ARCHITECT

that

Be.EV

Reliance Street Design and Access Statement

May 2023_Rev A

ARCHITECT THAT

Be.EV Reliance Street

MAY 2023

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1.0 PRIMARY BRIEF

- Redevelop disused site.
- Provide Electric Charging for 16 vehicles, including van-suitable spaces, accessible spaces and staff parking.
- 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

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.

This planning application follows three pre-application meetings with Manchester City Council, and addresses the advice and action points received from the Council.

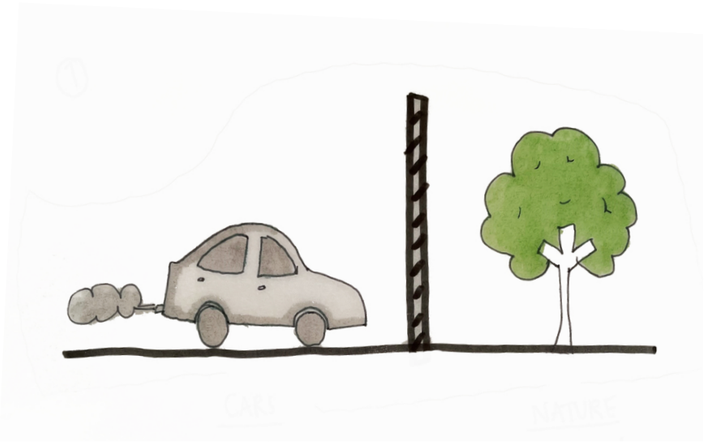
2.0 THE STORY

2.1 Conceptual Container

2.2 The Story

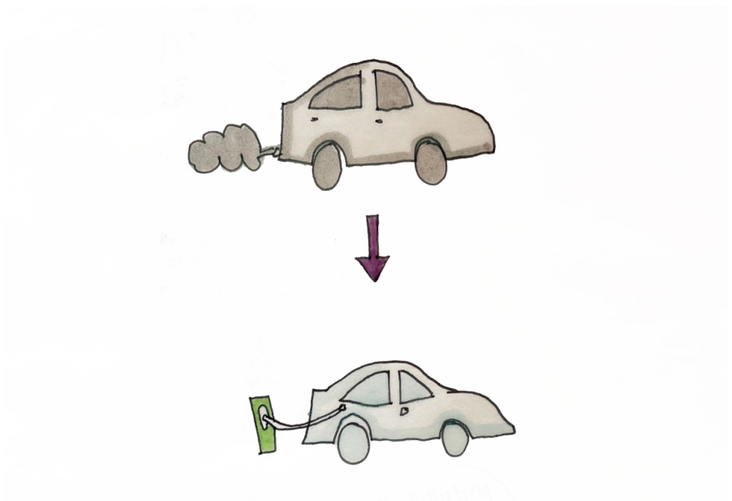
2.1 CONCEPTUAL CONTAINER

Be.EV Oasis



CARS
Polluting
Dirty
Noisy

PARK
Peaceful
Relaxing
Nature



EV
NOT Polluting
NOT Dirty
NOT Noisy



1- Current Situation

Cars and Parks/Nature are seen as two separate elements which don't go together.

2- Introduction of the EV

3- The Future

Be.EV Oasis

The electric vehicle changes how we can use our public spaces, and electric charging can facilitate the change.

2.1 CONCEPTUAL CONTAINER

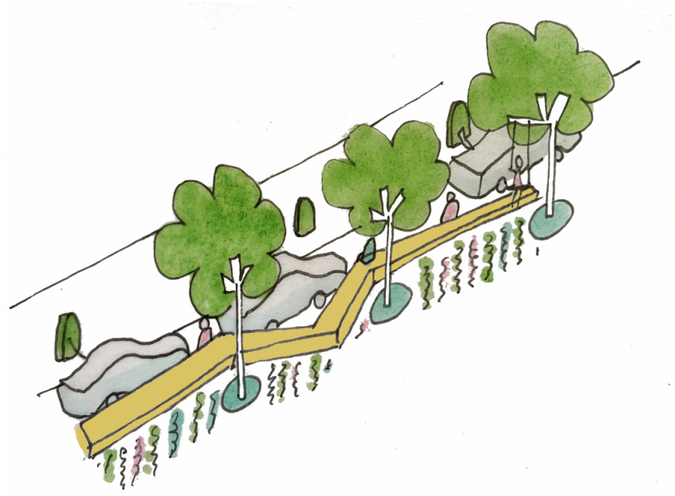
Be.EV Oasis



DWELL MICRO Car-PARK

1- The Individual Charger

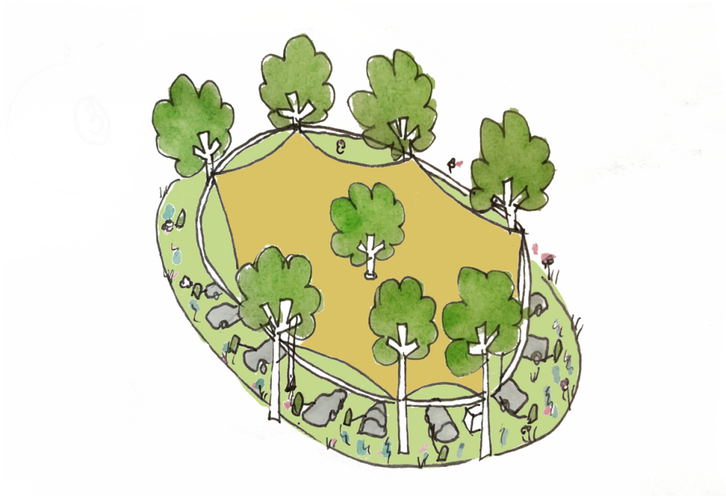
Rapid charge points are an opportunity to introduce urban greening and improvements to the public realm.



DWELL MESO Car-PARK

2- The Charging Bank

The introduction of greenery provides an added community benefit to local people.



ON-THE-GO MACRO Car-PARK

3- The Oasis

An EV charging oasis is created using trees as an integral part of the design, a sustainable approach which creates an urban oasis.

2.2 THE STORY

Mission, Vision and Values

Mission

- Our mission is to expand the EV charging network in a way that communities can be proud of.
- The significance of outdoor spaces, of re-connecting with nature and of allocating time to re-charge our personal ‘batteries’ for a sense of wellness has been sharply illustrated by the experience of Covid/lock-down.
- Whether you are working, with the kids, or just need a ten minutes break in a natural setting, a regular local or a one-off visitor passing through, we aim to provide a distinctly designed natural EV Oasis a local attraction for both cars and people to re-charge!
- We will be introducing the greenery of an Oasis that a car park usually takes away, to each of our charging Oases, however large or small in scale.

Vision

- Our vision is for a strong, locally focused national network of EV chargers which are both future proof and space-concious, each with its own green space on the micro, meso and macro scale that enhances the environment for both people, wildlife and the planet.

Values

- We are passionate in our goal for sustainability whilst simultaneously being socially responsible.
- We aim to work with local socially responsible groups and environmental focused charities to identify both what is needed locally and how to express local characteristics in the design of the EV Oasis and additional provisions that accompany the EV charging points.
- We aim to research, innovate and collaborate to achieve best practice in the field of community focused spaces that are also venues for our charging points.
- We are passionate about the potential power of a network of EV charging points/ EV Oases that are designed to transform their immediate urban and social environments.
- We see the EV Oasis as a way to achieve local and widespread, environmental, social and economic benefits.

