suitable electricity provisions via substation.
- Provision of bicycle parking.

1.0 PRIMARY BRIEF

Project Introduction

PROJECT INTRODUCTION:

This redevelopment proposal is located on the corner site between Reliance Street and Oldham Road:

Reliance Street,

Manchester,

M40 1EZ

The site is currently vacant.

Existing Use Class = (Former) A1 - Shops

This section 73 application follows pre-application 136359/FO/2023 which was approved June 2023, following three pre-application meetings with Manchester City Council.

Prior to this proposal the most recent planning history for this site is permission which was granted in 2013 for the subdivision of an existing retail warehouse unit into two separate units, the site has been vacant for a number of years following the demolition of the petrol station. Whilst planning permission was granted in 2013 for retail warehouse units, the consent was never taken forward and therefore the site remains cleared following demolition of the petrol station.

2.0 SITE AND CONTEXTUAL ANALYSIS

2.1 Site Location

2.2 Contextual Analysis

ARCHITECT THAT Be.EV Oldham Road

2.1 SITE LOCATION

Area Maps

CITY: MANCHESTER

LOCAL WARD: MILES PLATTING & NEWTON HEATH

LOCAL CONTEXT

ARCHITECT THAT Be.EV Oldham Road

2.1 SITE LOCATION

Aerial Views

SOUTH AERIAL

EAST AERIAL

NORTH AERIAL

ARCHITECT THAT Be.EV Oldham Road

2.1 SITE LOCATION

Aerial Views

SITE FROM RELIANCE STREET

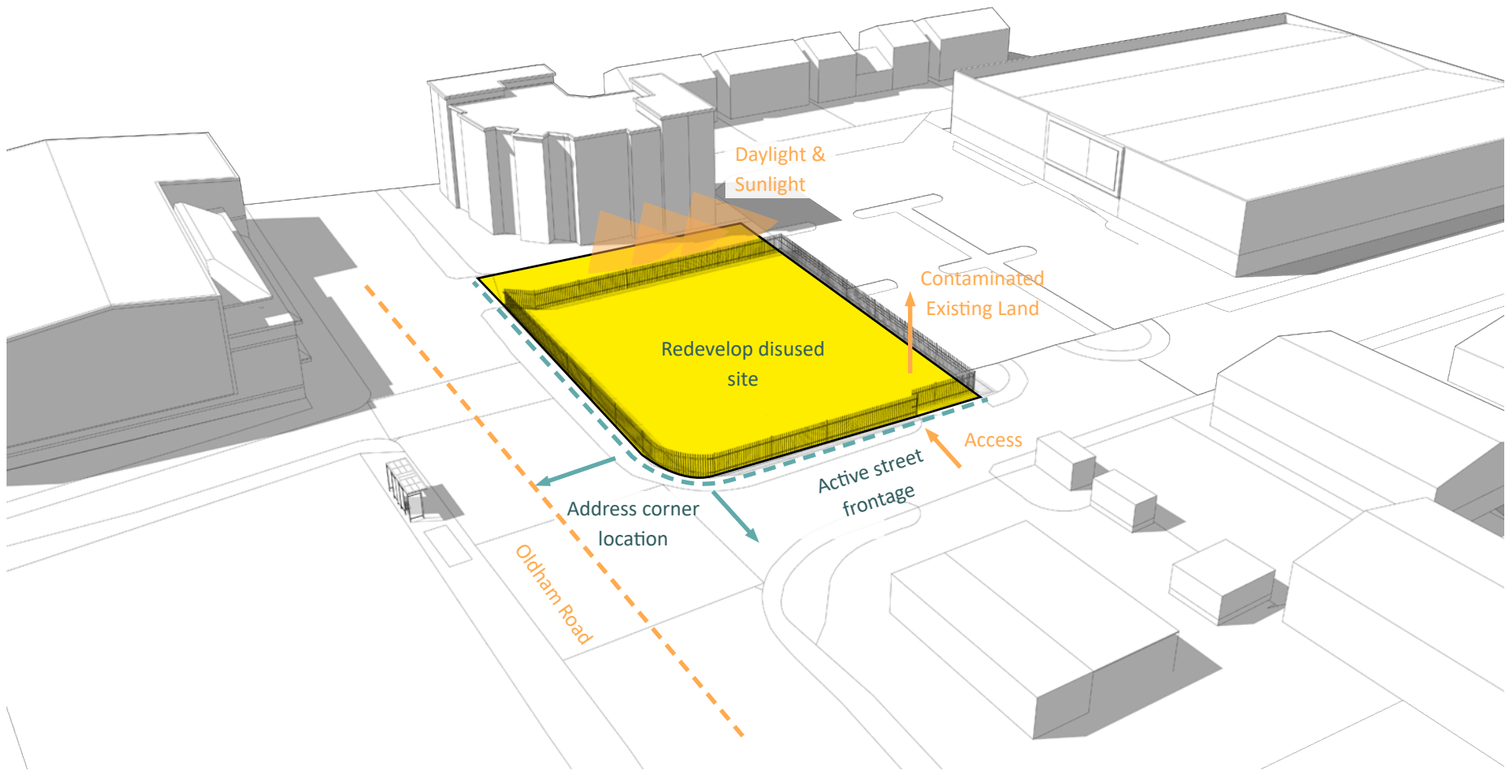
CORNER OF SITE

SITE FROM OLDHAM ROAD

2.2 CONTEXTUAL ANALYSIS

Opportunities and Constraints

Proposed Redevelopment Site | Existing Context | Opportunity | Constraint



OPPORTUNITIES:

- Delivery of electric charging in Manchester.
- Provide new ancillary retail space.
- Opportunity to redevelop the existing disused site which is currently overgrown hard standing, in an area of both residential and industrial use with little existing public green space or meaningful landscaping.
- Enhance the existing streetscape along both Reliance Street and Oldham Road.
- Maintain an active street frontage and landscaping strategy.

CONSTRAINTS:

- Access to site from Oldham Road.
- Existing land is potentially contaminated from previous use as petrol station.
- Potential daylight and sunlight considerations from neighbouring residential block.

3.0 PLANNING HISTORY

3.1 Current Application - Summary of Design Changes

ARCHITECT THAT Be.EV Oldham Road

3.1 CURRENT APPLICATION - SUMMARY OF DESIGN CHANGES

DESIGN AMENDMENTS:

1. Canopy- Large circular canopy replaced by individual canopies, focusing on each charger and their user.
2. Landscaping- The scheme previously had six large trees and 280sqm of landscaping. The site remains heavily greened, with 4 large trees and over 250 sqm of landscaping.
3. Materiality- Small unit block paving is now replaced with buff coloured hard standing. Perforated rainscreen cladding will replace zinc cladding on the retail space facade, whilst timber battens will remain as cladding for the structure. Slim steel posts will remain for the canopy structure, now supporting a robust fabric covering. Timber batten fencing and aluminium edging to remain around the site.
4. Retail Space- The proposed retail space has been reduced from 175sqm to 73sqm.
5. These amendments allow for all spaces on site to meet PAS 1899:2022 recommendations for accessible charging, ensuring the site is fully accessible for all users.

