



MSP Denmark Road - EVC Note

June 2024

Introduction

As part of the Denmark Road decision notice for the continuation of the use of the land as a temporary surface car park for a period of 4 years (136942/FO/2023), a set of conditions have been stipulated by Manchester City Council. In particular, this note is to address the below condition:

3) Within 28 days of the permission hereby granted, details of the measures to allow for the provision of electric vehicle charging points shall have been submitted to the City Council as Local Planning Authority for approval. Within three months of the issuing of a decision notice on the approved details, they shall be made available for use and be retained thereafter for the lifetime of the temporary use.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

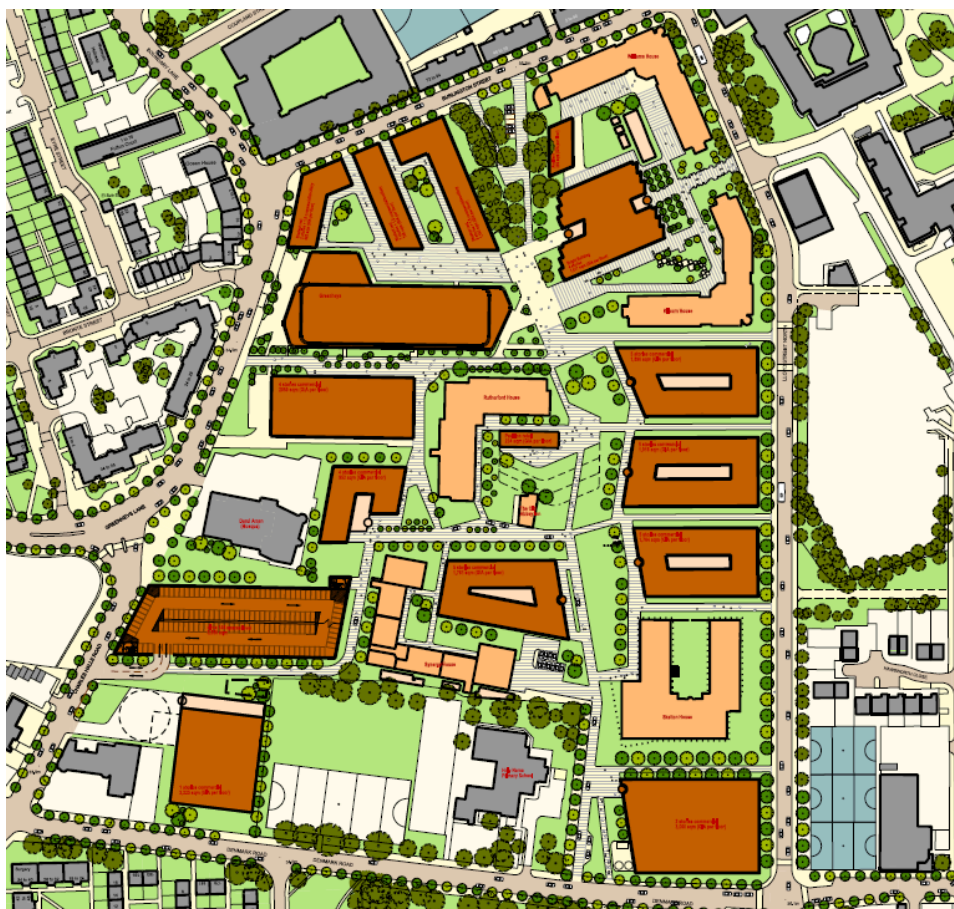
This note addresses the following points:

1. The context of the wider Manchester Science Park (MSP) parking strategy
2. Operational rationale behind the preferred position
3. Specification and number of EVC's to be provided
4. Delivery programme
5. Conclusion

1. Overview of the wider MSP Parking Strategy & Masterplan

Manchester Science Park encompasses a c19 acre site with 10 buildings, all of which fall under the ownership and control of Bruntwood SciTech as the majority shareholder in Manchester Science Park. This enables Bruntwood SciTech to maintain a long term and holistic view of the park and its evolution including the provision of surface car parking to ensure customer needs are met and that the park continues to meet Greater Manchester's Framework Travel Plan targets.