3.0 SITE AND CONTEXTUAL ANALYSIS

3.1 Site Location

3.2 Contextual Analysis

3.1 SITE LOCATION

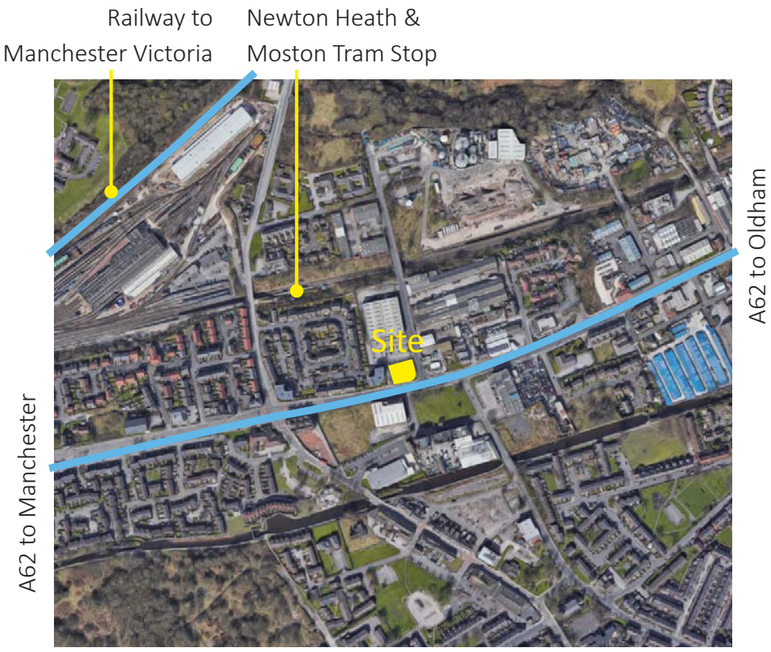
Area Maps



CITY: MANCHESTER



LOCAL WARD: MILES PLATTING & NEWTON HEATH



LOCAL CONTEXT

3.1 SITE LOCATION

Aerial Views



SOUTH AERIAL



EAST AERIAL



NORTH AERIAL

3.1 SITE LOCATION

Aerial Views



SITE FROM RELIANCE STREET



CORNER OF SITE

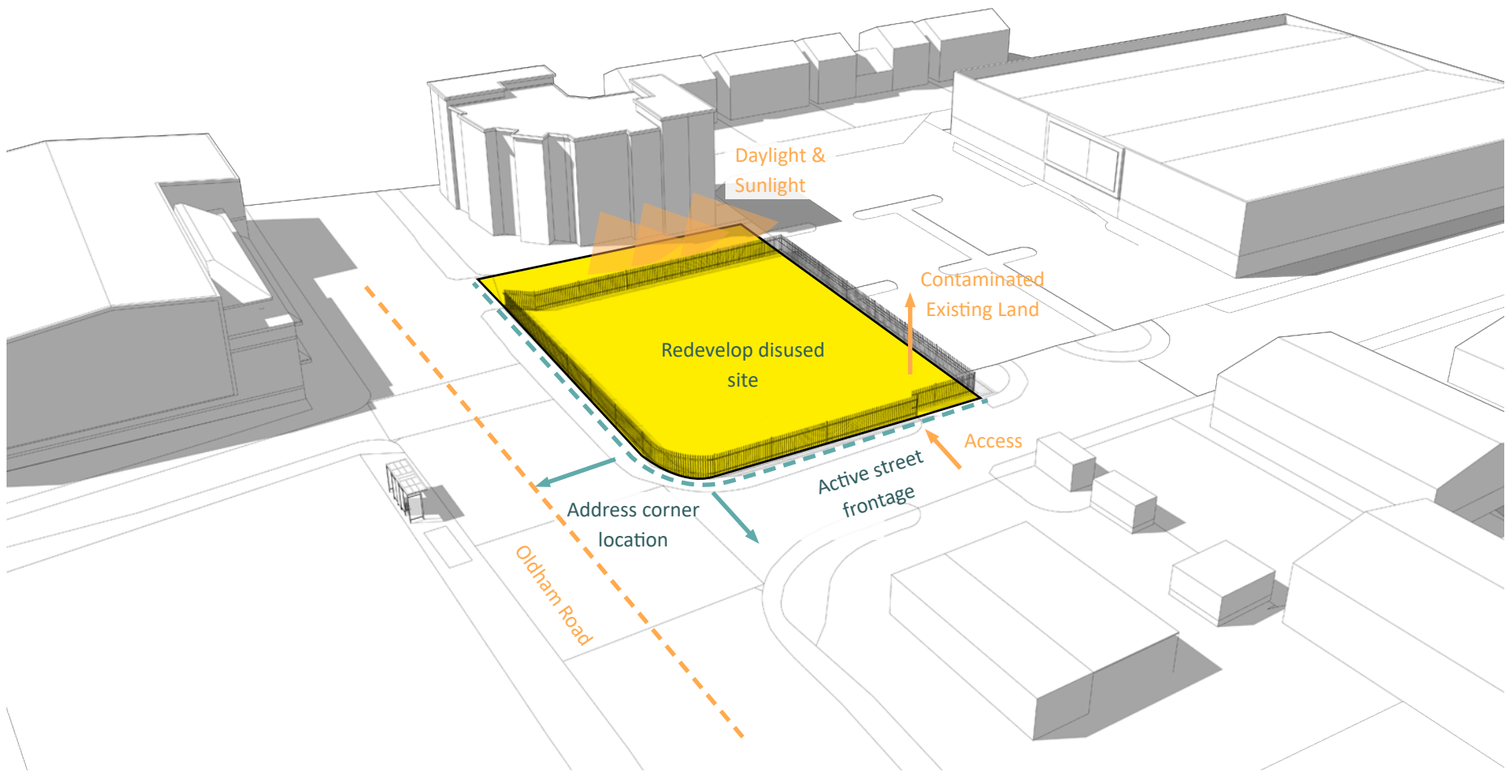


SITE FROM OLDHAM ROAD

3.2 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.

4.0 PLANNING HISTORY

4.0 Summary of Planning History

4.1 Pre-application - Summary of Design Changes

4.2 Current Application - Summary of Design Changes

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4.0 SUMMARY OF PLANNING HISTORY

Summary of previous applications



PRE-APPLICATION 1

Meeting Date: 23rd March 2022

Summary of proposal:

- 14 EV Charging spaces
- 135sqm retail space
- Site area 1095sqm



PRE-APPLICATION 2

Meeting Date: 12th July 2022

Summary of proposal:

- 16 vehicle spaces in total
- 3 combustion spaces
- 135sqm retail space
- Site area 1095sqm



PRE-APPLICATION 3

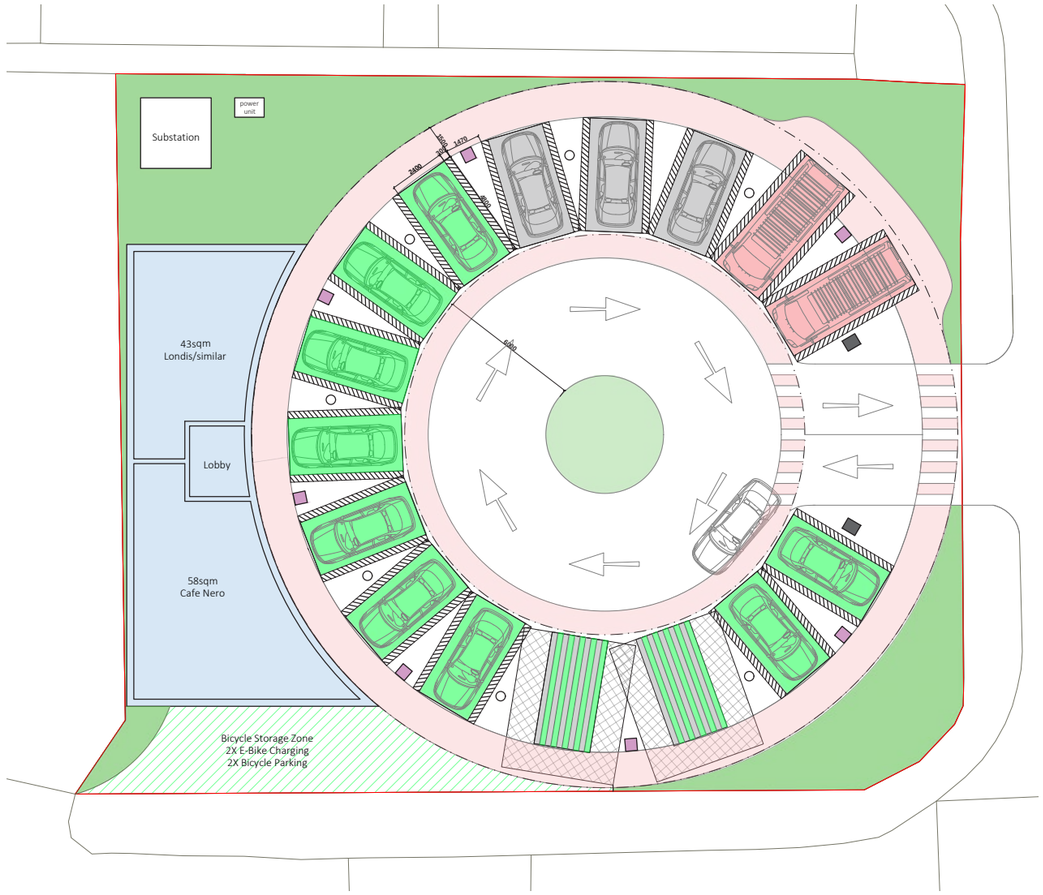
Meeting Date: 6th October 2022

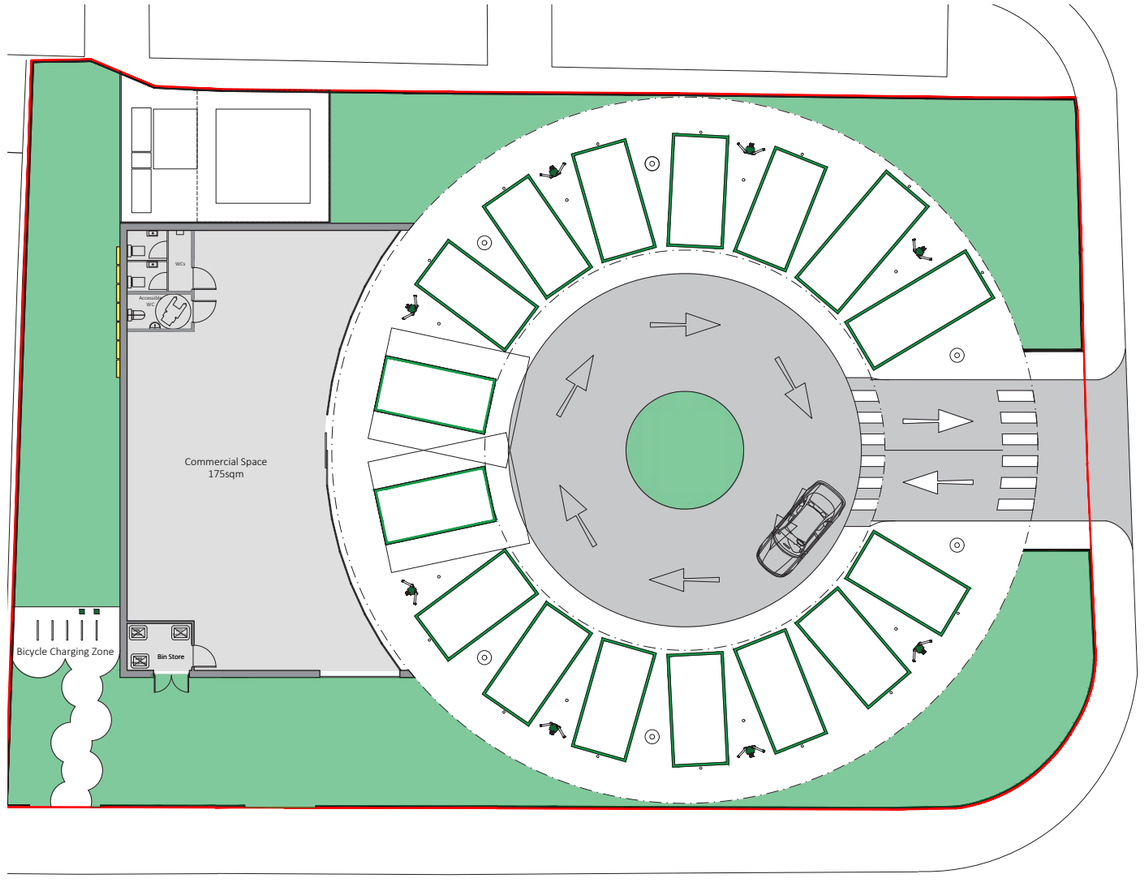
Summary of proposal:

- 16 EV Charging spaces
- 175sqm retail space
- Site area 1377sqm

4.1 PRE-APPLICATION - SUMMARY OF DESIGN CHANGES

October, during pre-application following discussions with Manchester City Council:





SITE LAYOUT CHANGES:

- Adjusted site boundary to include the strip of land to the west of the site, preventing the disused strip of land being abandoned.
- Adjusted site layout to increase separation between Reliance Street and parking spaces.
- Increased size of the commercial space to create a more meaningful commercial provision.
- Removed combustion spaces to create an EV charging destination.
- Revised bicycle and e-bike storage/charging zone.

