



Planning Statement

Land at Reliance Street, Manchester, M40 1EZ

On behalf of Iduna Evci Asset Co 1 Limited

08 February 2023

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Report title: Planning Statement

Prepared by: JW/LS/RM

Status: Final

For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 Avison Young ('AY') has been appointed to prepare this Planning Statement ('Statement') for Iduna Evci Asset Co 1 Limited ('the Applicant') in support of a full planning application submitted to Manchester City Council ('MCC') to provide electric vehicular charging parking spaces and other associated works on the corner of Reliance Street and Oldham Road, Manchester, M40 1EZ ('the site').

1.2 The description of development is as follows:

"Proposed development of an electric forecourt comprising 16 no. electric vehicle charging points (Use Class Sui Generis), ancillary dwell facility (Use Class E), hard and soft landscaping, access arrangement and other associated infrastructure".

1.3 This application is accompanied by a comprehensive suite of supporting technical reports and the proposed development is fully described in the Design and Access Statement prepared by Architect That. The scope of supporting information has been agreed with MCC through pre-application discussions and where relevant technical reports have been prepared in line with an agreed methodology. The full list of supporting documents are listed at **Appendix I** of this Statement.

1.4 The purpose of this SPS is to provide a detailed description of both the application site and development proposals, a summary of community consultation and relevant local and national planning policies. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, this Statement assesses the development proposals against the relevant policies contained within the adopted Development Plan, key national planning policies and other material considerations. This Statement also demonstrates the wider social, environmental and economic benefits of the scheme.

About Be.EV

1.5 Be.EV are subsidiary of Iduna Development and are an established EV provider who are based in the Northwest and backed by Octopus Renewable Generation (Part of the Octopus Group). There is focus on providing easily accessible and cost-effective Electrical Vehicle Charging infrastructure which has initially been focussed across Greater Manchester. Be.EV currently have over 300 charging points in place and are actively working across the nation to secure additional sites in the future. The pipeline for delivery of private sites is in the order of 1,000 sites in the next four ears.

1.6 Their mission is to provide uniquely simple, seamless, and effortless vehicle charging experiences for all, irrespective of area or affluence, and to work with local communities, businesses and partners to improve and enhance EV charging access.

- 1.7 Currently electric charging provision is unevenly distributed across the UK and there is a significant variation in the power of chargers therefore significant increasing dwell time. Unreliable maintenance is also a barrier however, Be.EV aim to address these barriers and aim to leave no area behind and ensure the choice of switching to electric is one that is available to all.
- 1.8 This is clearly a significant investment into charging infrastructure and will positively contribute towards local and national green objectives.
- 1.9 Be.EV take a detailed analytical and comprehensive approach for their EV Charging Sites and Hub locations, using GIS Maps which combine existing provision, isotherm maps showing walking distance to the community along with a review of the benefit and journeys. Be EV model all the following elements for urban areas:
- 1) Local Authority boundary
 - 2) Local Authority ward data
 - 3) Off-street parking availability
 - 4) On-street footpath/pavement width analysis
 - 5) Potential council owned assets for EV charging (car parks, leisure, retail, libraries etc)
 - 6) Isochrone catchment areas
 - 7) Iduna/Be.EV existing chargers
 - 8) Iduna's future pipeline (advanced deals only)
 - 9) National ChargePoint registry data

Structure of this Planning Statement

- 1.10 The remaining chapters of this Planning Statement is structured as follows:
- **Chapter 2:** provides a description of the application site and its surroundings;
 - **Chapter 3:** provides a summary of the pre-application engagement undertaken with MCC and the local community;
 - **Chapter 4:** sets out the details of the proposed development;

- **Chapter 5:** contains an overview of relevant local and national planning policies and guidance;
- **Chapter 6:** summarises the technical considerations that have been assessed by the planning application;
- **Chapter 7:** summarises the schemes environmental, social and economic benefits in planning terms; and
- **Chapter 8:** provides a summary and conclusions of this report.

2. Site and Surrounding Area

- 2.1 This section of the Statement provides a detailed description of the site's location, characteristics and accessibility credentials. It provides a description of the site's current status and condition, as well as any statutory designations and technical constraints which may affect the land.

The Site and Surroundings

- 2.2 The site is located on the corner of Reliance Street and Oldham Road and is entirely within Manchester City Council. The site is within the ward of Miles Platting and Newton Heath and is approximately 4.2km north east of Manchester City Centre.
- 2.3 The site is square in shape, occupies approximately 0.1ha of previously developed land and is currently vacant. The site has been vacant for 10 years. A site location plan is attached at **Appendix II** and is shown in Figure 1 below.



Figure 1. Site Location Plan, site boundary edged in yellow.

- 2.4 The site is in a key location in terms of the surrounding road network and is approximately 3.5km east of Junctions 22 and 21 of the M60 which serves as an orbital route around Manchester and provides links to other regional transport networks. Oldham Road continues west into the centre of Manchester and ends at the junction with Great Ancoats Street. Oldham Town Centre can be accessed north of Junction 22 and is located approximately 6km north of the site.
- 2.5 The surrounding area is a predominantly comprised of commercial and industrial uses, with Oldham Road as a key transport link between Oldham to Manchester City Centre. Whilst the area is mainly

commercial and industrial in use, directly to the west of the site is a residential apartment block, followed by semi-detached and terrace housing along Oldham Road, Dean Lane and Ivy Graham Close.

- 2.6 In terms of sustainable transport links near to the site, Newton Heath & Moston Metrolink Tram Station is located approximately 400m north of the site, and a variety of bus stops are located along Oldham Road, including one directly opposite the junction of Reliance Street and Oldham Road. The tram is served by the Pink Line which provides connections between Rochdale, Oldham, Manchester Victoria Station, Manchester Exchange Square as well as providing connections to the alternative Tram Lines across Manchester.

Environmental Constraints

- 2.7 **Flood Risk:** According to the Environment Agency Flood Map, the site is located within Flood Zone 1 which is defined as having a less than 1 in 1000 annual probability of flooding.
- 2.8 **Trees:** No trees or vegetation are contained within the site boundary and therefore, no Tree Protection Orders ('TPOs') are present on site.
- 2.9 **Rights of Way:** There are no public rights of way contained within the curtilage of the site.
- 2.10 **Air Quality:** The site falls within the Manchester Air Quality Management Area ('AQMA').
- 2.11 **Heritage:** According to Historic England's online mapping tool, there are no Listed Buildings on the site, and it is not within a Conservation Area. The nearest designated heritage asset is approximately 80 m to the south of the site (Newton Silk Mill Grade II Listed Building).