As part of the long term vision for Manchester Science Park and the MSP SRF (as seen below), the intention is to provide a multi storey car park which will provide additional and a more permanent provision of car parking to facilitate the delivery of the whole SRF as well as the required level of EV charging points.



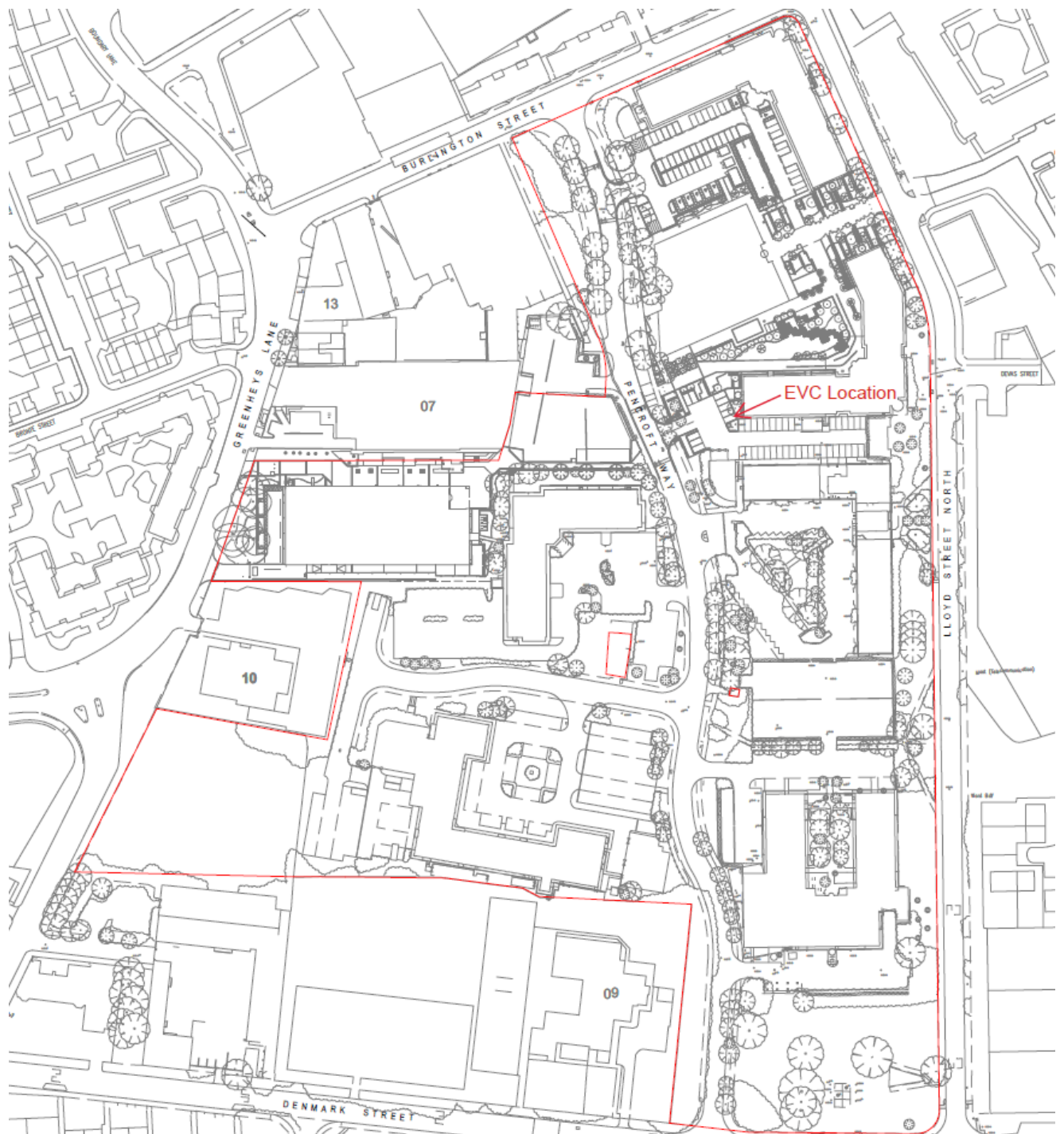
MSP Masterplan - Latest SRF Position

The current area that the Denmark Road car park occupies reflects a commercial