4.1 PRE-APPLICATION - SUMMARY OF DESIGN CHANGES - ACTION POINTS

October, during pre-application following discussions with Manchester City Council:

Planning Consideration	Summary of Response	Action Taken	Drawing Reference
Site Selection Process			
Site Choice	It was not clear why this particular site has been chosen for the proposal.	Be.EV presented in pre-app 2 the site selection process noting that Be.EV use GIS data to map various layers of information, including: driveway/off street parking availability; on street footpath/pavement width analysis; location of existing EV charging hubs; potential public/council owned assets with potential for EV charging points; isochrone catchment areas to identify future suitable sites. The mapping data is approximately 95% accurate and seeks to expand the network equally across the full Greater Manchester area. Reliance Street has been identified as a suitable site to explore given its former use as a petrol station; the positioning on the trunk road and the equal distance of the site between Manchester City Centre and the M60.	Iduna Demand Model Methodology
Impact of Ancillary Retail Space			
Combustion Vehicles	Queried the introduction of combustion vehicles and noted that if the combustion car parking was primarily aimed at the staff, then measures should be put in place through a Travel Plan to support staff travelling via public transport / cycling and not relying on cars .	No combustion parking provision.	
Combustion Vehicles	How will combustion vehicles be prevented in order to prioritise EV cars?	Recent behaviour indicates that with clear signage, the general public respect these restrictions and there is also the potential to install ANPR cameras in close proximity to the sites main access and egress so parking restrictions can be enforced to ensure that there is sufficient EV capacity to meet demand.	
Design			
Sound	How will noise be controlled	The detailed noise impact assessment demonstrates there will be no adverse impact on the neighbouring residential properties from the site use.	Noise Impact Assessment
Lighting	What is the extent of lighting	Lighting will be directional towards the site, as demonstrated in the lighting plan.	Technical Strategy - Lighting Design

4.1 PRE-APPLICATION - SUMMARY OF DESIGN CHANGES - ACTION POINTS

October, during pre-application following discussions with Manchester City Council:

Sustainability	Comments regarding biodiversity/net carbon which are relevant to the scheme.	The design has been developed further with the input of a landscape designer, ecologist and an an energy and sustainability consultant. Implementation of green roofs and planting to increase biodiversity and introduction of battery storage to assist with powering the commercial space.	Technical Strategy - Sustainability
Sustainability	What is the energy/power source for the site, this should fit into the green narrative.	All energy supplied on site by Octopus energy from renewable energy sources.	
Highways			
Vehicle Usage	Concerns in relation to vehicles potentially queuing upon entry and clarity sought on trip length.	Detailed transport analysis of site usage rates and trip length demonstrates suitable levels below the threshold of (30 vehicles per/hour) these rates have been accepted by TfGM.	EAS pre-app letter
Site Access	Tactile paving for pedestrian crossing movements would be required at the revised vehicle access.	Tactile paving is required as suggested	Landscape Plan
Pedestrians	Clarity required for pedestrian access to commercial facility.	Entrance introduced to the commercial space from Oldham Road.	Technical Strategy - Pedestrian Access Plan
Comments Received from Newton Heath and Miles Platting Councillors			
Entrance to retail unit from Oldham Road	Concerns that the door proposed on the retail unit facing Oldham Road would encourage passing traffic to pull over and use the shop. Requested that additional planting is introduced between the retail unit and Oldham Road.	This entrance has been removed from the proposal and further greenery has been introduced across all site boundaries.	Proposed Plan
Alcohol License	Councillors stated that they would oppose the shop having a alcohol license.	No alcohol license will be sought.	
Outdoor seating	Councillors stated that they would prefer the site not to have outdoor seating.	Outdoor seating removed from proposal.	Proposed Visuals
Traffic	Requested that a 'Give Way' sign is installed at the site exit and requested whether there could be investment into junction improvements at Oldham Road/Reliance Street.	Give Way' sign to be installed, as well as 'Keep Clear' markings at the site egress and centreline along Reliance Street to be refreshed.	Proposed Visuals

4.2 CURRENT APPLICATION - SUMMARY OF DESIGN CHANGES

Summary of changes following discussions with Manchester City Council:





DESIGN AMENDMENTS:

1. Council requested adjustment to boundary treatment, previously proposed timber knee-rail replaced by robust black powder-coated edging to landscape.
2. Council requested trees are introduced in existing empty tree pits along street frontage.
3. Clarity sought on proposed materiality, this is confirmed as timber battens and zinc cladding.
4. Crime Impact Assessment suggested the relocation of cycle parking to be more visible, no longer sat behind commercial space.
5. Dual charging posts replaced by individual chargers to improve user experience.