Planning History

- 2.12 A review of MCC's online planning register has been undertaken, and the following planning applications relate to the site:
- LPA reference 100782/FO/2012/N1 – *"Application for the subdivision of existing class A1 retail warehouse unit to form two separate class A1 retail units of 1,859sqm and 855sqm, external alteration to the unit frontage to create new shop entrances and alterations and enhancements to the existing car park and boundaries."* – Approved October 2012.
 - LPA reference 100783/JO/2012/N1 – *"Variation of Condition 2 of Planning Approval F09340, and subsequent approvals to extend the range of A1 retail goods to be sold from the premises."* – Approved October 2012

Summary

- 2.13 This chapter has described the site's location, the surrounding context and the planning history. The application site comprises of a brownfield regeneration opportunity on a prominent site on the corner of Reliance Street and Oldham Road, Manchester. The site is in a highly accessible and sustainable location within close proximity to major transport links.
- 2.14 The site's planning history demonstrates that the site has been the subject of several planning applications for commercial/retail development over the years. It is considered the principle of commercial/ retail development at the site is entirely acceptable. The next chapter of the Statement details the pre-application consultation with both the local authority and local community.

3. Statement of Community Involvement

- 3.1 This section of the Statement, referred to as the Statement of Community Involvement ("SCI"), sets out the consultation which has been undertaken by the Applicant prior to the submission of the planning application, demonstrating that relevant stakeholders have been informed of the proposals and describes the consultation which took place to obtain their views. These views, subject to their relevance and achievability, have been utilised to inform the evolution of the proposed development.

Planning Policy and Guidance to Community Involvement

- 3.2 The following documents provide an overview of local and national planning policy which promotes community involvement in the preparation of planning applications:

- Statement of Community Involvement, Manchester City Council (adopted in June 2018);
- The National Planning Policy Framework (July 2021); and
- The Localism Act (November 2011).

Statement of Community Involvement (2018)

- 3.3 Manchester City Council adopted a Statement of Community Involvement in June 2018. It sets out how the Council will consult and involve people in the preparation of local plans and in the planning application process. Section nine of the Council's SCI sets out the Council's approach to community involvement in planning applications.
- 3.4 At the pre-application stage the Council advise that development proposals will benefit from engagement with the local community early in the process and encourages applicants to undertake community involvement exercises using a variety of techniques. Specifically, the Council state that, developers will be encouraged to carry out pre-application consultation with interested parties and community bodies to enables issues to be addressed early within the planning process.

National Planning Policy Framework (July 2021)

- 3.4 The updated NPPF was published in July 2021 and contains the Government's most up-to-date planning guidance. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a significant material consideration in the determination of this application.
- 3.1 Greg Clark MP wrote the Forward for the NPPF and stated that:

“People have been put off from getting involved because planning policy itself has become so elaborate and forbidding – the preserve of specialists, rather than for the community... this National Planning Policy Framework changes that.... we are allowing people and communities back into planning”.

- 3.2 There is therefore a clear rationale from the Government to increase the amount of public consultation undertaken in the planning process.
- 3.3 The section on *“pre-application engagement and frontloading”* within the NPPF states how *“early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties”* therefore leading to *“better coordination between public and private resources and improved outcomes for the community”*.
- 3.4 Paragraph 40 further states that whilst LPA's *“cannot require that a developer engages with them before submitting a planning application”* they should nevertheless *“encourage take up of any pre application services they do offer”*. Furthermore, and where deemed to be beneficial, the LPA should *“encourage any Applicants who are not already required to do so by law to engage with the local community before submitting their applications”*. This is to ensure that any potential issues are resolved as early in the planning process as possible.

The Localism Act 2011

- 3.1 In November 2011 the Localism Act received Royal Assent. This is the Government's method of devolving greater powers to Councils and neighbourhoods in order to give local communities more control over planning decisions.
- 3.2 Chapter 4, Paragraph 122 of the Localism Act introduces a requirement for developers to consult local communities on a wider range of developments before submitting planning applications. Developers must consider any responses received before proposals are finalised and show how they have been taken into account when submitting applications. The intention is that this will facilitate meaningful consultation and feedback whilst the proposals are in draft.

Consultation with Manchester City Council

- 3.3 A series of pre-application meetings have been held with the Council since March 2022. The first formal pre-application meeting was held with Jennifer Atkinson and Des Jones on 23rd March 2022. At this meeting, the principle of the development was discussed, alongside key technical matters including design (scale, massing, layout and landscaping) and highways, access and parking, noise and sustainability.

- 3.4 Subsequently, a further two pre-application meetings have been held with Manchester City Council on 11th July and 5th October 2022 to refine the planning application and discuss further key technical matters including boundary treatment and material choices.
- 3.5 Throughout the whole process, there has been an ongoing dialogue with the Council to finalise the agreement of the design and other relevant technical matters. Further details of the consultation discussions and response can be found in the Design and Access Statement.

Consultation with Ward Members

- 3.6 Prior to announcing the proposals to the wider public, Be.EV wrote to the following local Councillors to offer a briefing on the proposals:
- Cllr Bev Craig, Leader of Manchester City Council
 - Cllr Tracey Rawlins, Executive Member for Environment and Transport
 - Cllr Lee-Ann Igbon, Executive Member for Vibrant Neighbourhoods
 - Cllr John Flanagan, ward member for Miles Platting and Newton Heath
 - Cllr Carmine Grimshaw, ward member for Miles Platting and Newton Heath
 - Heath
 - Cllr June Hitchen, ward member for Miles Platting and Newton Heath
 - Cllr Mandie Shilton-Godwin, Chair of the Climate Change and Environment Scrutiny Committee.

- 3.7 A meeting was held on 9th September 2022. During these meeting, the representatives agreed that regeneration of a site that had long been derelict would be positive for the area.

Consultation With the Local Community

- 3.8 Consulting with local people prior to the submission of a planning application is a key part of the Applicant's development process and has been fundamental in developing the plans to build a vehicle charging station. The Applicant issued an email invitation to key relevant stakeholders, providing the opportunity to attend the public consultation event. Comments were received until the 2nd of October 2022, via telephone, website page, email and written responses.
- 3.9 The proposals received a high level of support with 84% of the feedback being in support of the plans.
- 3.10 Feedback received was equally balanced between the public exhibition and project website feedback form. The low level of response to the proposals is a clear sign of the uncontroversial nature of the proposals amongst Newton Heath residents, and the implicit benefit available in redeveloping a derelict site. Of the respondents who offered their support for the scheme, many provided specific reasons.

These included that the proposals would be making good use of a site that has sat empty for a number of years, and that more EV charging points were needed in the area.