4.0 THE PROPOSAL

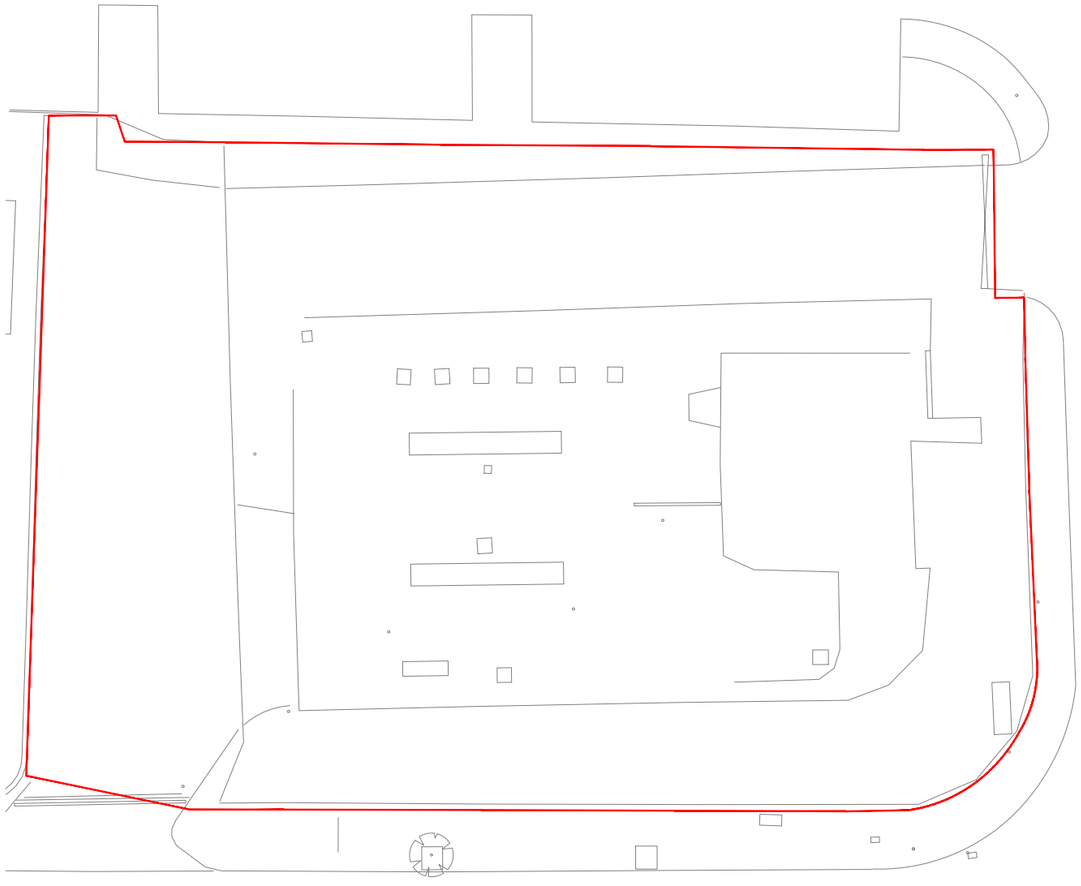
4.1 Site Plans

4.2 3D Views

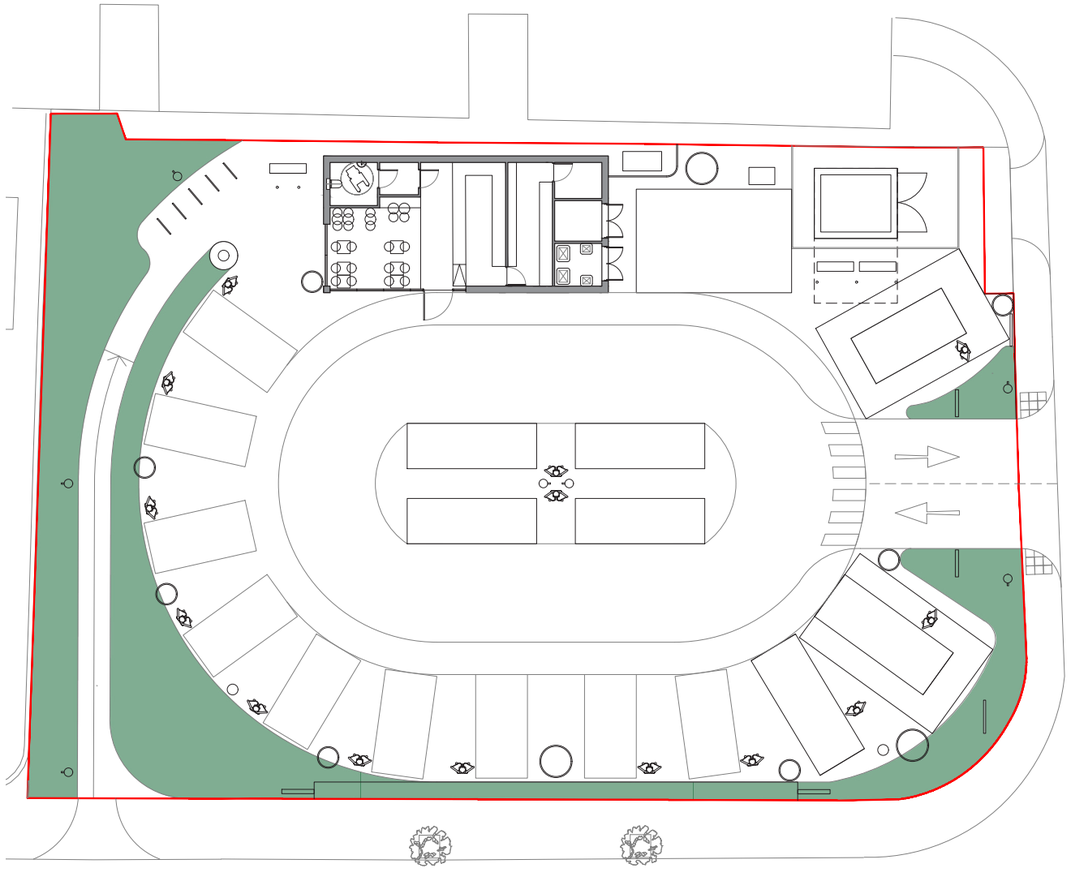
ARCHITECT THAT Be.EV Oldham Road

4.1 SITE PLANS

Existing Vs Proposed Plan



Existing Site Layout



Proposed Site Layout

4.1 SITE PLAN

Proposed Site Layout

ARCHITECT THAT Be.EV Oldham Road

4.2 3D VIEW

Aerial View

ARCHITECT THAT Be.EV Oldham Road

4.2 3D VIEW

Site Entrance

ARCHITECT THAT Be.EV Oldham Road

4.2 3D VIEW

View at Rear of Site

ARCHITECT THAT Be.EV Oldham Road

4.2 3D VIEW

Pedestrian Entrance

Reproduction of this Proposal

5.0 TECHNICAL STRATEGY

5.1 Acoustics

5.2 Landscape Strategy

5.3 Materiality

5.4 Sustainability

5.5 Below Ground

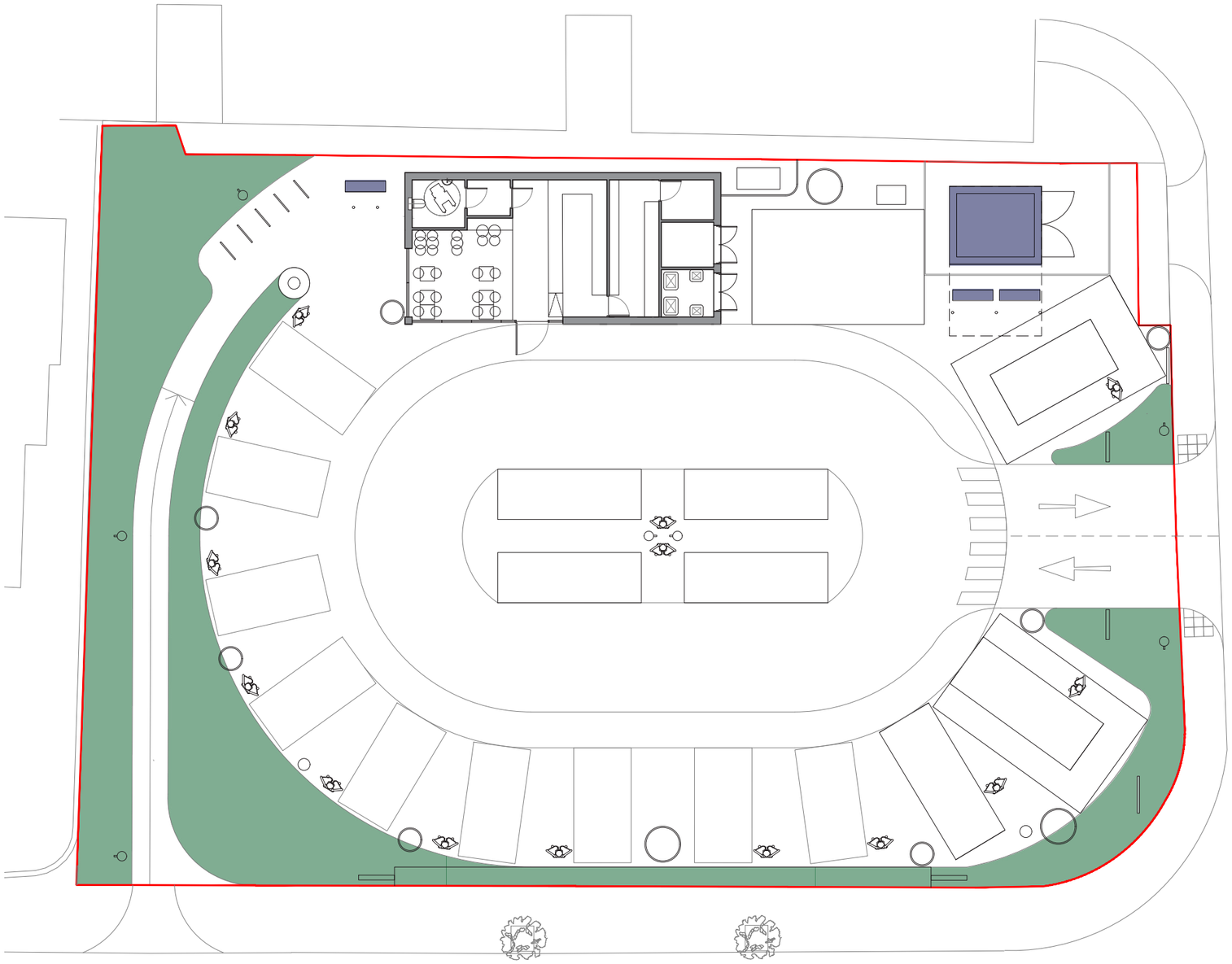
5.6 Security & Lighting

5.7 Access

5.8 Parking Spaces

5.9 Area Schedule

5.1 ACOUSTICS



Acoustics

- A full Noise Impact Assessment has been prepared by Delta Simons to discharge Condition 7 attached to the full planning consent (136359/FO/2023), which demonstrates that the proposal has no adverse noise impacts. The updated proposal has the same fixed plant equipment and number of vehicles proposed.