5.0 THE PROPOSAL

5.1 Site Plans

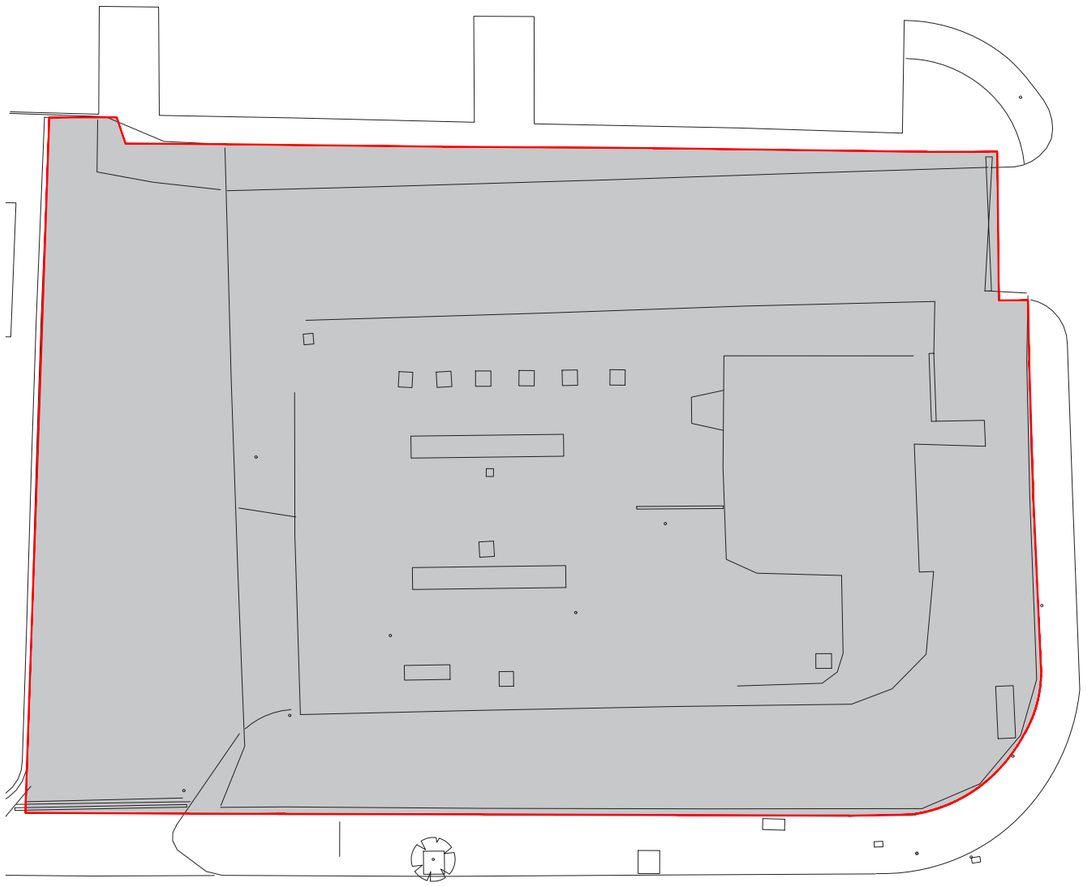
5.2 Proposed Elevations

5.3 3D Views

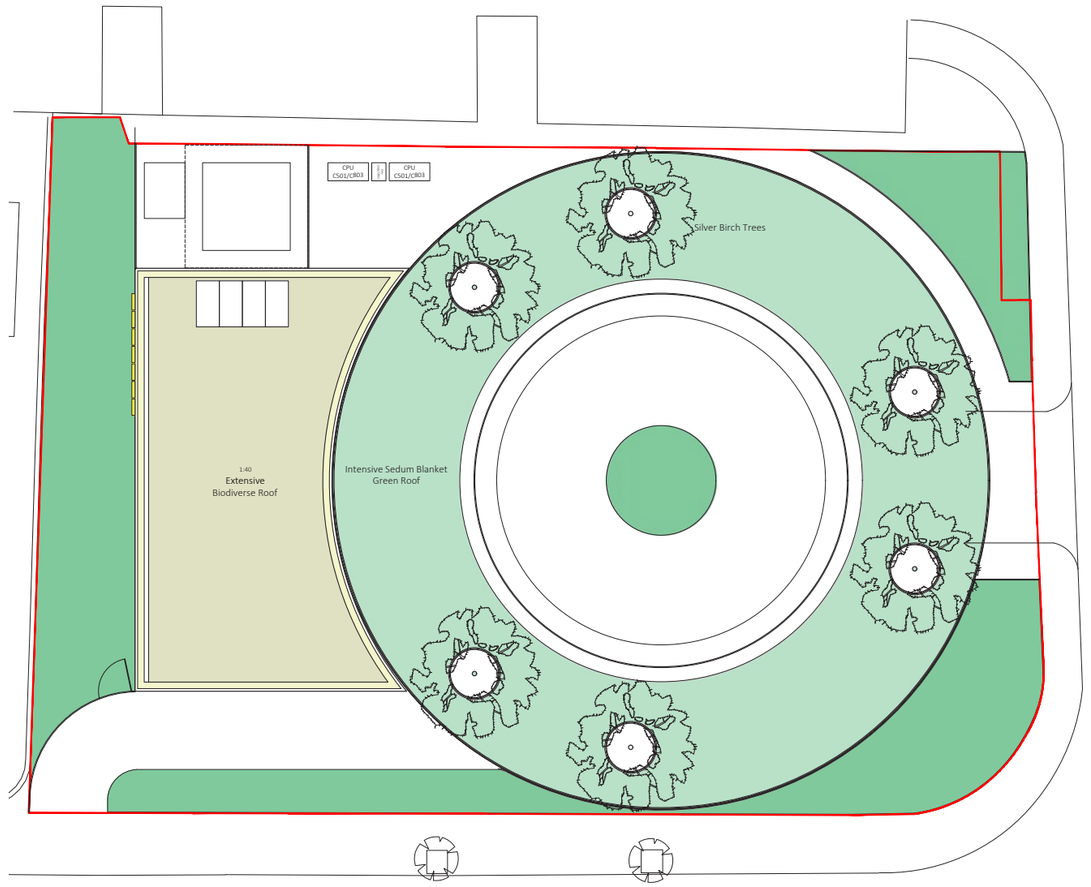
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5.1 SITE PLANS

Existing Vs Proposed Plan



Existing Site Layout



Proposed Site Layout

5.1 SITE PLAN

Proposed Site Layout



5.2 PROPOSED ELEVATIONS

Street Elevations



Oldham Road Elevation



Reliance Street Elevation

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5.3 3D VIEW

Aerial View



5.3 3D VIEW

Side View

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5.3 3D VIEW

Site Entrance



5.3 3D VIEW

Close Up

6.0 TECHNICAL STRATEGY

6.1 Impact on Neighbours

6.2 Landscape Strategy

6.3 Materiality

6.4 Sustainability

6.5 Below Ground

6.6 Security & Lighting

6.7 Access

6.8 Parking Spaces

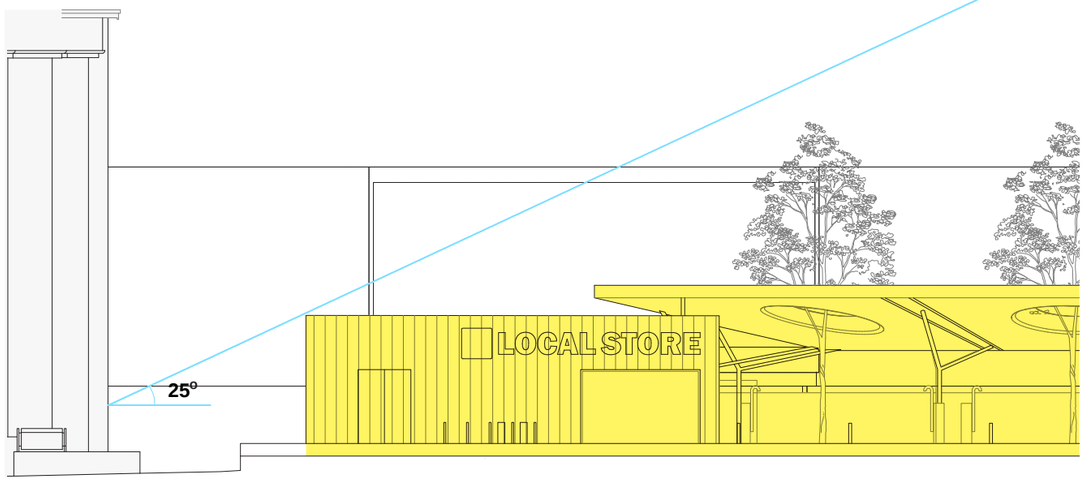
6.9 Area Schedule

6.1 IMPACT ON NEIGHBOURS

Daylight & Sunlight & Outlook

Proposed Redevelopment Site | Existing Context

25° from opposing window





Light

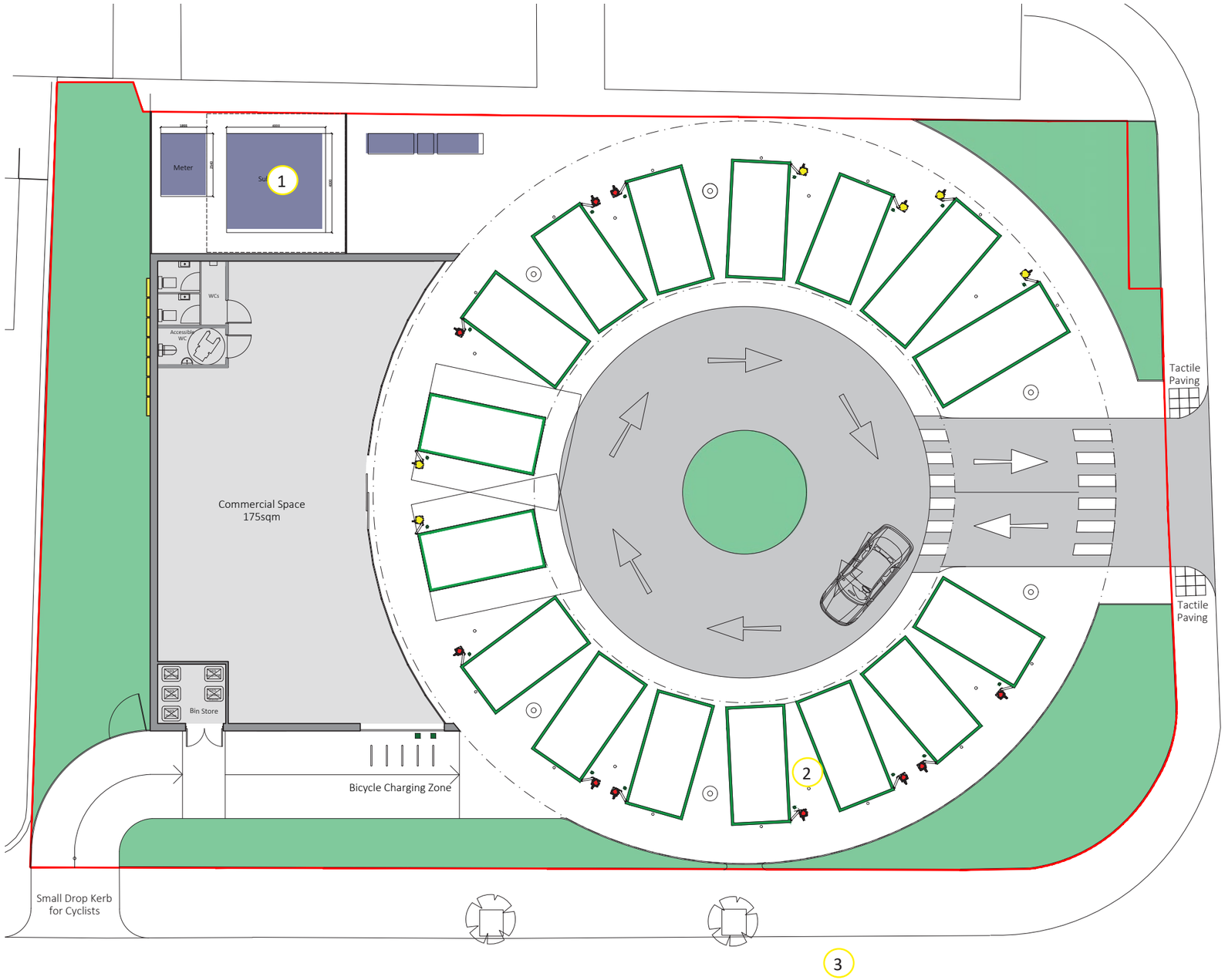
BRE Rule of Thumb Daylight and Sunlight shows the development should create no unacceptable impact on neighbouring properties access to light.

Outlook

The proposed development improves outlook for neighbouring residents who currently overlook a discussed and unmaintained site. Screening will be provided to the substation, and planting will be introduced along the site boundary.

6.1 IMPACT ON NEIGHBOURS

Acoustics



Acoustics

- A full Noise Impact Assessment has been prepared by Delta Simons which demonstrates that the proposal has no adverse noise impacts.

1. 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).

2. Assessment of LAFmax noise events associated with vehicle door slams has shown that predicted noise levels at the receptor would not exceed internal noise level criteria. Therefore, impacts are considered to be negligible.

3. Impacts from road traffic noise are considered to be negligible.

KEY

FIXED PLANT

6.2 LANDSCAPE STRATEGY

Proposed Boundary Landscaping and Materiality across the site



1



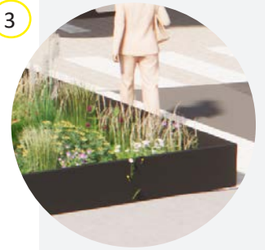
Hard Surface
Small unit block paving setts laid radially. In contrasting colour/finish between vehicular and pedestrian areas.

