

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134546/FO/2022

Date registered valid: 19 October 2022

Proposal: Erection of electric vehicle charging station to include 12 electric vehicle charging posts, together with electrical infrastructure, sub-stations, lighting, HP cabinet/control unit/ DNO enclosure and associated works

Address: Land Between Wall Way And Hyde Road, Manchester

Ward(s): Gorton & Abbey Hey Ward

Applicant: Ionity GmbH c/o Poise Group Fleet House, 8-12 New Bridge Street, London, EC4V 6AL

Agent (if any): Alex Mitchell Zander Planning Ltd 2nd Floor Clyde Offices, 48 West George Street, Glasgow, G2 1BP

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 20th February 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 3 November 2022 Expired: 24 November 2022

Neighbour notifications

Printed: 28 November 2022 Expired: 19 December 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site covers an area of 0.18ha, and currently comprises areas of hardstanding, with soft landscaping to the eastern edge of the site bordering the Mc Donald's Drive thru restaurant, to the east alongside the boundary with Pure Gym and to Wall Way to the north.

The site is in an elevated position in relation to Hyde Road to the south of the site, with the boundary of the site to the south of the area (not proposed to be developed as part of this application) comprising a high black metal railing fence set above a high brick faced retaining wall to the back of pavement with Hyde Road. The side boundary with McDonalds is a chain link fence set between concrete posts.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site is located in a predominantly commercial location with a drive thru' restaurant to the east, a gym to the west, with a public house and shops with flats above lie to the south of Hyde Road. To the northwest of the site is a hotel, and to the northeast of the site is the Debdale Park Outdoor Centre with associated facilities. The site is accessed from Wall Way. Access and egress from the site would remain as existing in regard to location.

Description of development

Consent is sought for the construction of EV charging station to include 12 EV charging posts together with electrical infrastructure, to serve 12 parking spaces which would be sited at 90 degrees to Hyde Road and Wall Way in two banks of 6. 14 no. parking bays are proposed to be sited as a central island between the two rows of parking spaces with charging points.

1no. IDNO (Independent Distribution Network Operator) substation, together with 2no Low Voltage Panels and 2no. HP cabinet/control unit are also proposed within the north of the site in proximity to Wall Way. 6 no. 6m high lighting columns with two lanterns are proposed in

proximity to each of the proposed charging posts , with a further 6m high lighting column with two lanterns proposed near to the eastern protected pedestrian route to in proximity to site entrance.

The original submission included 4no. substations, but the revised plans have now rationalised this into 1 substation facility.

The proposed development is set back from the Hyde Road frontage (back of pavement) by 30.8 m at the closest point.

The proposed development would have 24 hours a day access

The existing overgrown shrubbery to the Wall Way frontage would be removed to facilitate the installation of equipment associated with the electricity supply to serve the proposed electric vehicle charging points, and a pedestrian footway would be incorporated to Wall Way. 9no. trees are proposed to be planted within the site, with the majority to be located in areas where the shrubbery would be removed in proximity to Wall Way.

The location of the access and egress from the site would remain as existing. However, works are proposed to extend pedestrian routes into the site, and incorporate tactile paving and dropped kerbs to the radii at the access.

A 1.8m green weld mesh fence is proposed to secure the southern boundary of the site. with a gate to provide access to the undeveloped site to the south of the application site.

Consultations & Notification Responses

Local residents and local businesses – No comments received.

Highway Services – 23.11.2022 Advised that TfGM has been consulted due to the increase in turning movements at the Wall Way/Hyde Road junction, and comments are awaited.

Highways note that the site layout has been designed in order to allow for access to a potential future development plot located to the south of the site. Highways request that all internal road-markings (and crossing facilities) shown to be associated with access to any future development remain absent at this stage in order to reduce driver and pedestrian confusion. Controls/ barriers must also be in place to restrict vehicle or pedestrian access into the adjacent plot from the proposed site.

Whilst the submitted Transport Statement states that the EV charging bays will offer a 'Rapid Charge' facility, confirmation is sought that the charging stations will comply to MCC's minimum 50kw power requirements for service stations or similar.

Highways requested that a minimum of two of the proposed EV bays are constructed to Mobility Standard with a minimum parking bay provision of 3.6m x 6m in accordance with DfA2.

It is recommended that the proposed waiting bays are subject to a planning condition restricting their use to the proposed EV charging hub only to ensure that the proposed waiting bays are not provided as a parking facility for users associated with the adjacent future development plot.

Although a swept-path assessment has been appended to the Transport Statement of a vehicle routeing through the site and accessing/egressing the charging bays, it is unclear what vehicle has been tracked. Highways request that a swept-path assessment of the parking bays is provided for a large car.