- The fixed plant noise assessment results have shown providing the Site does not exceed 45dB LAr,1hr during daytime hours, and 37dB LAr,15min during night-time at the receptor there will be no adverse impacts at the nearest Noise Sensitive Receptor (NSR).

KEY

FIXED PLANT

ARCHITECT THAT Be.EV Oldham Road

5.2 LANDSCAPE STRATEGY

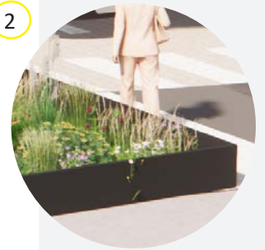
Proposed Boundary Landscaping and Materiality across the site

(N.B all proposed materials have been submitted to the LPA to discharge Condition 14 (Materiality), under application CDN/24/0421 attached to the full planning consent (136359/FO/2023).)

1

Hard Surface
Buff Coloured Hard Standing

2

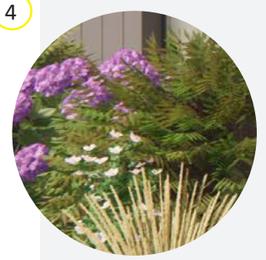


Boundary Treatment (Oldham Road Reliance Street)
Black powder coated aluminium edging to site, providing a robust and defined site boundary.

3

Boundary Treatment (Neighbouring car park)
Timber batten fence to neighbouring car park.

4



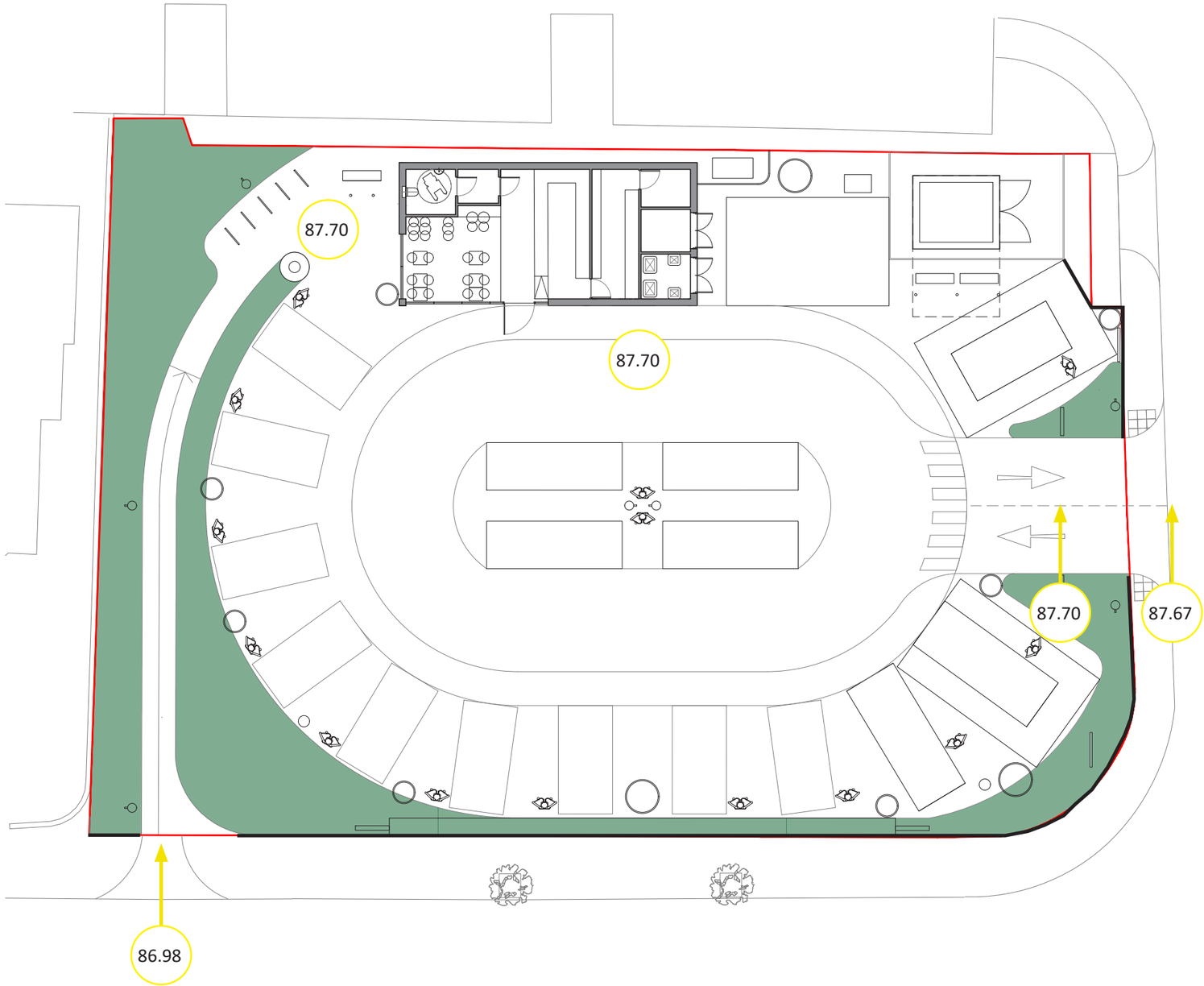
Planting
Mixed planting to maximise site biodiversity, including herbaceous perennials, shrubs and grasses detailed in Landscape Consultants planting proposal.