2



Wildflower Planting
Planted boundary between retail unit and neighbouring residential properties to increase site biodiversity.

3



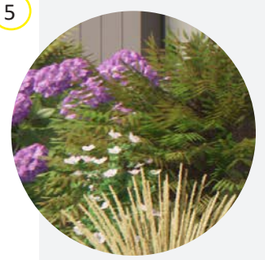
Boundary Treatment (Oldham Road Reliance Street)
Black powder coated aluminium edging to landscape and site, providing a robust and defined site boundary.

4



Boundary Treatment (Neighbouring car park)
1.8m timber batten fence to neighbouring car park, to match canopy underside and shop facade.

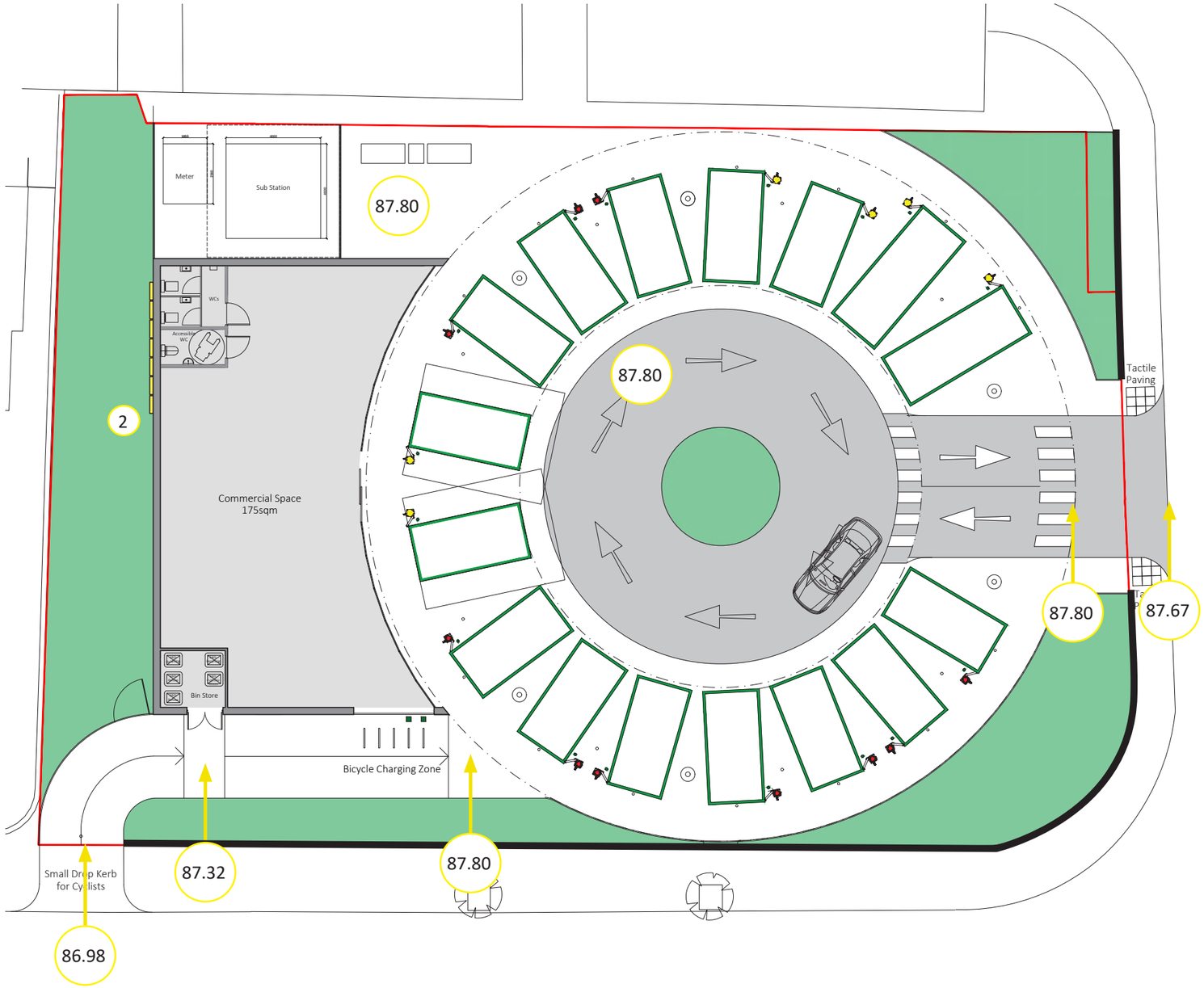
5



Planting
Mixed planting including herbaceous perennials, shrubs and grasses.

6.2 LANDSCAPE STRATEGY

Site Topography and Levels



Site Topography

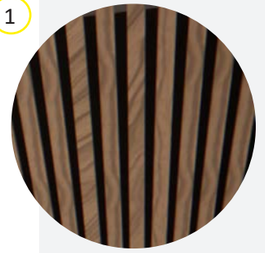
- Site levels are related to Ordnance Survey OSGB15.
- The site is levelled at 87.80 metres to provide access from the highway at Reliance Street.
- The pedestrian and bicycle access provided from Oldham Road is at a gradient of 1:20 and satisfies the requirements of M1 & M2.
- The black boundary treatment indicated on the plan varies in height to account for the varying levels of the pathway surrounding the site.

6.3 MATERIALITY

Proposed Materiality across the site

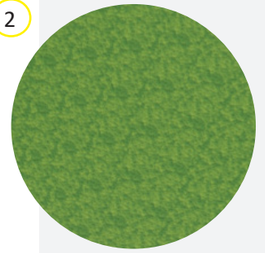


1



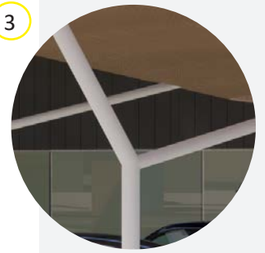
Canopy
Birch timber battens radiating from the centre of the site finish the underside of the canopy with timber panel fascia.
Full systems Fire Testing to EN 13501-1
https://bcltimberprojects.co.uk/panel-systems/external-ceilings

2



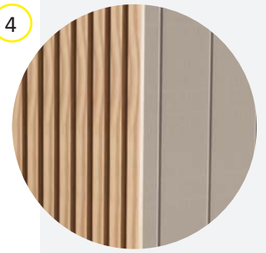
Canopy Roof (Sedum)
An extensive mature Sedum blanket is proposed, containing multiple species of sedum to ensure plant diversity.

3



Canopy Structure
Slim branching Steel Circular Hollow Sections finished in white.

4



Shop Cladding
Zinc facade cladding panels and timber cladding to provide a weatherproof and corrosion resistant high quality finish.

5

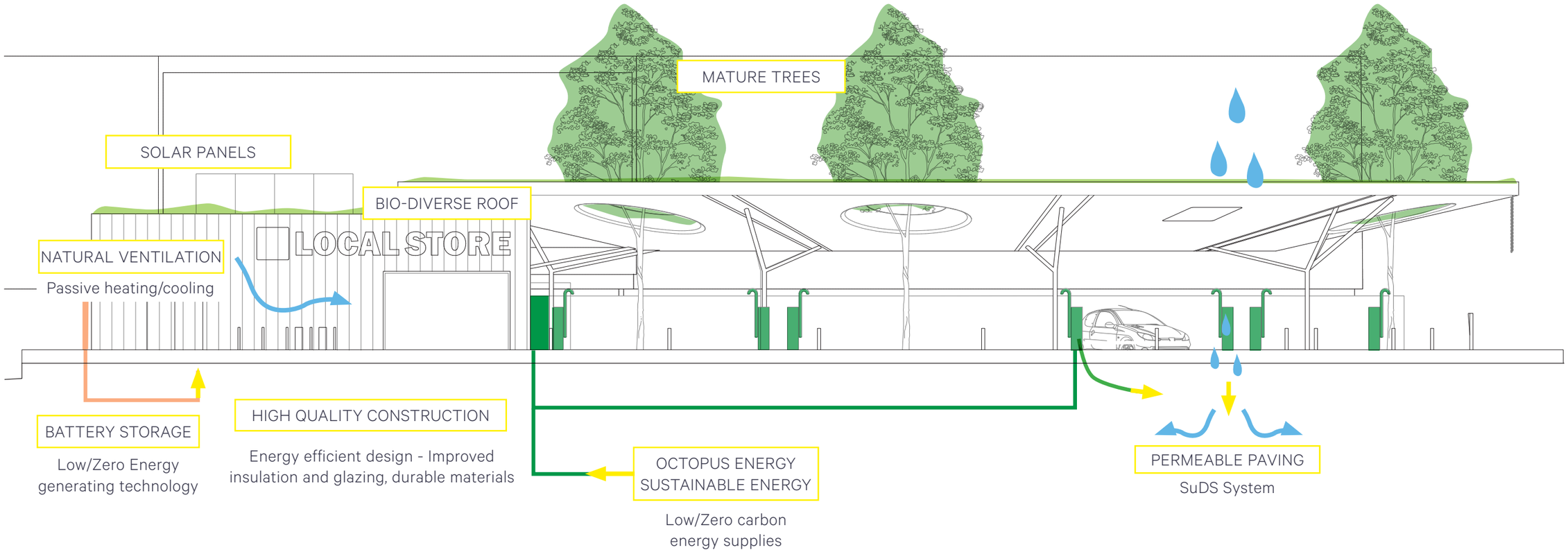


Shop Roof (Biodiverse)
British native planting which replicates the ecological requirements of the local area.