Summary

- 3.11 The Applicant has sought to work proactively with MCC by undertaking pre-application discussions regarding the proposed development. Additionally, the Applicant has undertaken comprehensive community consultation well in advance of submitting the application. The schemes proposals have incorporated the feedback received from officers, key stakeholders and the local community, where possible, whilst ensuring that the proposed development is deliverable, as detailed above, and within the subsequent sections of the Statement.

4. Proposed Development

- 4.1 This section of the Statement provides a summary description of the application proposals. Further details about the proposals and designs are provided within the Design and Access Statement (prepared by Architect That) which has been submitted in support of this planning application.

Description of Development

- 4.2 The Proposed Site Plan, included in Appendix I and submitted alongside this Statement represents a total of 16 no. of electric vehicle charging points ('EVCP') and 175 m² of commercial / retail space (Use Class E). The description of development is as follows:

"Proposed development of an electric forecourt comprising 16 no. electric vehicle charging points (Use Class Sui Generis), ancillary dwell facility (Use Class E), hard and soft landscaping, access arrangement and other associated infrastructure".

Use and Amount

- 4.3 The proposal is a new generation of filling station designed to meet the demands of the electric vehicle market. It will offer reliable, EV charging supported by a range of ancillary serves, designed to maximise the experience of charging and optimise the use of the associated dwell time.
- 4.4 The proposal includes the development of an electric vehicle charging station, with associated single storey commercial space (175m²) and includes a total of 16 no. of EVCP parking spaces. The area schedule for the proposed EVCP and commercial / retail provision is presented in Table 1.

Table 1. Proposed mix of EVCP and Area Schedule

Mix of EV Charging Spaces	Number of Parking Spaces
Standard EV Charging Space	12
Van Compliant	2
Accessible Spaces	2
Total	16
Area Schedule	

Site Area	1,377 m ²
Commercial GIA	175 m ²

- 4.5 In addition, to the EV Charging Spaces and commercial use, a dedicated area for charging/ storage of electric bicycles is also proposed towards the south-western corner of the site, as well as a substation and associated landscaping.
- 4.6 As the proposals are for an EV Charging Station, the use and operation of the site will be different from a standard petrol station. The electric vehicles will need to be plugged in and customers will then enter the store and wait for charging to finish. The commercial space will therefore be used as a waiting room, with customers being able to purchase a refreshment, whilst their vehicles are charging. Therefore, the proposed commercial use is essential to the use and function of the proposed EV Charging Station.

Layout

- 4.7 The layout of the proposals has been informed by the site's characteristics and opportunities. The proposed EV Parking Spaces will be laid out in a circular formation, with the commercial use positioned to the left of the parking provision. The centre of the parking spaces will be landscaped, and the circular direction of travel will allow vehicles to move around clockwise. The site layout allows for easy access to all vehicular charging spaces and allows for all vehicles to enter and exit the site in forward gear.

4.8 The layout of the proposals is pictured below in Figure 2.



Figure 2: Site Layout Plan

Appearance

4.1 Key to the design concept, was that the development should provide a strong visual presence and respectful identity along Oldham Road, using a natural and light colour palette, and naturalistic design style to alternatively emphasis the sustainability element of the proposals, as pictured in Figure 3.



Figure 3: Appearance of the proposals from Oldham Street

- 4.2 The proposed materiality includes block paving in the vehicle and pedestrian areas. The commercial unit will be a zinc clad façade and timber cladding to provide a weatherproof and corrosion resistant high quality finish. The canopy will be constructed with birch timber battens radiating from the centre of the site on the underside. The commercial unit roof and canopy roof will be an extensive mature sedum blanket to enhance biodiversity.
- 4.3 Boundary treatment on Oldham Road is proposed to be a 300 mm tall black powder coated metal edging to landscape, and to the neighbouring car park will be a 1800 mm tall timber batten fence to match the underside canopy shop façade.
- 4.4 With regard to the canopy, it is proposed to be an extensive sedum blanket roof, with steel structure, underside clad with birch timber battens radiating from the centre, a product such as the BCL timber panel system which are used on external timber ceilings and soffits.
- 4.5 The shop façade is proposed to be zinc panels on the east and south façade and timber batten cladding to match the canopy underside on the west and north façade.

Landscaping

- 4.6 Landscaping is proposed around the edge of the parking provision and commercial space, and on the rooftops of the commercial unit and the proposed canopy, as pictured in Figure 4.

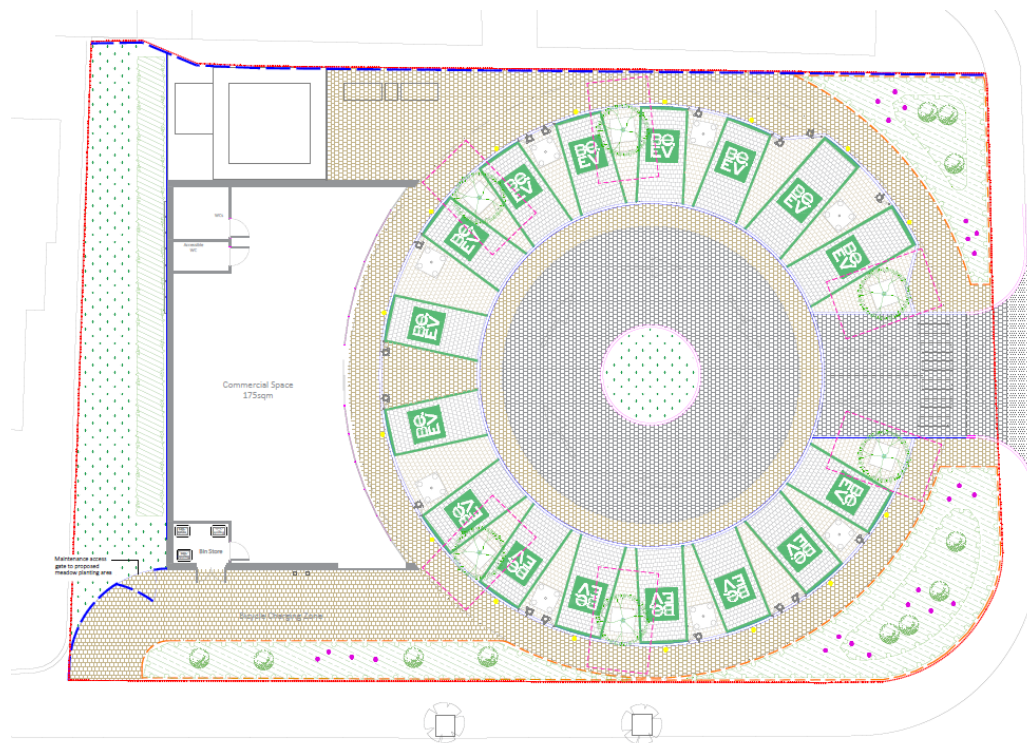


Figure 4. Landscaping proposals

- 4.7 The landscaping plan shows that hard surfacing is proposed between the vehicular and pedestrian area. Wildflower planting is proposed between the retail unit and neighbouring residential properties to increase site biodiversity. Raised aluminium planters are proposed along the boundary of the site.
- 4.8 A mixture of plants including herbaceous perennials, shrubs and grasses are proposed across the site, as well as trees, ornamental planting and specimen shrubs. Meadow grass is proposed behind the commercial units and native shrub planting is proposed along the northern eastern and southern boundary of the site, where bulb planting is also proposed.