5

Hedge
Native mixed hedge maintained to a maximum height of 1.2m.

5.2 LANDSCAPE STRATEGY

Site Topography and Levels

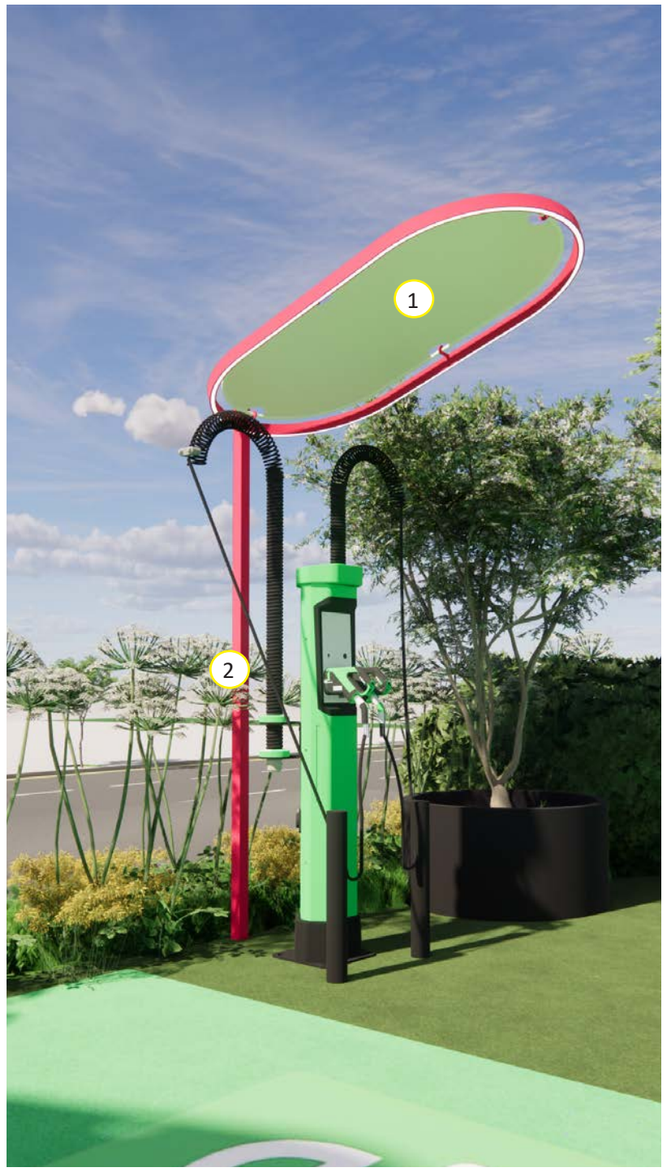


Site Topography

- Site levels are related to Ordnance Survey OSGB15.
- The site is levelled at 87.70 metres to provide access from the highway at Reliance Street.
- The pedestrian and bicycle access provided from Oldham Road is at a gradient less than 1:20 and satisfies the requirements of M1 & M2.
- The black boundary treatment indicated on the plan varies in height to account for the varying levels of the pathway surrounding the site.

5.3 MATERIALITY

Proposed Materiality across the site

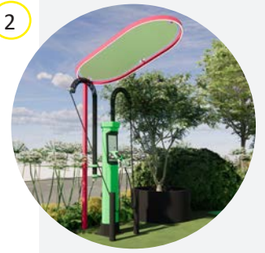


(N.B all proposed materials have been submitted to the LPA to discharge Condition 14 (Materiality), under application CDN/24/0421 attached to the full planning consent (136359/FO/2023).)

1

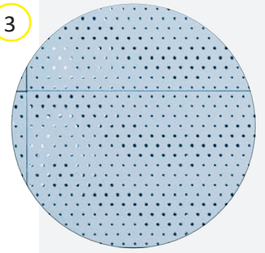
Canopy
Water repellent acrylic fabric is stretched to form a canopy over each individual charger.

2



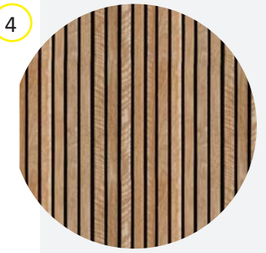
Canopy Structure
A lightweight, powder coated steel structure supports the canopy.

3



Shop Cladding
Perforated rainscreen cladding powder coated to provide a weatherproof high quality finish.

4



Shop Structure
Lightweight timber structure with timber batten cladding.

5.4 SUSTAINABILITY

Sustainable Strategy

SUSTAINABILITY IN DESIGN:

The proposed scheme will be designed and constructed to reduce energy demand and carbon dioxide emissions, in line with Manchester City Council's policies, notably:

Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development

Policy EN 5 Strategic Areas for low and zero carbon decentralised energy infrastructure

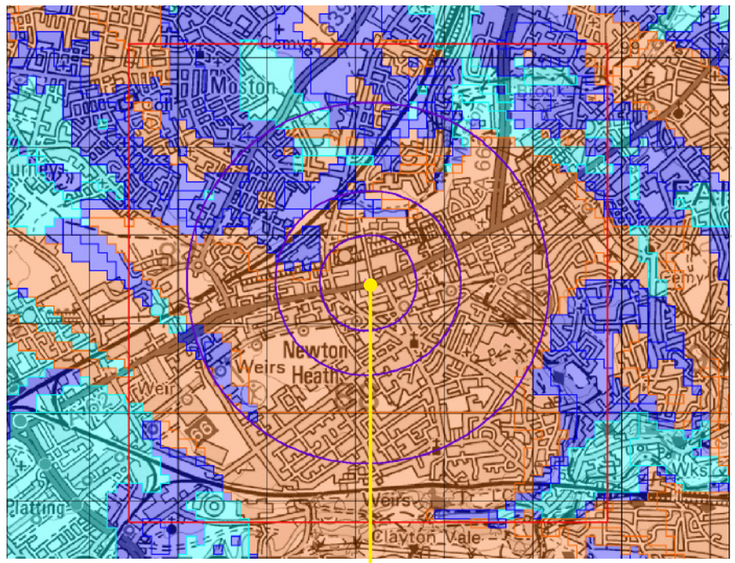
Policy EN 6 Target Framework for CO2 reductions from low or zero carbon energy supplies