development plot in the SRF and MSP masterplan and therefore the capex required to deliver EV charging points in this location will be superseded in four years time once the condition stipulating the car park use lapses.

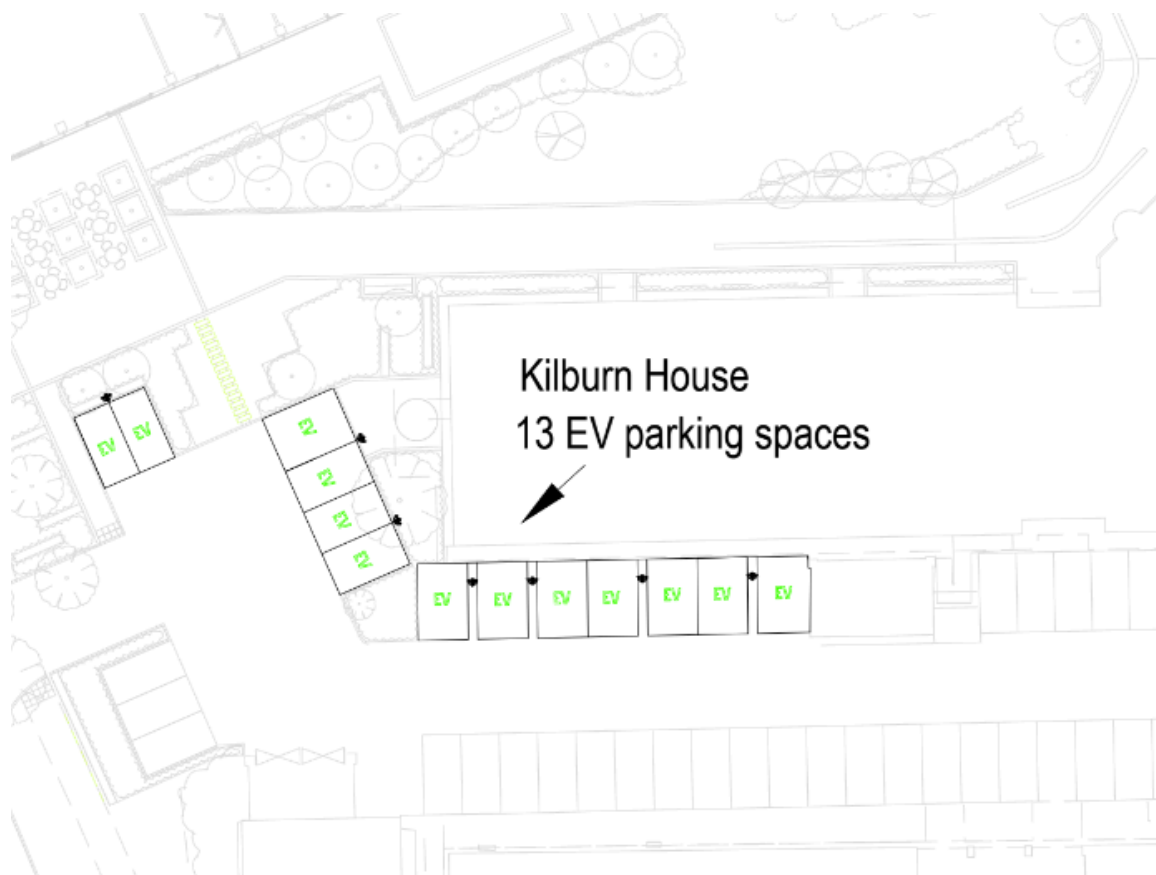
As an alternative, our preference is to deliver the required level of EV charging points within permanent locations within MSP nearby existing infrastructure to promote the sustainability and longevity of the offer.