Access and Parking

- 4.9 A Transport Assessment has been prepared by EAS Transport Planning to assess the effects on the local highway network and whether the proposals meet the requirements of national and local transport policy requirements.
- 4.10 Vehicular access into the site is proposed off Reliance Street, with the proposed access is being moved slightly in the centre of the site. The existing access into the site from Oldham Road will be closed as part of these proposals. The access has been designed with a 6m wide carriageway onto Reliance Street. The circulatory aisle width is also 6 metres in internal kerb radius. In accordance with Manual for Streets, full visibility splays have been illustrated and the design allows for a speed limit of 30 mph.

- 4.11 In addition, 2 no. of the proposed parking spaces will be accessible and is located closest to the main entrance of the commercial unit. A new pedestrian access point will be made with the construction of the new vehicular access, which will include a dropped kerb and tactile paving across the site.
- 4.12 Overall, the access and parking provision will be delivered to a high quality, providing attractive and direct links to services and facilities on site.

Summary

- 4.13 In summary, this chapter of the Statement has described the use and amount, layout, appearance and means of access to the development. The proposed development will result in a high quality and highly sustainable development which makes use of a vacant brownfield site.
- 4.14 The design of the proposal has been shaped through collaborative pre-application discussions with the Council and stakeholders to ensure that both existing residents and occupants of the development will experience high quality design. The commercial space will be a complimentary use for the customers of the EV charging station.
- 4.15 The proposals represent a comprehensive and high-quality scheme, which will be consistent with the surrounding uses in this location and will contribute positively to ensuring the success and function of this sustainable development.

5. Planning Policy Context

5.1 This section of the Statement outlines the relevant adopted and emerging planning policy framework and guidance at a local and national level.

Development Plan

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.

5.3 The relevant adopted Development Plan Documents for the area include:

- Manchester's Core Strategy 2012 – 2027 (adopted 2012); and
- 'Saved' Policies of the Unitary Development plan for the City of Manchester (1995).

5.4 According to MCC's Policies Map (extract below), the site falls within Newton Heath District Centre, Inner Areas (SP1), East Manchester (EC5, H4), Inner Areas (SP1) and is within the Manchester City Boundary.

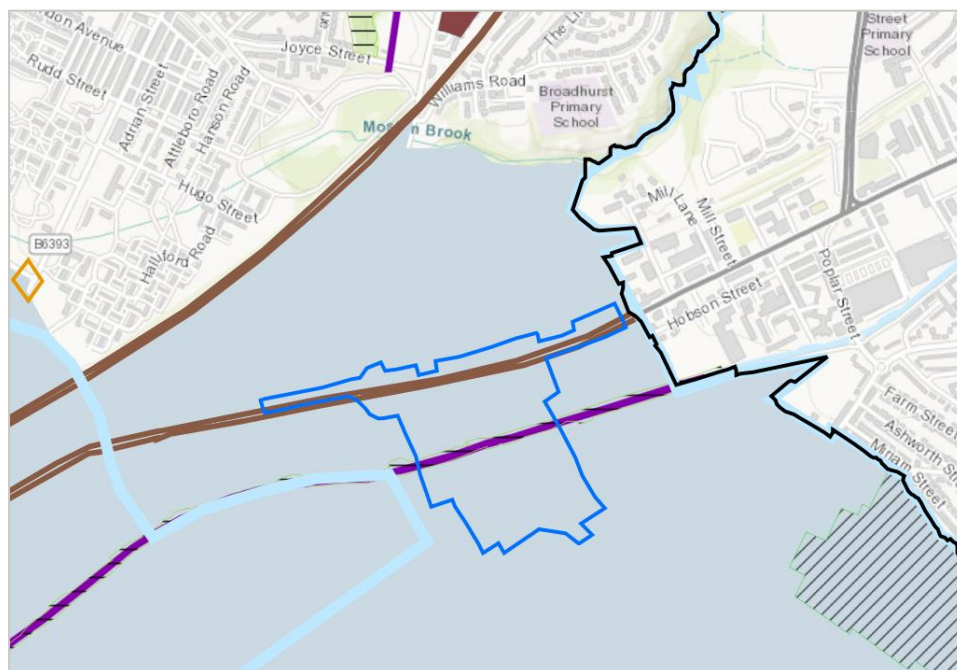


Figure 5. Extract from MCC's Policies Map, site indicated by a red star.

Manchester Core Strategy (Adopted 2012)

5.1 The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development.

- **Policy CC1 (Primary Economic Development Focus: City Centre and Fringe)** outlines the city centre as a strategic economic location and focus of employment growth in the City and City Region. The Council aim to gain a provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will be encouraged in the City Centre, in line with Policy C1, to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre. Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the Energy policies.
- **Policy CC5 (Transport)** outlines The Transport Strategy for Manchester City Centre which will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre. Developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest. Proposals will be supported that improve pedestrian safety, improve air quality, and increase the scope for accessible public realm improvements. The Council will seek to ensure that development includes adequate parking provision for cars and bicycles.
- **Policy CC9 (Design and Heritage)** states design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.
- **Policy EC5 (East Manchester)** outlines how district centres of Newton Heath, Eastlands, Gorton and Openshaw offer opportunities for small scale mixed use local employment opportunities. Larger scale proposals will be considered if good transport links exist to the City Centre/Regional Centre.
- **Policy C2 (District Centres)** highlights that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Development in District Centres should prioritise delivery of key 'visitor' services, including retail, public and commercial services and food and drink. The Council will ensure that retail remains the

principal use in Primary Shopping Areas, but also ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres. New development should respect and enhance the character of existing centres. It should also deliver improvements to the quality and accessibility of the centre environment. Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change (see also Green Infrastructure Policy EN 9).