Modifications are required to the adopted highway including the removal of kerbing and the installation of a footway. Such works will be subject to S278 agreement.

It is expected that all modifications/improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being

discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience teams post planning approval and prior to construction taking place. The existing site access bell-mouth is relatively wide and therefore required pedestrians to cross over a substantial distance. Highways therefore request that the site junction radii are tightened to shorten this crossing distance.

As the adopted highway currently extends into the site for around 22m from Wall Way, it is requested that the section of adopted highway which encroaches onto the operational site is stopped-up as highway under Section 247 of the TCP Act 1990.

A site access visibility-splay assessment should be provided to ensure appropriate visibility for egressing vehicles in consideration of the proposed boundary treatments and substations/infrastructure fronting onto Wall Way. Any fencing/railings should be visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

Any modifications to the site access should also be supported by an updated swept-path assessment.

The provision of footway along the site frontage at Wall Way and into the site is welcomed by Highways. The applicant should confirm that the proposed external footway and internal pedestrian routes are designed to a minimum width of 2m.

The applicant should also confirm whether the hatched areas along the eastern edge of the site provide pedestrian provision and whether a connection is provided to the adjacent McDonalds which appears to be indicated on the submitted plans.

The proposed crossing located within the vicinity of the site access is currently located upon a section of adopted highway and as such would need to be designed in accordance with TSRGD which is not considered appropriate at this location.

Although it is noted the crossing location is situated across the narrowest part of the existing junction, this location does not follow pedestrian desire-lines which is likely to follow the junction bell-mouth. Pedestrian crossing facilities at this location should therefore be reconsidered.

Further details regarding maintenance operations are required to include anticipated frequencies and vehicle-types.

A swept-path assessment should be submitted by the applicant demonstrating that the largest maintenance vehicle can comfortably manure through the site in forward-gear without affecting internal operations.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements associated with utility/grid connection works will need discussion and agreement with MCC Highways Applications and Network Resilience teams

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Additional comment 29.11.2023

Highways agree with the submitted Transport Statement in that a high proportion of trips associated with the facility will already be on the surrounding highway network. It is accepted that no highway concerns in terms of safety or capacity are considered likely to arise.

Further comments on revised plans 24.01.2023

-Highways accept that operation assessment is not required given the nature of the facility and in consideration of the high proportion of linked trips.

-2no. disabled charging bays are provided which is accepted by Highways.

-Highways requested that all road markings and crossing facilities associated with the potential future development plot be removed to avoid driver confusion, however, it appears that all markings through the site have been removed. Highways require the submission of an updated plan.

- Barriers are shown to control the entrance into the potential future development plot which is welcomed by Highways. The applicant should however confirm how access across the remaining southern boundary of the application site would be managed.
- Confirmation that the proposed EV bays will offer a minimum 50kw facility is still required.
- The existing site access has been rationalised, however a swept-path assessment and visibility splay assessment is still required. Further details regarding maintenance operations are also required to include anticipated frequencies and vehicle-types.
- The junction design should also include appropriate road-markings, dropped-kerbs and tactile paving together with a continuation of footway to the western aspect of the junction leading into the site.

It is still unclear whether a pedestrian connection through to the adjacent McDonalds site will be provided. Please could the applicant provide details of the proposed power supply works. Although associated traffic management would be fully detailed within the Construction Management Plan, Network Resilience are now requesting information regarding the proposed works at planning application stage.

Further comments 31.01.2023

The plans still do not show provision of a footway to the western aspect of the site access. They would prefer removal of the zebra-crossing style facility at the site access and replacement with dropped-kerbs and tactile paving closer to the bell-mouth as the current zebra location is considered to be outside of the pedestrian desire-line for pedestrians walking along Wall Way.

The proposed limit of adoption is acceptable in principle however this would need to be agreed/applied for as part of a formal stopping-up application (can be conditioned). Highways would also request adoption of land within the visibility splay as part of a s38 agreement in order to protect the splays. Please can the applicant confirm that no planting or boundary treatment above 600mm will be erected within the visibility splays.

Updated comments 10.02.2023

Have advised that the visibility splays can be conditioned. The s278 team will require a (post-application) Stage 1/2 Road Safety audit as part of the s278 process anyway which would also include an assessment of visibility.

The footway to the western elevation terminates and still does not continue along the site frontage. They have also checked this with the s278 team who would like to see a continuation of footway here –there is a possibility that those using the EV hub would make use of the surrounding land-uses including the adjacent gym whilst charging their vehicle.