5.5 BELOW GROUND

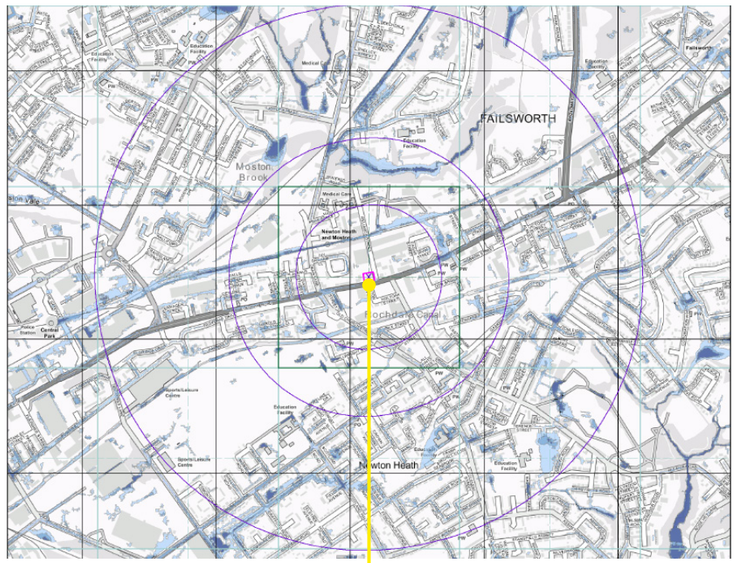
Ground Contamination

Refueling plinths & a Series of Manhole Covers

Potential Monitoring Well



Limited Potential for Groundwater Flooding



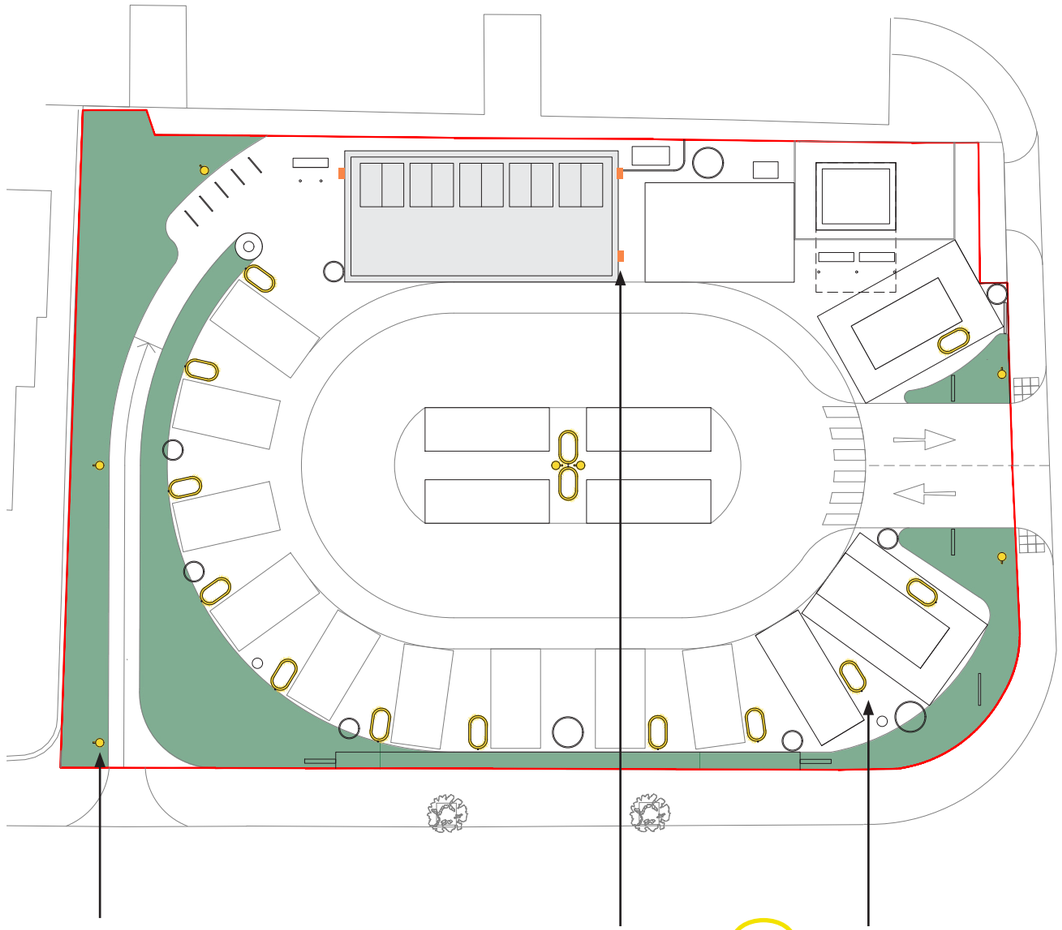
Low Risk of Flooding from Surface Water

Ground Contamination

- A geo-environmental risk assessment has been prepared by Delta Simons.
- The former use of the site as a petrol station, and the status of any underground storage tanks are potential sources of contamination.
- The assessment identifies that there is a low to moderate risk of soil/groundwater contamination and hazardous gas at the site.
- An intrusive site investigation has taken place to assess the potential for contamination and ground gases to impact on the proposed development. A Site Remediation Strategy has been devised to mitigate risks posed by the identified contaminants of concern.
- The site will be fully decommissioned with any UST's, interceptors and associated pipework removed.

5.6 SECURITY & LIGHTING

Secure Design



DIE-CAST ALUMINIUM LED LIGHTING COLUMN. EXAMPLE PRODUCT: STEON QUEY LED

HIGH PERFORMANCE ENERGY EFFICIENT SLIM WALL PACK LUMINAIRE. EXAMPLE PRODUCT: HARRIER LED, SUPPLIED BY STEON

HIGH PERFORMANCE ENERGY EFFICIENT LED TAPE. EXAMPLE PRODUCT: NEON FLEX, SUPPLIED BY STEON

Lighting

- The proposal has been designed to provide sufficient lighting to those using the site and EV chargers whilst ensuring there are no negative impacts of light pollution on the neighbouring residential properties.
- The proposed lighting focuses on the EV chargers, site entrance and pedestrian walkways, with the bays and charging areas designed to 150lux.

Directional lighting integrated within the canopies located above chargers, all luminaires to be 4000K (Cool White).