- **Policy T1 (Sustainable Transport)** states a sustainable, high quality, integrated transport system should be delivered to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. This lays out areas in which the Council would like to see in order to support proposals.
- **Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development)** highlights how the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through development following the principle of the Energy Hierarchy, new development designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies, mechanism to help improve energy efficiency, new development make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection decentralised energy schemes, and use low carbon building materials.
- **Policy EN7 (Energy Infrastructure Opportunities)** outlines how there will be a general presumption in favour of low and zero carbon decentralised energy schemes, subject to considerations. In determining proposals for development, consideration will be given to the need to safeguard strategic energy sites and network routes, both proposed or existing, where these have been identified as having strategic significance for the delivery of low or zero carbon energy infrastructure or, would be required in order to achieve the successful regeneration of an area in line with targets for reducing carbon emissions.
- **Policy EN8 (Adaption to Climate Change)** highlights that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to a certain area highlighted by the Council. Developers will be permitted to use green infrastructure elements such as green roofs,

green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

- **Policy EN9 (Green Infrastructure)** states new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.
- **Policy EN16 (Air Quality)** outlines how the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Other Material Considerations

5.2 There are a series of other planning policy guidance documents at local and national levels that are relevant to the determination of this application, including:

- National Planning Policy Framework ('NPPF')(July 2021);
- National Planning Practice Guidance (March 2014); and
- Supplementary Planning Documents.

National Planning Policy Framework 2021 (NPPF)

5.3 The revised National Planning Policy Framework ('NPPF') was published in July 2018, with a subsequent iteration published in July 2021. The NPPF sets out the Government's planning policies and guidance and how this is to be applied. The NPPF is a material consideration in the determination of planning

applications. The elements of the NPPF which are considered most relevant to the development proposed are outlined below.

Achieving Sustainable Development

- 5.4 Central to the NPPF is the presumption in favour of sustainable development and the need for the planning system to support economic growth. Paragraph 11 of the 2021 Framework sets out the presumption in favour of sustainable development and the application of the policy for decision making states:

“Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, of the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”¹

- 5.5 Paragraph 7 of the 2021 Framework emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 defines “sustainable development” and highlights the three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

*“a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

*b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by*

¹NPPF, page 6, paragraph 11

fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

*c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”²*

Pre-Application Engagement and Frontloading

- 5.6 The NPPF highlights the importance of early engagement in the planning application process, which can enable better coordination between public and private resources and improved outcomes for the community. Paragraph 40 encourages applicants to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.

Promoting Sustainable Transport

- 5.7 Paragraph 112 of the NPPF states that applications for development should:

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

² NPPF, page 5, paragraph 8

Making Effective Use of Land

- 5.8 Paragraph 119 outlines how planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.
- 5.9 Paragraph 112 states local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them. This should include identifying opportunities to facilitate land assembly, supported where necessary by compulsory purchase powers, where this can help to bring more land forward for meeting development needs and/or secure better development outcomes.
- 5.10 Paragraph 123 states local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.

Achieving Well Designed Places

- 5.11 Paragraph 124 states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.12 Paragraph 131 sets out that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area.

Planning for Climate Change

- 5.13 Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.
- 5.14 Paragraph 152 states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to encourage the

reuse of existing resources, including the conversion of existing buildings, and supporting renewable and low carbon energy and associated infrastructure.

- 5.15 Paragraph 153 suggests policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.
- 5.16 This sets out ways in which plans should follow in order to mitigate against climate change and prepare for the future.

Building a Strong and Competitive Economy

- 5.17 The NPPF confirms that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Paragraph 80 states that “significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”.
- 5.18 In addition, paragraph 84 states that previously developed land (PDL) “and sites that are physically well related to existing settlements, should be encouraged where suitable opportunities”.

Supplementary Planning Documents

Guide to Development in Manchester

- 5.19 This Supplementary Planning Document is all about bringing together development principles that the Council believe will assist in the creation of cohesive and sustainable city. Much of the current document has been drawn from the highly successful previous editions of the Guide to Development in Manchester. The overall message has not changed but the adoption of this Guide as a Supplementary Planning Document and Planning Guidance will help to provide more certainty for all those involved in the development process.

The Manchester Strategy

- 5.20 The Manchester Strategy sets out a long-term vision for the city. Halfway through the original Strategy, the Council are resetting priorities for the years to 2025, acknowledging – but looking beyond – current challenges, to make sure the city achieves its ambition. The reset of goals is based on over 3800 consultation responses during summer 2020. The original vision includes the objective to ‘be a beacon for sustainable design’ in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives. The proposed development of the Site will

clearly align with the overarching programmes being promoted by the Manchester Strategy and has been designed alongside the principles contained within this strategy.

Green and Blue Infrastructure

- 5.21 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.

Planning Policy Guidance

- 5.22 The National Planning Practice Guidance ('PPG') was introduced in March 2014 and replaced a significant amount of former guidance, in the form of Planning Policy Guidance Notes and Planning Policy Statements. The NPPG provides further detail regarding a range of issues, building upon the principles of the NPPF.

- 5.23 Further guidance on the process for determining applications is provided in the PPG. Travel Plans, Transport Assessments and Statements paragraph: 011 (Reference ID: 42-011-20140306) states:

"Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met."

"Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area."

- 5.24 On Transport Statements, Paragraph: 014 Reference ID: 42-014-20140306 states:

"It is important to give appropriate consideration to the cumulative impacts arising from other committed development (ie development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval."

The Emerging 'Places for Everyone' Joint Development Plan

- 5.25 The Places for Everyone Joint Development Plan ("PfE") will provide land for employment and residential uses across the Greater Manchester Region excluding Stockport Metropolitan Borough Council. The framework produced by the nine councils, will ensure that we have the right land available in the right places to deliver the homes and jobs we need up to 2037, and will identify the new infrastructure such as transport, schools, health centres and utility networks required to achieve this.
- 5.26 A real focus of the document is providing equal growth in a sustainable manner. The document hopes to guide decision making to better address modern days challenges which arise from the climate crisis.
- 5.27 The PfE plan was submitted to the Secretary of State on 14th February 2022. The submission documents including the Publication PfE, Sustainability Appraisal reports and Policies map are available for viewing online and are currently the subject of an Examination in Public with adoption anticipated for 2023.

Summary

- 5.28 This chapter has identified national and local planning policy considerations to be taken into account when determining this application. The following chapter assesses the proposals against the policies set out above.

6. Environmental and Technical considerations

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications to be determined in accordance with the development plan unless material considerations indicate otherwise. This section assesses the proposals against the relevant adopted policies of the Development Plan for Cheshire East and other material considerations.