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6.4 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

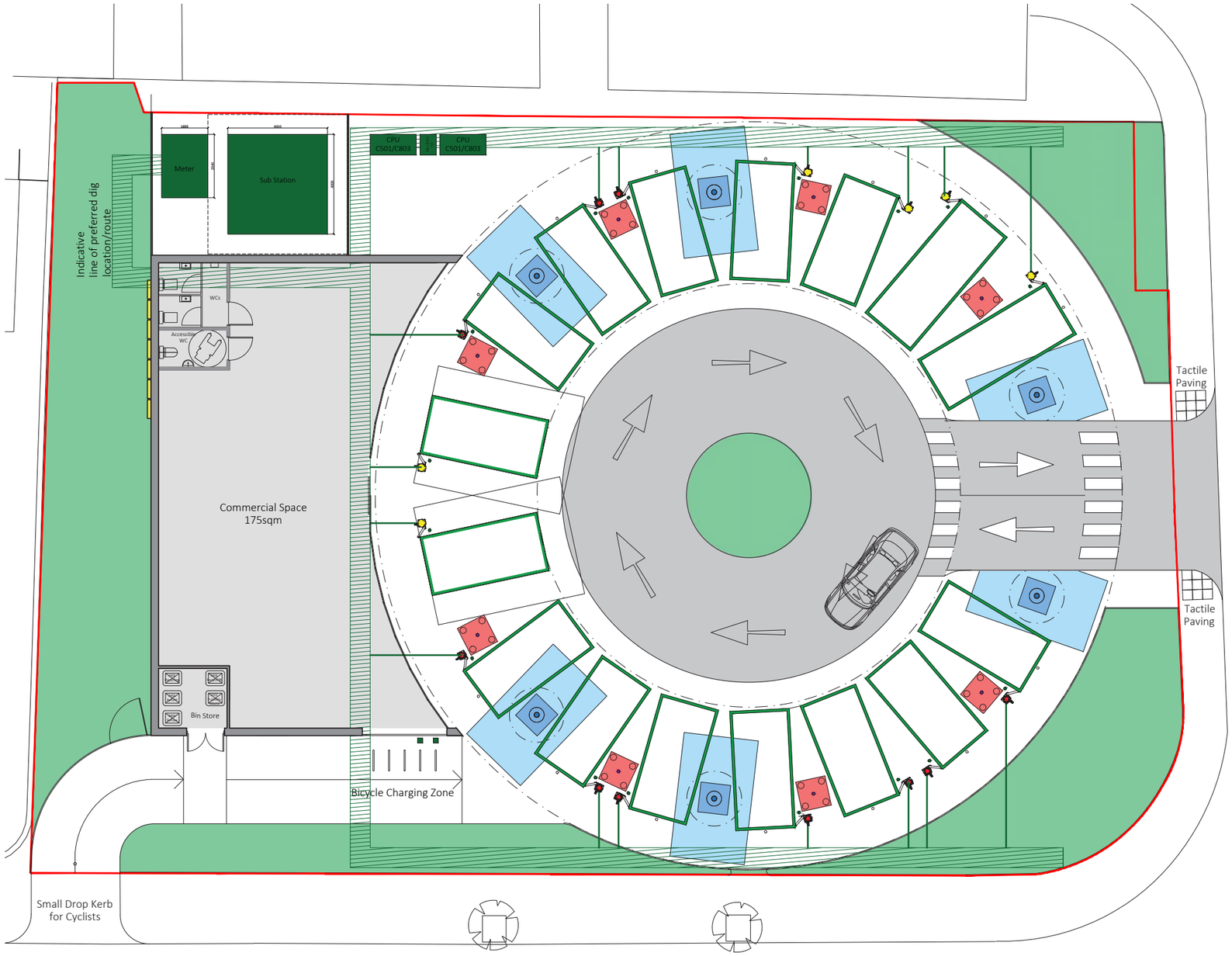
Policy EN 5 Strategic Areas for low and zero carbon decentralised energy infrastructure

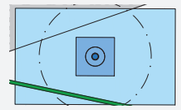
Policy EN 6 Target Framework for CO2 reductions from low or zero carbon energy supplies

A detailed energy assessment will be included in the full planning application, highlighting estimated site-wide regulated CO2 emissions and reductions, and including information demonstrating that the risk of overheating has been mitigated. We will investigate and commit to maximising the installation of renewable technologies including sustainably sourced power, biodiverse roofs and sustainable drainage, and demonstrate how the building's actual energy performance will be monitored post-construction.

6.5 BELOW GROUND

Civil, Drainage, Tree and Charging Considerations





Tree pits for medium species in hard landscape. 9sqm per tree is provided for each Silver Birch.



Below ground structure supporting canopy. Currently showing 1200mm pile cap with 4X piles per column. Details tbc.

Drainage

- Permeable paving is proposed across the site to intercept rainfall and provide water quality betterment. Tree pits will be linked to the permeable paving sub base.
- Potential rainwater harvesting tank for greywater and irrigation uses.

KEY

- Structure
- Foundations
- Canopy Overhead
- Tree
- Tree grate
- Tree root space
- Attenuation Tank
- Site Slope 1:60 towards
- Slot Drain

Electrical:

- Satellite Charger
- Sub station, Meter Power Units (1XCPU C501/C801, 2XCPU C503/C803)
- 800mm cable duct
- 50mm cabling between power unit and satellite

6.5 BELOW GROUND

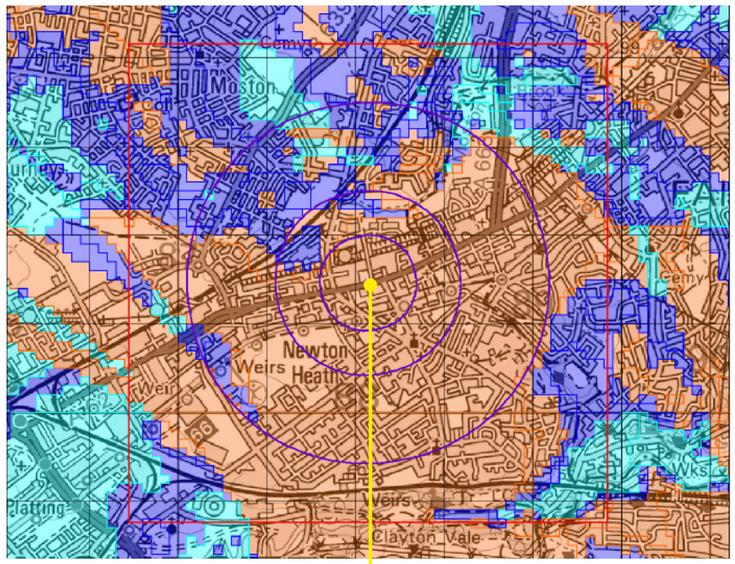
Ground Contamination



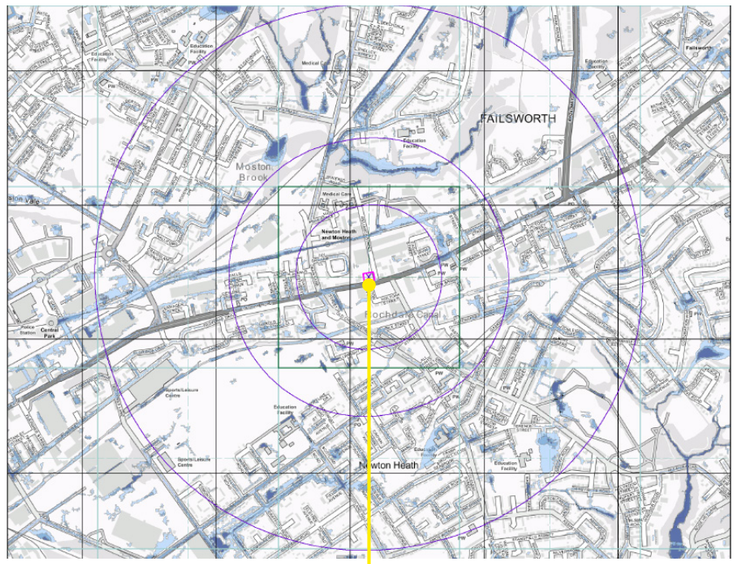
Refueling plinths & a Series of Manhole Covers



Potential Monitoring Well



Limited Potential for Groundwater Flooding



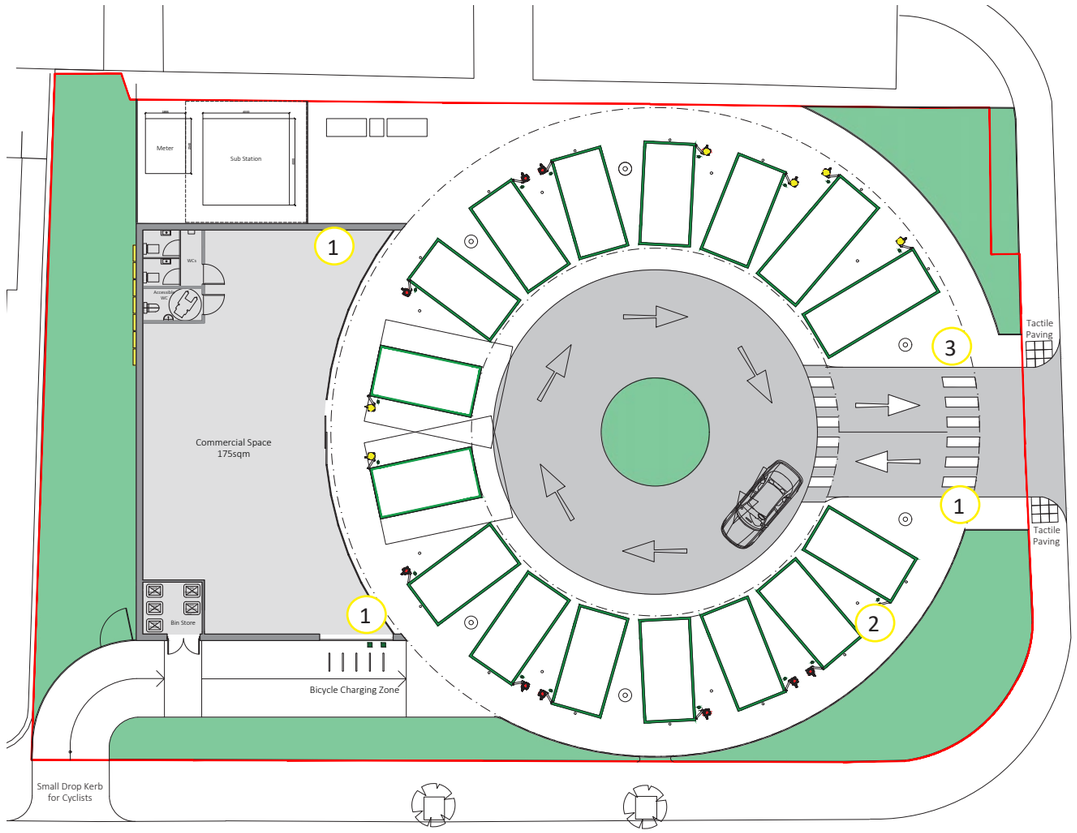
Low Risk of Flooding from Surface Water

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 is to take place to assess the potential for contamination and ground gases to impact on the proposed development. This will refine the ground model and groundwater regime and enable an assessment of foundations and engineering solutions to be made.
- The site will be fully decommissioned with any UST’s, interceptors and associated pipework removed.