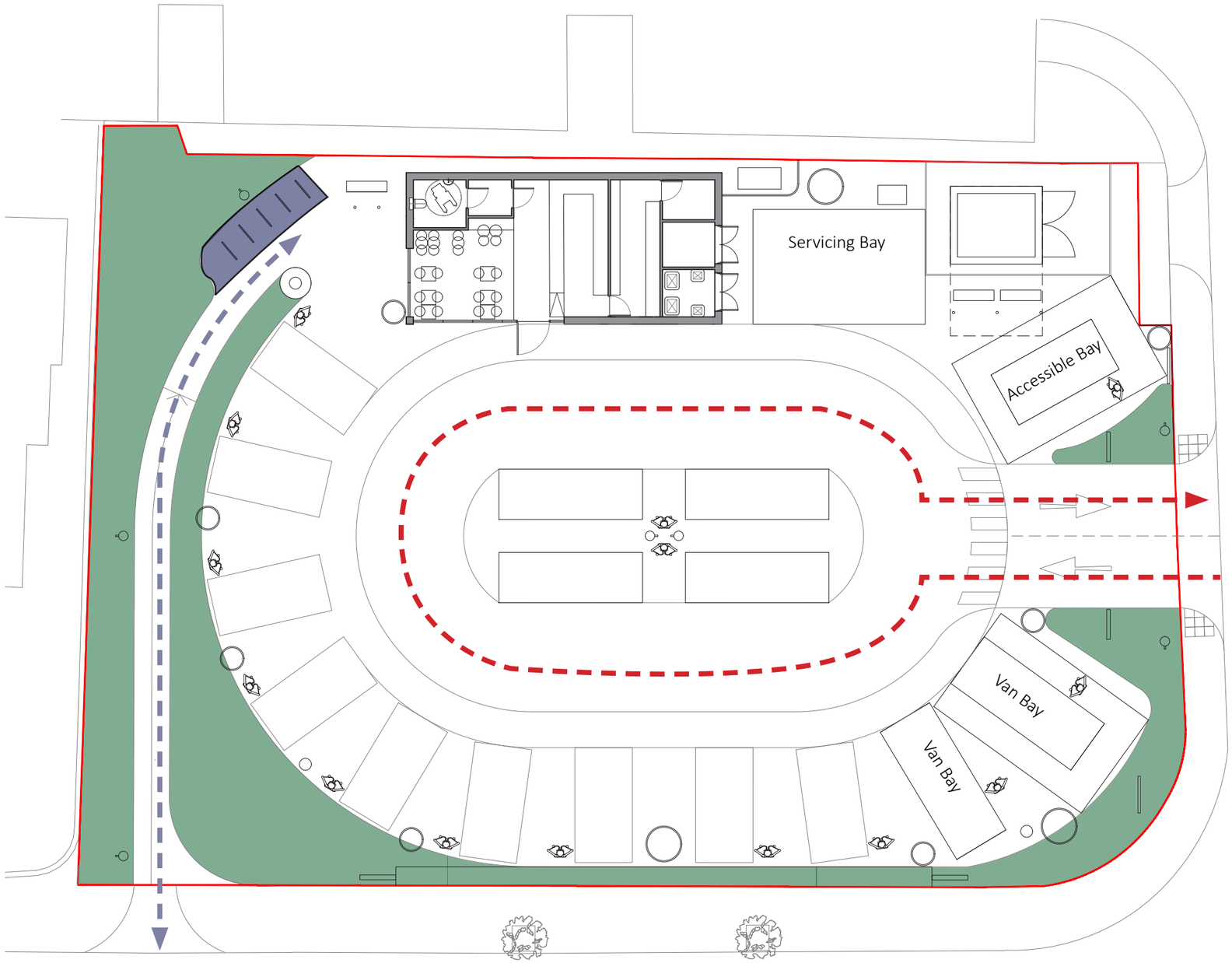
Security

- A Crime Impact Assessment has been prepared by Design for Security.
- The proposal will be for up to 24hr retail opening, allowing for a constant presence to reassure and advise users.
- This will be supported by security on site as required and or with patrols/response service from a security provider.
- Full coverage CCTV which will be able to be monitored on site and remotely.
- The Retail coffee shop and small retail space will not hold any significant cash beyond the daily cash float for change.
- Cash will be collected regularly and a time delay safe will be provided.
- All EV power transactions will be by card payment only at the terminals on the charger stations.
- ANPR will control unauthorised parking.

ARCHITECT THAT Be.EV Oldham Road

5.7 ACCESS STRATEGY

Proposed Bicycle and Vehicle Access

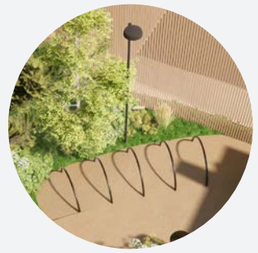


Vehicles

All spaces are PAS 1899 compliant and one space is a designated accessible bay set out in line with PAS 1899 Annex B requirements.

Access to the site is located on Reliance Street, and vehicles follow the central roundabout to enter parking spaces before exiting the site.

Bicycles



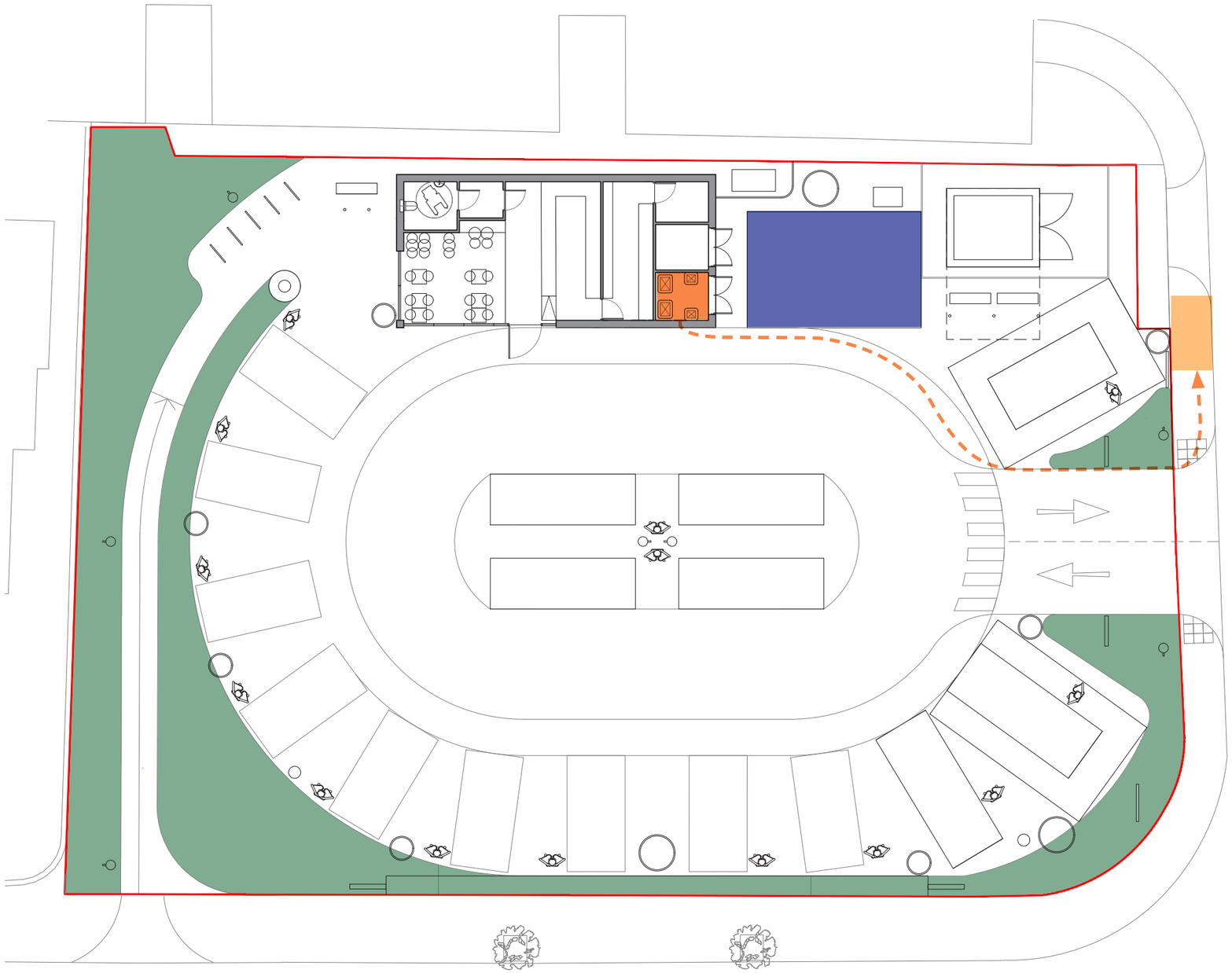
5 Sheffield loops are located to the north of the site, this provides 10 cycle parking spaces.

KEY

- PARKING SPACES
- VEHICLE ACCESS
- CYCLE PARKING
- CYCLE ACCESS

5.7 ACCESS STRATEGY

Proposed Refuse Strategy



Refuse

A bin store has been provided which meets the need for appropriately sized and located waste and recycling storage facilities for the commercial unit

2X 240L & 2X 140L Refuse bins are provided. 50% is designated for recycling. This provision is in line with MCC Standards of 5000l per 1000sqm for retail units.