6.2 Consideration is given to the following key issues:

- Principle of Development including Commercial/ Retail use;
- Design and Landscaping;
- Highways, Access and Parking;
- Noise and Air Quality; and
- Addressing Climate Change.

Principle of Development including Commercial/Retail Use

6.3 The site comprises of unallocated land within East Manchester's Newton Heath District Centre, designated as an 'inner area' of the City in the Core Strategy ('CS'), where proposals for a wide range of commercial and community uses are supported. The site is currently vacant and has been for a number of years which presents an opportunity for brownfield regeneration.

6.4 Local planning policy places considerable emphasis on sustainable transport and facilitating modes of transport that reduce carbon emissions. The Core Strategy states that the Council will support designs which incorporate electric vehicle charging points, subject to their appropriate design and location (Policy T1) and that there will be a general presumption in favour of energy infrastructure opportunities (Policy EN7). The proposals would create a new EV Charging Station which would contribute positively towards both policies within the Core Strategy and provide the local community with much needed EV infrastructure which encourages the use of EV cars. The proposal additionally makes use of a vacant, brownfield site which carries significant weight with the Council and will help aid the regeneration of East Manchester which the Council seeks to achieve from development (Policy EC5).

6.5 Policy C4 encourages the promotion of a wide range of commercial and community uses within East Manchester's District Centres and to improve its links with surrounding communities and wider Eastlands development opportunities in order to enhance the sense of place in the area. The proposals comprise of a small commercial / retail unit (175m²) which is complimentary to the EV Charging Station

by providing a central point of payment, a small convenience store and a café/ retail area. The use and function of the proposed EV Charging Station differs from the standard petrol station. Customers of the EV Charging Station will be required to wait until the vehicle is fully charged, therefore the proposed commercial unit will provide a comfortable waiting area and shelter. The EV Charging Station will be operational 24 hours of the day, and it is envisaged that the commercial unit to remain open and staffed 24/7 which will benefit safety and surveillance of the site. It is therefore considered that the proposed commercial use is justified and acts as a secondary function to the primary function of the EV Charging Station.

- 6.6 Central to the NPPF is the presumption in favour of sustainable development and the need for the planning system to support economic growth. Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development which the proposal overwhelmingly meets. Likewise, the NPPF places considerable weight on making effective use of land, and the value of using suitable brownfield land within settlements for homes and other identified needs. The NPPF also promotes sustainable transport modes and states at Paragraph 112 (e), that development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.
- 6.7 Overall, the proposed development contributes positively towards achieving sustainable development and aligns with Manchester City's sustainability goals. The proposed sui generis and commercial use is considered acceptable in this location, as Policy C4 encourages commercial, and community uses within the centre. In addition, the NPPF places considerable weight on the need to ensure that applications for development are designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. It is considered the proposals on the corner of Reliance Street and Oldham Road, Manchester, are fully compliant with local and national planning policies in terms of the principle of development.

Design and Landscaping

- 6.8 Good design is emphasised to be a key aspect of sustainable development within national (Paragraph 126 of the NPPF) and local (Policy EN 1) planning policy.
- 6.9 The proposed EV Charging Station has been designed to ensure strong visual identity, using a naturalistic colour palette and a clean and minimalist design style, bringing out the natural features of the site such as planting and landscaping. A canopy is proposed over the parking spaces, and the boundary treatment comprises of robust black power-coated edging to landscape. Street trees have also been introduced along the street frontage of Oldham Road, in existing empty tree pits. The proposed materiality of the canopy comprises of timber battens and zinc cladding.

- 6.10 With regards to full details of materials and landscaping, a detailed landscaping layout has been prepared by DEP Landscape Architect Ltd (ref: 5092 002, rev 02) which demonstrates the various hard and soft landscaping proposed. The plan includes details on surfacing and edgings, boundary treatments and landscape features. In addition, a full planting plan (ref: 5092 003, rev 02) has been prepared which includes the location of the proposed trees, ornamental planting, specimen shrubs, bulb planting, meadow grass and native shrub planting. The proposed materials and landscaping have been agreed to with case officers during pre-application discussions.

Highways, Access and Parking

- 6.11 The NPPF places considerable weight on promoting sustainable transport, more specifically at Paragraph 104, the NPPF states that transport issues should be considered from the earliest stage of plan-making and development proposals so that opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.
- 6.12 The site is located along Oldham Road and Reliance Street. Oldham Road is a key arterial route, connecting the site to the City Centre of Manchester and to other regional destinations such as Oldham and Rochdale. The site is considered a sustainable location, and falls within the Newton Heath District Centre.
- 6.13 A Transport Assessment has been prepared by EAS Transport Planning and is submitted alongside this planning application. The existing pedestrian pavement surrounding the site along Reliance Street and Oldham Road provide a good level of accessibility of the site. The site is also well located in terms of the wider road network and is well served by busses and is located near Newton Heath Tram Station. Therefore, should it be necessary to access the site using sustainable modes of transport, there are a number of non-vehicular alternatives available. Vehicular access for customers of the EV Charging Station will gain access to the site from Reliance Street. According the Transport Assessment, access from Reliance Street is considered acceptable and no adverse impacts on the road network are anticipated.
- 6.14 In terms of the proposed parking spaces, the provision accords with Policy CC5 of the Core Strategy, whereby the Council will seek to ensure parking standards within the District Centre are met. Each parking space will be equipped with the appropriate EV charging infrastructure and will be only for EV vehicles. The EV Charging Station will be closely monitored for any customers which use the parking spaces without an EV car as this is deemed inappropriate use of the car space. The proposed 16 no. of parking spaces is only reserved for EV cars which are required to use the infrastructure provided. As

the primary use of the site is to provide an EV Charging Station for EV cars only, there are no non-EV car parking spaces proposed on site.

- 6.15 It is therefore considered that the proposals accord with local and national planning policy and are acceptable in terms of highways, access and parking provision across the site.

Noise

- 6.16 A Noise Impact Assessment has been prepared by DeltaSimons, to identify the key noise sources associated with the proposal which may have the potential to impact upon nearby sensitive receptors. The assessment states that any noise associated with vehicle door slams would not exceed internal noise level criteria, therefore the impacts are considered negligible. In addition, due to the small number of parking bays proposed, it is considered that the development would not increase the number of vehicles on the A62, and therefore impacts from road traffic noise are considered to be negligible.
- 6.17 Therefore, the assessment undertaken and submitted in support of this proposed scheme meets the requirements of local and national planning policy, specifically Policy DM 1, Policy C10 of the MCC Core Strategy and Paragraph 185 of the NPPF.