6.6 SECURITY & LIGHTING

Secure Design



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 canopy, located above chargers and tree openings, such as STEON NIKO LINE, all luminaires to be 4000K (Cool White).

Further details to be found in supporting lighting strategy.

Security

- A Crime Impact Assessment has been prepared by Design for Security.
- The proposal will be for 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.

1 Full coverage CCTV which will be able to be monitored on site and remotely.

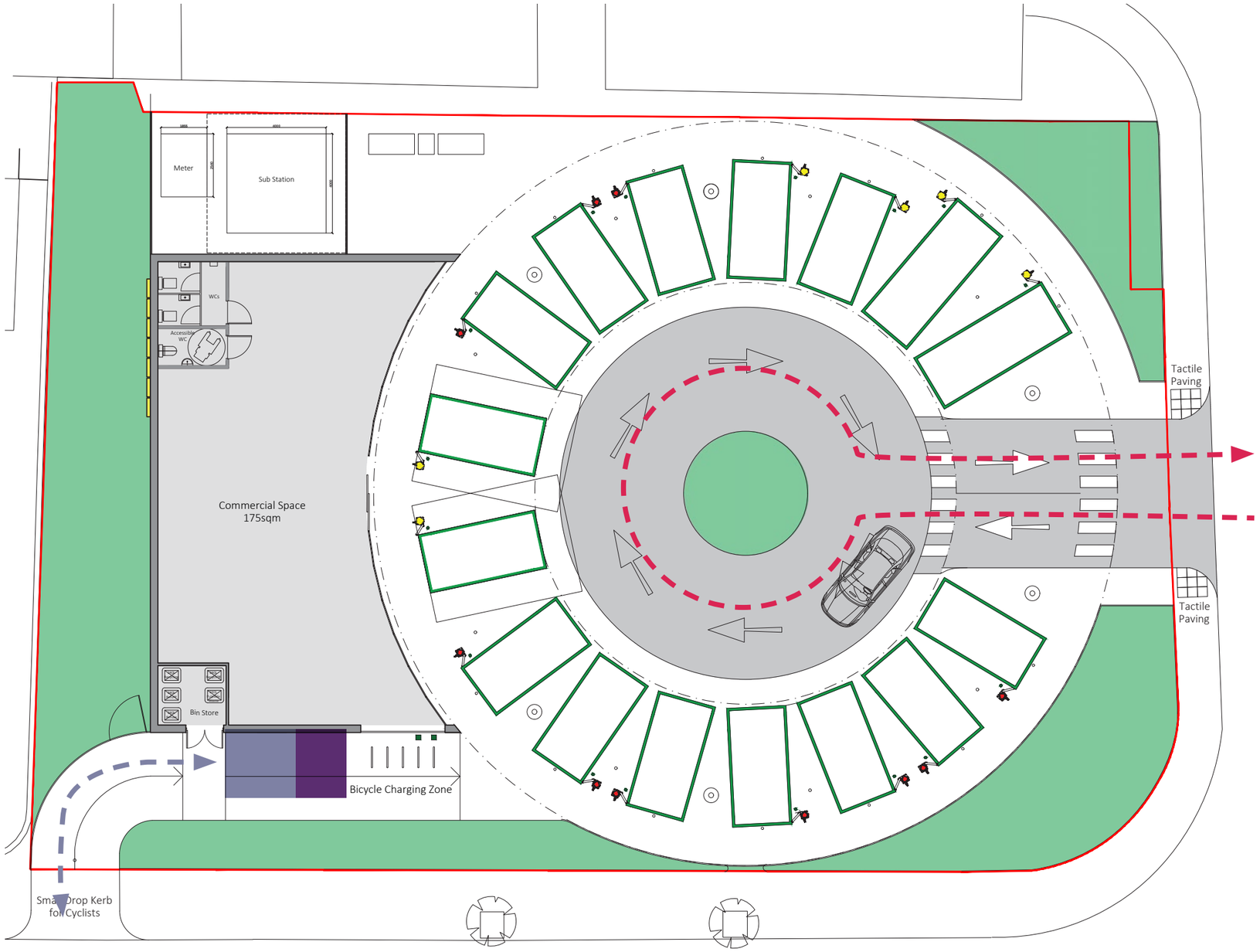
- The Retail coffee shop and small retail space will not hold any significant cash beyond the daily cash float for change.
- Cash will be collected regularly and a time delay safe will be provided.

2 All EV power transactions will be by card payment only at the terminals on the charger stations.

3 ANPR will control unauthorised parking.

6.7 ACCESS STRATEGY

Proposed Bicycle and Vehicle Access

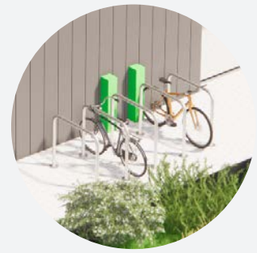


Vehicles

Charging is provided on site for 16 vehicles including two larger van-compliant spaces. Two accessible spaces are provided on site in close proximity to the commercial space.

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

Bicycles



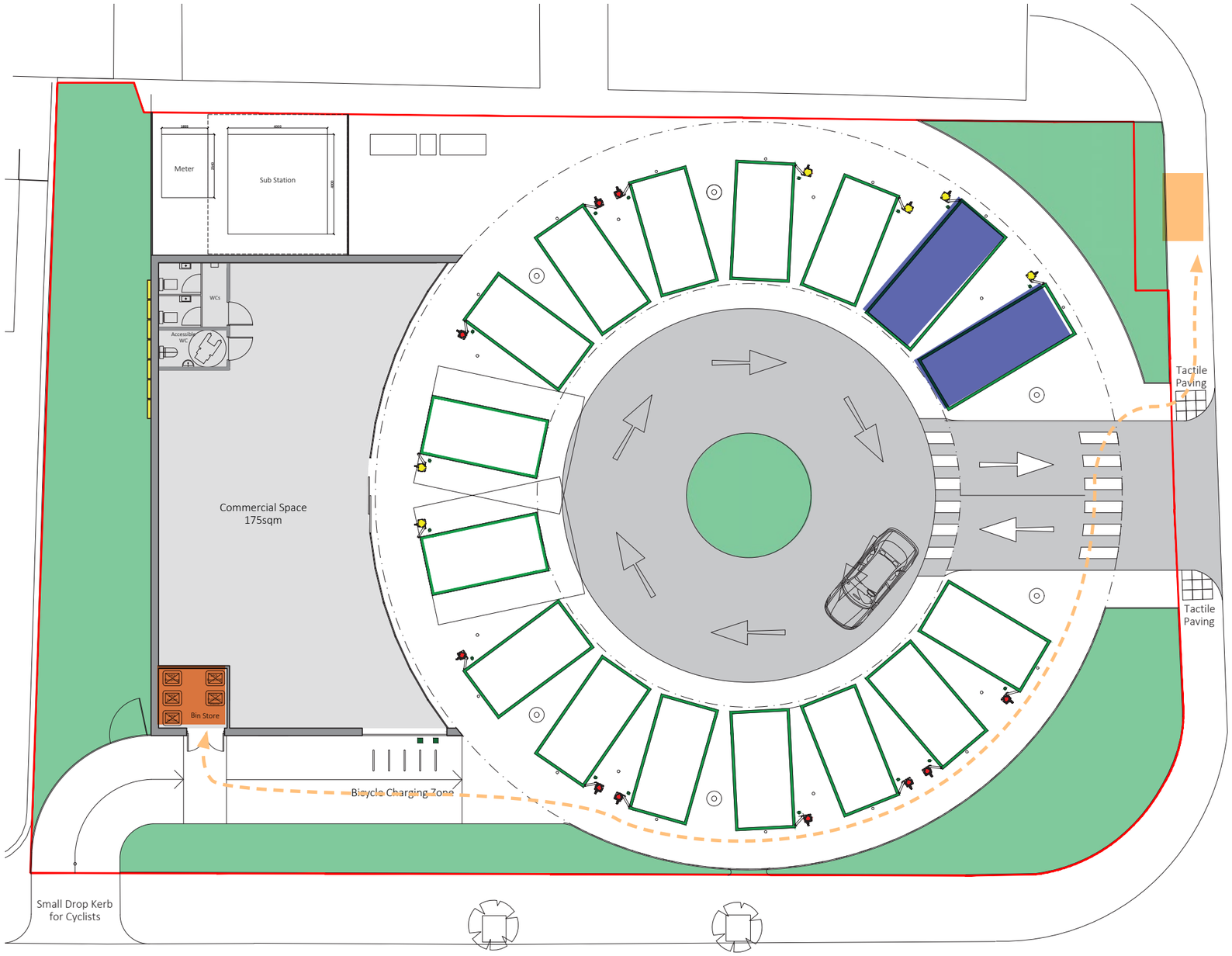
5 Sheffield loops are located to the south of the site, this provides 10 cycle parking spaces including charging for 4 E-Bikes. Staff are encouraged to use this sustainable modes of transport.