Deliveries

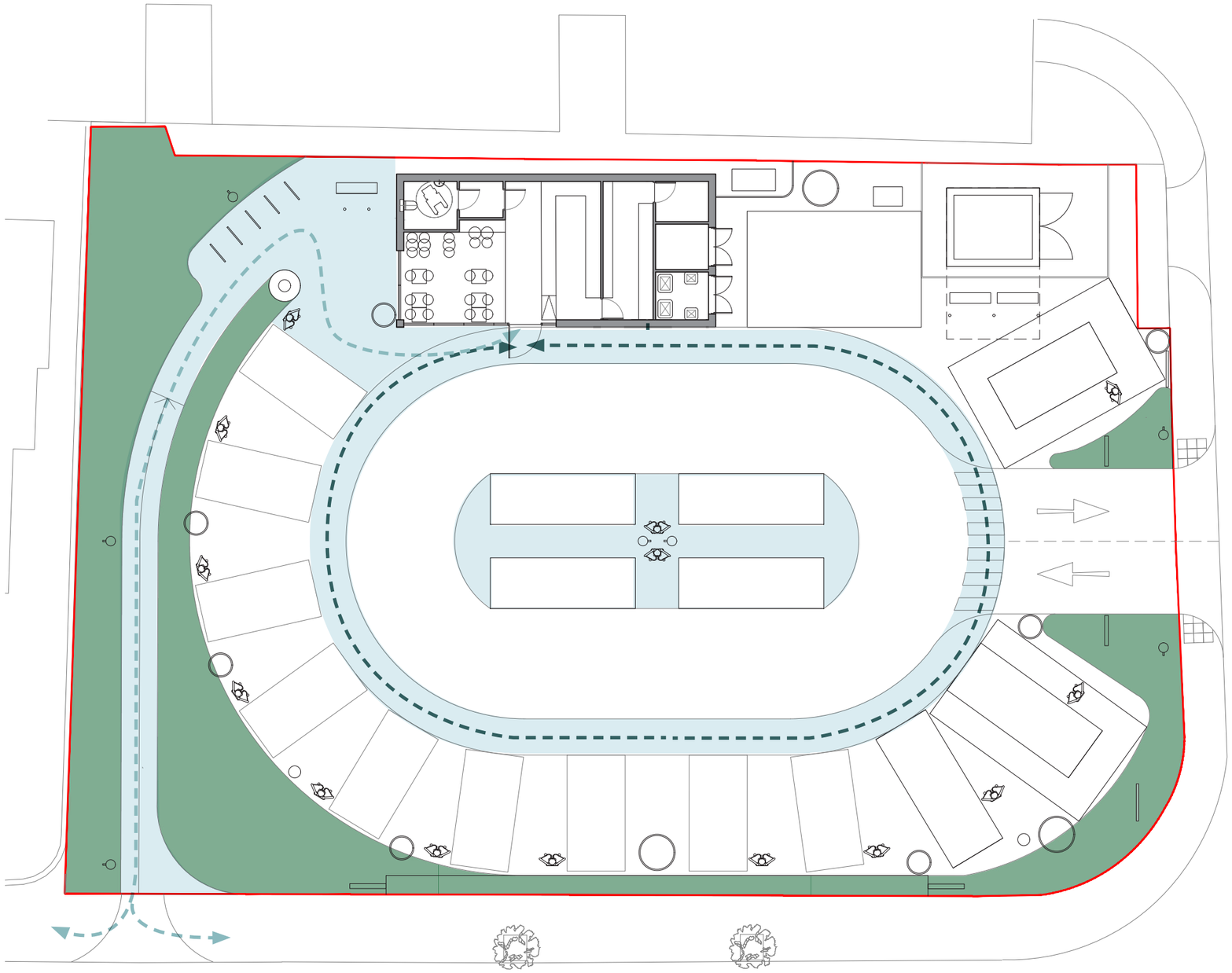
Deliveries will be undertaken from within the site, parking in the staff/servicing bays, for the duration of the servicing procedure.

KEY

- BIN STORE WITHIN BUILDING FOOTPRINT
- WASTE COLLECTION POINT

5.7 ACCESS STRATEGY

Pedestrian Access



Pedestrian Access

Level access is provided across the site, with pedestrians encouraged to use the 1.5m walkway.

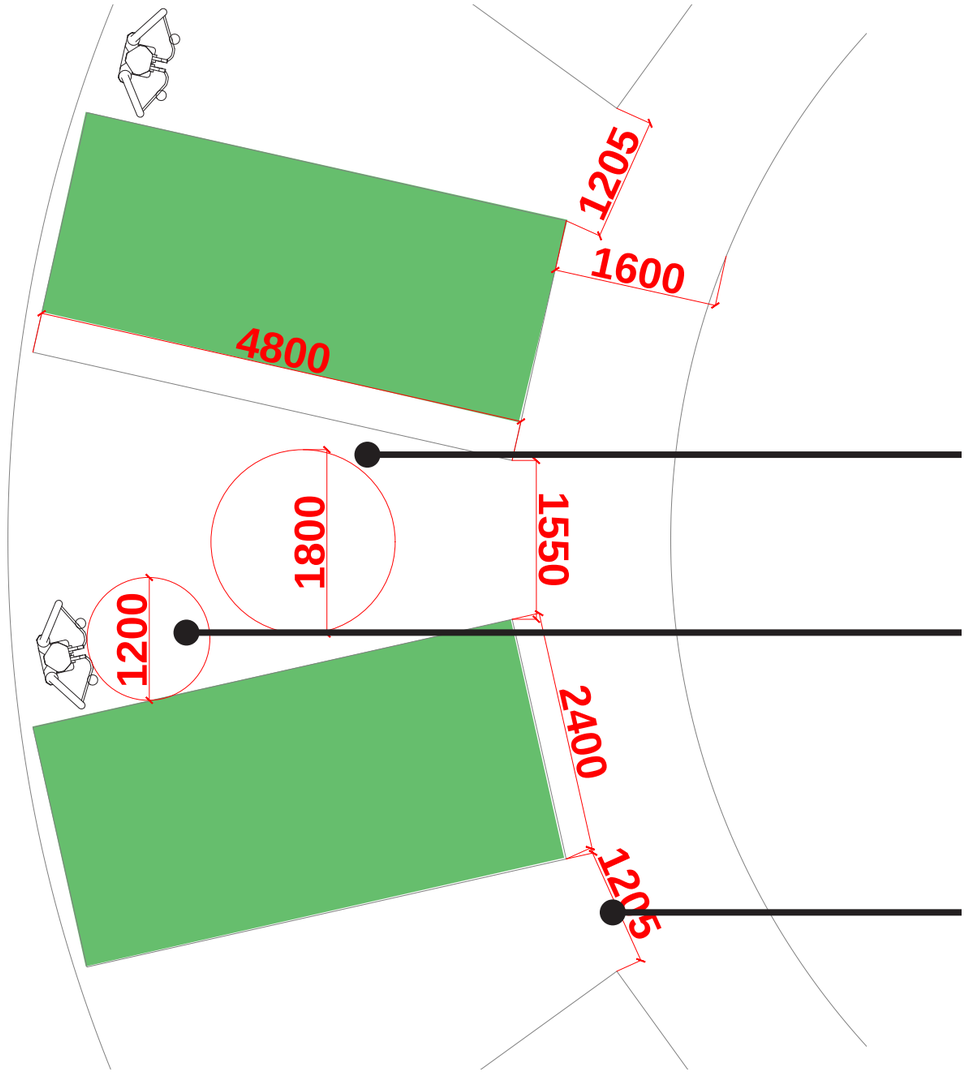
Tactile paving is provided at the revised vehicle access, this allows for safe pedestrian crossing movements across the site entrance.

KEY

- PEDESTRIAN AREAS
- PEDESTRIAN ACCESS ROUTE
- PEDESTRIAN ACCESS ROUTE FROM VEHICLE

5.8 PARKING SPACE DESIGN

Standard Bays



Each bay has been designed in line with the recommendations set out in PAS 1899:2022 as follows:

1800mm turning circle

"6.2 The minimum recommended spacing in front of chargepoints of 1200 mm is based on straight line travel past the chargepoint... a minimum space of 1800 mm would enable a wheelchair to turn through a 180° angle."