Ecology

- 6.18 An Ecological Impact Assessment and a Biodiversity Net Gain Assessment has been prepared by Delta Simons to review the potential effects of the proposed development on ecology and nature conservation, as well as determine whether the site can achieve a net gain in biodiversity.
- 6.19 The Ecological Impact Assessment determined that the biodiversity loss as a result of the proposals will be compensated for by new landscaping, and where necessary, off-site replacement. The proposals will not result in significant residual effects on habitats or protected species.
- 6.20 The Biodiversity Net Gain Assessment indicates that the development will achieve a net gain in biodiversity over 100%, and that the main contributor to this is the addition of new scrub planting additional tree planting with the green roof canopy and biodiverse green roof. Further details on proposed planting can be found on the Planting Plan prepared by DEP Landscape Architecture (ref: 5092, Rev 02).
- 6.21 Overall, the assessments undertaken and submitted in support of this proposed scheme meets the requirements of local and national planning policy, specifically Policy EN 9, Policy EN 15 and Paragraph 152 and 174 of the NPPF.

Ground Conditions

- 6.22 A Preliminary Geo-Environmental Risk Assessment has been undertaken to identify the presence of contamination at the site. Given the site's previous use as a petrol filling station, the preliminary risk assessment has identified a low to moderate risk of soil / groundwater contamination and hazardous ground gas at the site. It has been recommended that an intrusive site investigation is undertaken to assess the potential for contamination and ground gases to impact
- 6.23 The assessment conclusions and the recommendations proposed following the ground investigations meet the requirements of local and national planning policy, specifically Policy EN 18 of the MCC Core Strategy, and Paragraph 183 (a), (b) and (c), 184 and 185 of the NPPF.

Summary

- 6.24 In summary, it has been clearly demonstrated that the principle of development is fully established when considered against the Development Plan. The following chapter considers the proposed development against other technical policies in the Development Plan and outlines the clear environmental, economic and social benefits of the scheme.

7. Planning Balance

- 7.1 The overarching policy objective of the NPPF is a presumption in favour of sustainable development. Paragraph 8 of the NPPF indicates that there are three dimensions to sustainable development: economic, social, and environmental.
- 7.2 Notwithstanding the above, if the Council does identify conflict with any policies of the Development Plan, the potential harm is clearly outweighed by the substantial economic, social and environmental benefits, as set out below.

Environmental Benefits

- Deliver the regeneration of a brownfield site, which will regenerate the area of land which is currently covered by large expanses of hard standing; significantly enhancing the physical appearance of the local area;
- Making good use of the land through maximising the development potential whilst taking into account key site opportunities and constraints in accordance with Chapter 11 of the NPPF;
- Potential to charge up to 16 vehicles at a time simultaneously, plus E-bikes which will contribute towards the promotion of sustainable transport modes and increase EV charging infrastructure. This is in line with Paragraph 112 of the NPPF and Core Strategy Policy T1 and Policy EN9; and
- Deliver a well-designed landscaping scheme which includes the planting of various shrubs, trees and wildflowers which is significant betterment as it is currently a vacant site.
- Deliver infrastructure that will enable people to transition to electric mobility and contribute to improvements to local air quality.
- The use of energy from Octopus Energy who use renewable energy sources primarily from wind, solar and hydro (water) sources will help with the transition to a net zero carbon economy.

Economic Benefits

- Deliver a scheme which includes a small commercial/retail space and can be utilised by both customers and the surrounding community, a principle supported by and in accordance with Policies SP1 and EC3 of the Core Strategy;

- Deliver regeneration of a vacant site in East Manchester which will help increase active businesses in this area, which is supported by Policy C4 of the Core Strategy; and
- Contributes towards providing approximately 15 new Full-Time equivalent jobs in the local area surrounding area of Newton Heath and within the wider Manchester region, throughout the operational, maintenance, and construction phases of development.

Social Benefits

- The increased connectivity which locals and the wider public will see from the more accessible charging points will improve social cohesion as people will be able to travel further from electric vehicles;
- Deliver a scheme on a vacant site which is located conveniently near local business and residential areas of Newton Heath;
- Improves the overall streetscape along Oldham Road, and is a catalyst for similar District Centre developments in East Manchester which are to be equally well-designed and contribute positively towards sustainable development, which is in accordance with the Policy CC9 of the Core Strategy; and

A pedestrian friendly, relaxing dwell time environment to ensure customers can make best use of their charging time.

Summary

- 7.3 In summary, the proposal represents a highly sustainable development on a vacant site in East Manchester which will deliver improved electric car charging capacity for the local community. The scheme proposals fully accord with the Development Plan and associated supporting planning guidance. This section has assessed the proposed development against the relevant policy considerations. The principle of the proposed EV charging points accords with the relevant policies of the Development Plan, notably policies T1, EN9, SP1, EC3, EC5, C2, EN1 and CC9 of the Core Strategy and National Planning Policy.

8. Conclusion

8.1 This Planning Statement has been prepared by Avison Young on behalf of Iduna Evci Asset Co 1 Limited in support of a full planning application made to Manchester City Council for an EV charging point station with commercial space off Reliance Street, Manchester.

8.2 The description of development is as follows:

“Proposed development of an electric forecourt comprising 16 no. electric vehicle charging points (Use Class Sui Generis), ancillary dwell facility (Use Class E), hard and soft landscaping, access arrangement and other associated infrastructure”.

8.3 This Statement has addressed all relevant planning policy considerations in particular the case for a EV charging station for the site and is fully compliant with both local and national planning policy. The proposals have been designed with due regard to the technical assessments undertaken by the Applicants project team. The proposals have been sensitively designed to transform this brownfield site, which is in need of regeneration to provide a highly sustainable and in-demand EV charging station.

8.4 This will support Manchester’s growing electric vehicle population and provide much needed charging capacity for EV users. The scheme represents a comprehensive and high-quality scheme undertaken in line with best practice guidance and are a significant improvement on the vacant plot of land in which it currently resembles.

8.5 Furthermore, the proposed development constitutes sustainable development in accordance with the NPPF. The development will deliver significant positive economic, social and environmental benefits which should be afforded considerable weight in determination of this planning application.

8.6 To summarise the proposed development represents the highest form of sustainable development and quality which will provide a mix of EV charging capability within a highly accessible location of Newton Heath & Moston. It will also provide a small commercial/retail space for customers, providing a key amenity to add to the experience for those using the facility and creating a sense of place and a development with character for the community.