KEY

- PARKING SPACES
- VEHICLE ACCESS
- CYCLE PARKING
- CYCLE ACCESS
- ELECTRIC CYCLE CHARGING

6.7 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 Refuse & 2X 240L Recycling bins are provided. 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 within the van bays, for the duration of the servicing procedure.

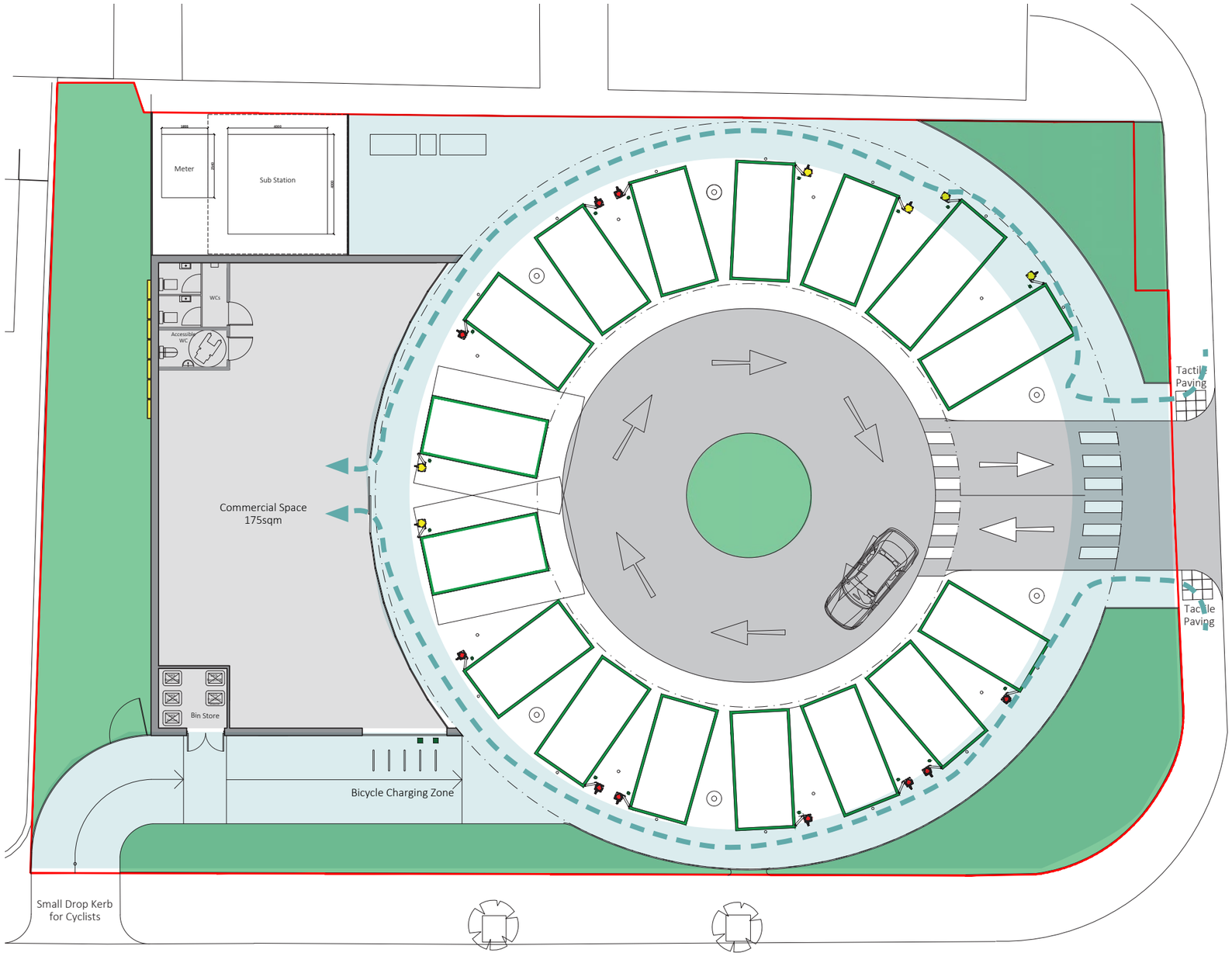
KEY

BIN STORE WITHIN BUILDING FOOTPRINT

WASTE COLLECTION POINT

6.7 ACCESS STRATEGY

Pedestrian Access



Pedestrian Access

Level access is provided across the site, with pedestrians encouraged to use the 1.5m covered walkway around the perimeter of the vehicles. This means that pedestrians have safe access to the commercial space and do not have to cross the centre of the site.

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

Charging points are strategically located to face the perimeter of the pedestrian walkway, encouraging pedestrians to handle the chargers away from moving vehicles.

Safety bollards are located to the rear of each charging space, providing a physical barrier between vehicle and pedestrian areas.

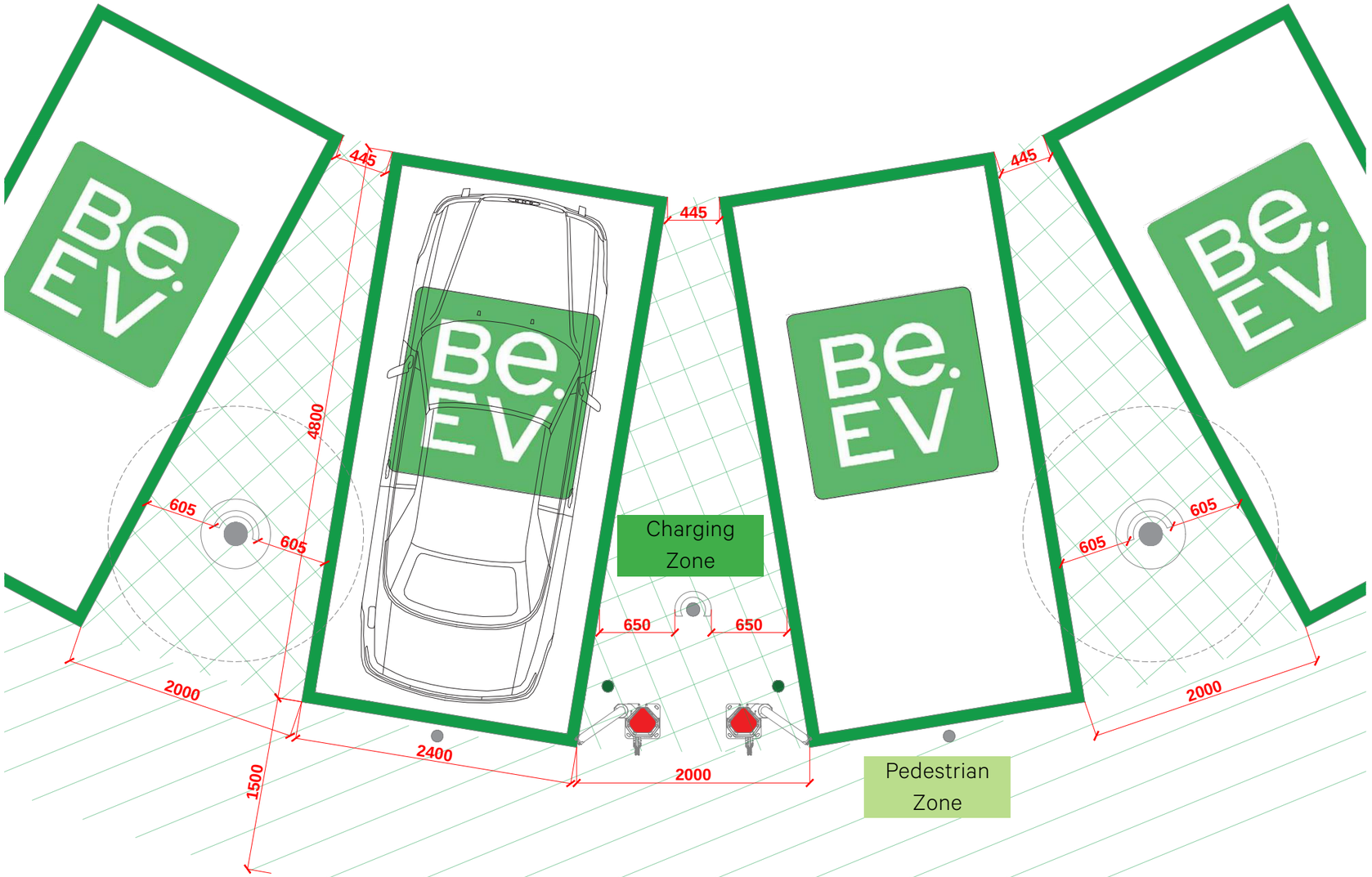
KEY

PEDESTRIAN AREAS

PEDESTRIAN ACCESS ROUTE

6.8 PARKING SPACE DESIGN

Premium Parking Spaces



Premium Parking Spaces used on all spaces which are not designated accessible

6.9 AREA SCHEDULE

Provision of EV Charging, Combustion Parking and Commercial Space

MIX OF EV CHARGING SPACES	
STANDARD EV CHARGING SPACE	12
VAN COMPLIANT	2
ACCESSIBLE SPACES	2
TOTAL SPACES	16

AREA SCHEDULE	
SITE AREA	1361m2
COMMERCIAL GIA	175m2

7.0 SUPPORTING DOCUMENTS

- Statement of Community Involvement
- Ground Contamination
- Drainage Strategy and SuDs
- Structural Design
- Hard and Soft Landscaping Details
- Ecological Impact Assessment
- Noise Impact Assessment
- Crime Impact Statement
- Transport Statement
- Lighting Strategy
- Energy and Sustainability Statement

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