1200mm clear walkway to charger

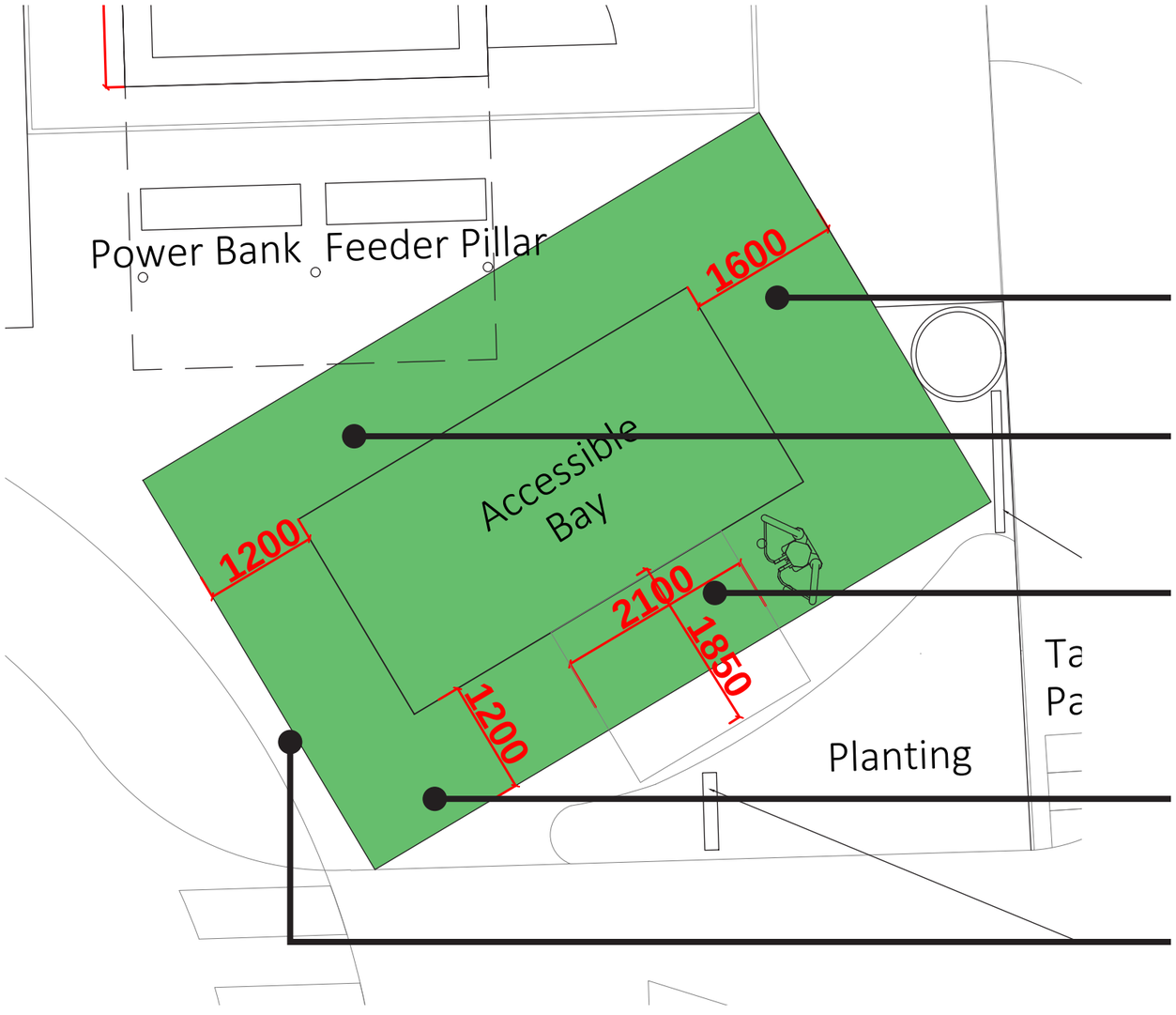
"6.2 A minimum space of 1200mm shall be provided in front of the points of access to all chargepoint components, enabling access space for straight line movement in front of and passed the points of access to chargepoint components."

Additional space between bays

"6.2 Whilst it is beyond the scope of this PAS to recommend increasing parking bay sizes or requiring spacing between bays, it is strongly recommended that these aspects are considered in the design of parking bays to improve accessibility. 900 mm spacing between bays is recommended as a minimum."

5.8 PARKING SPACE DESIGN

Accessible Bays



Each bay has been designed in line with the recommendations set out in PAS 1899:2022 as follows:

1600mm
"B.2.3.2 Marked access zone at front of parking space 1600mm minimum."

1200mm on either side of bay
"B.2.3.2 sufficient space on both sides of a parking space... with 1200mm spacing as a minimum and ideally 1600mm."

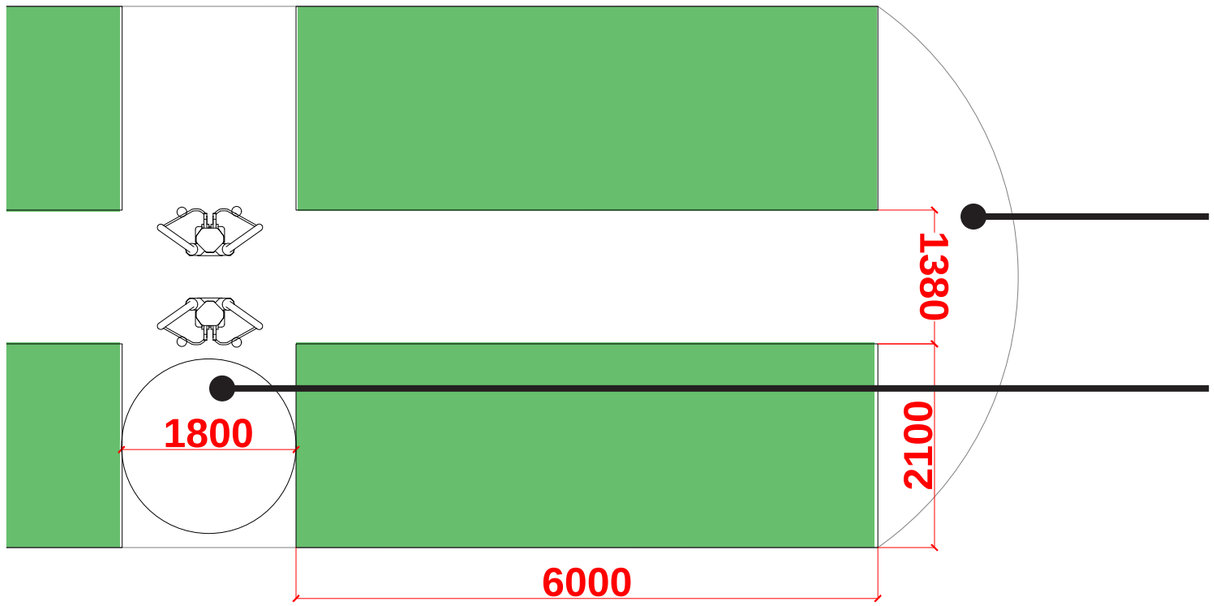
1850X2100mm access
"B.2.2 Additional space should be provided at the points of access to where a disabled person accesses the chargepoint components, such as providing a space of 1850mmx2100mm at the points of access to the chargepoint."

min. 1200mm front of point access
"6.2 A minimum space of 1200 mm shall be provided in front of the points of access to all chargepoint."

1200 mm
"B.2.2 1200 mm wide marked safety zone for boot access and cars with rear hoists outside the traffic zone."

5.8 PARKING SPACE DESIGN

Parallel Parking Bays



Each bay has been designed in line with the recommendations set out in PAS 1899:2022 as follows:

Additional space between bays

"6.2 Whilst it is beyond the scope of this PAS to recommend increasing parking bay sizes or requiring spacing between bays, it is strongly recommended that these aspects are considered in the design of parking bays to improve accessibility. 900 mm spacing between bays is recommended as a minimum."

1800mm turning circle

"6.2 The minimum recommended spacing in front of chargepoints of 1200 mm is based on straight line travel past the chargepoint... a minimum space of 1800 mm would enable a wheelchair to turn through a 180° angle."

5.9 AREA SCHEDULE

Provision of EV Charging and Commercial Space

MIX OF EV CHARGING SPACES	NUMBER OF SPACES
STANDARD EV CHARGING BAYS	13
VAN COMPLIANT BAYS	2
ACCESSIBLE BAYS	1
TOTAL SPACES	16

AREA SCHEDULE	AREA
SITE AREA	1361 M2
COMMERCIAL GIA	72 M2

ARCHITECT

that

DOCUMENT PRODUCED BY ARCHITECT THAT