Appendix I

Submission Schedule

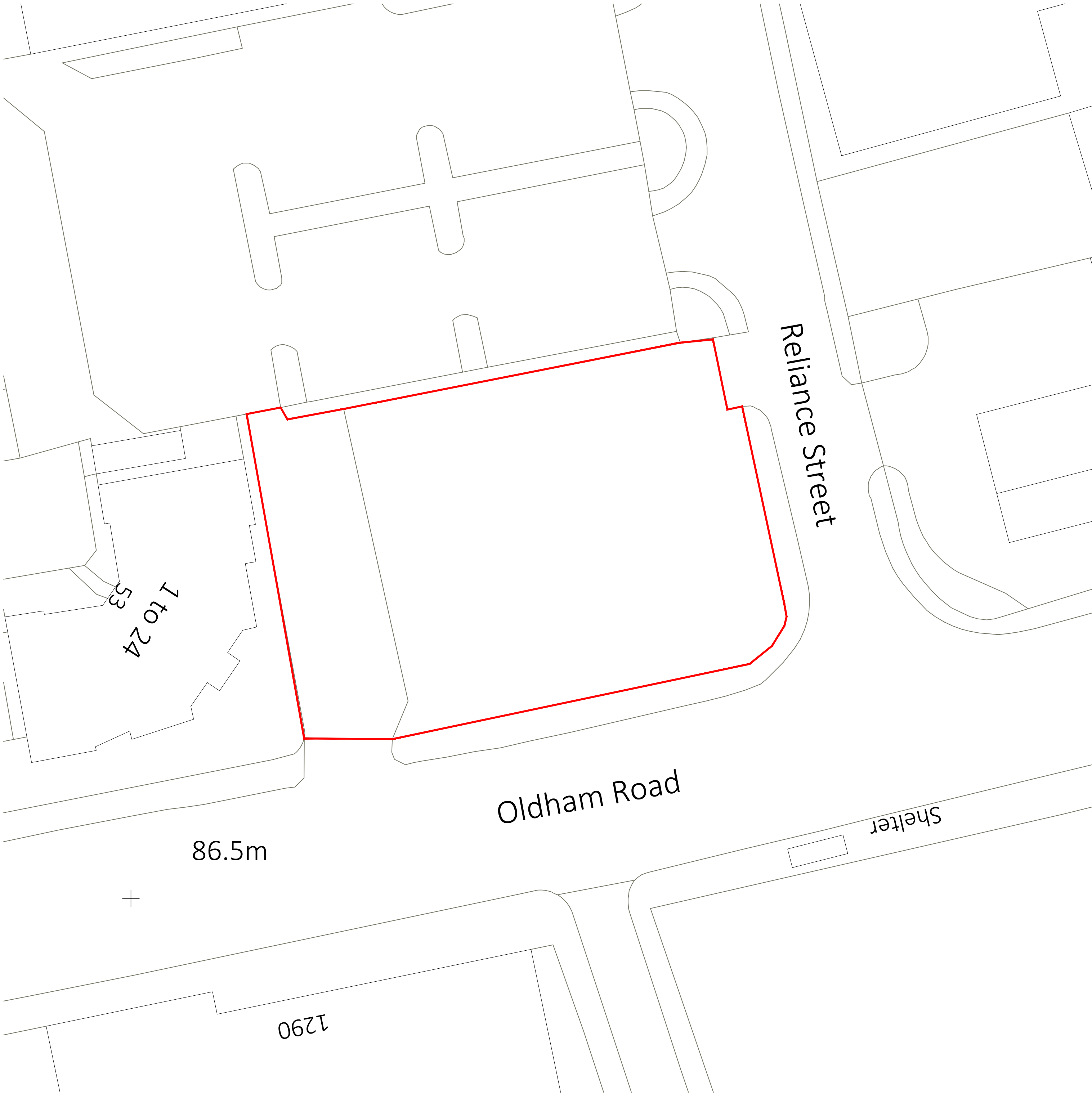
Submission Schedule

Document	Reference / Date (MM/YY)	Consultant / Responsibility
Forms		
Application Form	February 2023	Avison Young
Application Fee	Paid directly to Planning Portal	Iduna Evci Asset Co 1 Limited
Covering Letter	February 2023	Avison Young
Plans		
Site Location Plan	596-LPA-ZZ-GR-DR-P1-3.0000 Rev. P1	Architect That
Block Plan	596-LPA-ZZ-GR-DR-P1-3.0001 Rev. P1	Architect That
Existing Site Plan	596-LPA-ZZ-GR-DR-P1-3.0002 Rev. P1	Architect That
Existing Elevation	596-LPA-ZZ-GR-DR-A-3.0003 Rev. P1	Architect That
Existing Elevation	596-LPA-ZZ-GR-DR-A-3.0004 Rev. P1	Architect That
Proposed Site Plan	596-LPA-ZZ-GR-DR-P1-3.1001 Rev. P1	Architect That
Proposed Roof Plan	596-LPA-XX-GR-DR-P1-3.1002	Architect That
Proposed Elevation	596-LPA-ZZ-GR-DR-A-3.2001 Rev. P2	Architect That
Proposed Elevation	596-LPA-ZZ-GR-DR-A-3.2002 Rev. P1	Architect That
Proposed Section	596-LPA-ZZ-GR-DR-A-3.3001 Rev. P2	Architect That
Topographical Survey	596-LPA-ZZ-GR-DR-A-3.0005 Rev. P1	Architect That
Lighting Strategy	Reliance Street Charging Bays Lighting Layout	Steon Lighting
Hard Landscape Layout	5092.002, Rev 002	DEP Landscape Architects
Planting Plan	5092.003, Rev 002	DEP Landscape Architects
Drainage Sketch	220698-CON-XX-00-SK-C-1000, Rev P2	Conisbee
Reports		
Crime Impact Statement	October 2022	GMP: Design for Security
Design and Access Statement	February 2023	Architect That
Waste Management Strategy Proforma	February 2023	Architect That
Ecological Impact Assessment	September 2022	Delta-Simons
Ecology Statement	September 2022	Delta-Simons
Biodiversity Net Gain	November 2022	Delta-Simons

Calculation		
Geo-Environmental Risk Assessment	December 2022	Delta-Simons
Noise Impact Assessment	November 2022	Delta Simons
Energy & Sustainability Statement	November 2022	The PES
Transport Statement	November 2022	EAS Transport Planning
Supporting Planning Statement	February 2023	Avison Young
Local Labour Agreement	February 2023	Avison Young
Statement of Community Involvement	October 2022	BECG

Appendix II

Site Location Plan



Contact details

Enquiries

Rachel May

Rachel.may@avisonyoung.com

Larna Smith

Larna.smith@avisonyoung.com

Visit us online

avisonyoung.com

Avison Young

Norfolk House, 7 Norfolk Street, Manchester M2 1DW

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