To inform this note, we have spoken with potential suppliers of the EV chargers as to the ability to move the charging points in four years time, however we have been advised that this is not possible. This means that the cost to deliver the EV chargers at Denmark Road has the benefit for four years only with implications from a sustainability perspective as there is zero second hand use and will require cabling and charging points to be extracted.

The preferred location on MSP is by Kilburn House as this area provides a long term and permanent solution within the MSP masterplan and SRF as this area will not be redeveloped. By providing EV charging points within MSP by Kilburn House we believe that this will be more beneficial to the current MSP customers given its central location on the park and as a result will be more accessible (plans shown below).



MSP car parking plan with proposed EV charger location at Kilburn House



More detailed plan of the proposed EV chargers at Kilburn House

2. Operational rationale

From an operational perspective, we will be installing one pay and display machine, removing the ingress and egress barriers and adopting an ANPR system at Denmark Road to ensure the car park is being utilised by MSP customers. By introducing EV charging points at Denmark Road, it will cause significant operational difficulties ensuring the EV spaces are only used by EV cars, the car park management company will also not be able to monitor the difference between EV cars using the charging points in Denmark Road opposed to cars required to pay to park and therefore it will be very challenging to monitor. The result will be that EV owners will be required to pay the EVC supplier to charge their car and SIP (Denmark Road car parking management company) to park on Denmark Road.

The EV chargers at Kilburn will be open for all MSP customers to use on a first come first serve basis, they will be charged directly by the EVC supplier for the time they are in use. The supplier also has provisions in place to charge a premium rate once the car is fully charged which will act as an incentive to move the car out of the EVC space. Communications will be sent out to all MSP customers to update them of the additional EV provision on site and signage will be made available to provide direction to the EVC hub.

We have specified 13 EV chargers - 6 twin 7kW and a single 22kW. The fast charger provides a significant benefit by allowing 3 or 4 cars to be charged throughout the day, compared to the 7kW unit, which typically takes a full working day to charge a car. Offering a fast charger will likely attract more customers to use the EV spaces as it provides greater flexibility to customers. However, due to our power supply agreement with ENWL, we are unable to install any additional 22kW units. The current power capacity must be shared among all charging points, limiting our ability to support more high-power chargers.

3. Specification and Quantity of EV chargers

Specification:

- The Twin 7kW units are floor mounted posts, bolted to the floor in between two car parking spaces. Each will have two sockets, named A and B, and has the capability to deliver energy at 7kW to two cars simultaneously. This equates to the delivery of up to 30 miles of range per hour to two cars at the same time.
- The Twin unit is made of reinforced steel and always comes with a floor mount guard in order to withstand a potential driver reversing their car into the unit. The supplier will make the decision as to whether to bolt them directly to the car park floor, or to put them on a concrete base, which might be necessary if the floor is uneven.
- The single 22kW unit will follow a similar installation as the twin 7kW but has the capability to fully charge a car in 3-4 hours.

Number of EV chargers:

- 13 EVCs across 6 twin units at 7kW and one stand alone unit at 22kW.

4. Delivery Programme

- Kilburn House - To facilitate the EV charges we are needing to bring in new power to the site, after liaising with ENW we have been provided with the following timescales. We are due to formally submit a request for the power in due course.
- Overall delivery programme of six months:
 - ENW Lead Time - 12 weeks
 - ENW Works - 3 weeks
 - General Civil Works - 3 weeks
 - EVC Installation - 3 weeks

5. Conclusion

The provision of 13 EV charging points at Kilburn House is considered to be the most suitable option from a sustainability, implementation programme and operational perspective. In addition, providing EV chargers at Denmark Road reflects a temporary solution ahead of the delivery of the SRF masterplan at MSP.