The tactiles/dropped-kerbs should be moved north further, closer to the bell-mouth and likely pedestrian desire-line – to an extent to where the maximum carriageway crossing distance would be 10m.

Updated comments 17.02.2023

The scheme is acceptable, no further comments.

TfGM - The Transport Statement (TS) has been reviewed and it is noted that a total of 26 car parking bays are proposed (12 EV spaces and 14 standard spaces). TfGM consider that the existing access is overengineered for the proposed use and as such TfGM would suggest that the access is rationalised to provide a reduced radius and improved to include tactile paving and dropped kerbs.

There is no transport assessment work for the car park as the TS assumes that the car park will not attract new trips. TfGM would refer to the Local Highway Authority to determine if this approach is acceptable.

Environmental Health - recommend that conditions relating to construction hours external lighting, and acoustic insulation of external plant are attached to any approval. They also suggest that the hours of operation are conditioned as applied for.

Arboricultural Officers- Have confirmed that there are no trees within the boundary of this site and therefore there would be nothing for them to pass comment on.

There are some off-site trees close to the boundary that would need to be considered when carrying out any excavation work.

This site does look like it would provide several tree planting locations, and they therefore request that the applicant submits a landscape plan with proposed tree locations.

Design for Security - recommend that:

- The surfacing be checked to ensure it remains uniform in coverage and well consolidated.
- Appropriate signage must be legible and up to date.
- Lighting to parking areas should be in accordance with BS 5489, and display an average lux of 20 (urban areas) with a uniformity level of no less than 25%. These figures should be evidenced by a lighting layout/lux plan.

The success of the proposed development will be dependent upon the effective management and maintenance of the site and the applicant should be required to provide a security management plan, which includes measures to deal with the following:

Frequent inspection and prompt repair of security features (e.g. lighting CCTV, signage, barriers, locks, fencing and rails).

Regular litter and graffiti removal (if applicable)

Maintenance of car parking surface

Vegetation management

Installation & Monitoring of CCTV and procedures for response to any incident/recording of images.

Cadent - have no objection to this proposal from a planning perspective, but request an informative be attached to any planning approval to prevent damage to their assets or interference with their rights.

Flood Risk Management – recommend conditions are attached to any approval in relation to the submission of a surface water drainage scheme, and the submission of details of the implementation, maintenance and management of the sustainable drainage scheme.

Issues

Policy Context

The following local and national policies and documents are considered relevant in the determination of the application proposals.

National Planning Policy Framework (July 2021)

The revised NPPF was adopted in July 2018 , re-issued in February 2019, and again July 2021. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives - economic, social and environmental (paragraph 8).

Section 6 'Building a strong and competitive economy' states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. 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 (paragraph 81).

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 92).

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 105).

In relation to setting local parking standards for residential and non residential development, the NPPF states that policies should take not account the need to ensure adequate provision of spaces for charging plug in and other ultra-low emission vehicles (paragraph 107(e)). Furthermore, in paragraph 112 the NPPF recommends that applications for development be designed to enable charging plug in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

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 (paragraph 113).

Section 11 'Making effective use of land' states that 'planning 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' (paragraph 119).

Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF.

Section 12 'Achieving Well Designed Places' 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. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 126).

Planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans

or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 135).

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, so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' 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: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

Furthermore, the NPPF states that local authorities should support applications which cut the use of greenhouse gas emissions, even if the project is small scale, but is a valuable contribution (paragraph 158).

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise : states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout - the way in which buildings and spaces relate to each other
- form - the shape of buildings
- scale - the size of buildings
- detailing - the important smaller elements of building and spaces
- materials - what a building is made from

These largely relate to detailed aspects of a planning submission, which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

Core Strategy

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

Appendix C of the Core Strategy has a list of superseded policies and their replacements.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The following specific policies are considered to be particularly relevant to the proposed development:

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

Policy SO2. Economy - The scheme would provide a facility in a predominantly commercial location for use by the patrons of the adjacent businesses and in a highly accessible location.

Policy S05. Transport -The development would be highly accessible.

Policy EC1 - Land for Employment and Economic Development - The proposal would contribute to economic performance of the locality in a highly accessible location , thereby supporting economic growth.

Policy CC8 Change and Renewal - The proposed development would create temporary employment during construction.

Policy EN14 -Flood Risk - The proposed development is accompanied by a surface water drainage strategy . This issue is dealt with in greater detail elsewhere in this report.

Policy EN 16 - Air Quality

The proposal includes the provision of 6 no. electric charging points serving 12 parking spaces which will assist in the minimisation of emissions from traffic in the local and wider area.

Policy EN 18 Contaminated Land and Ground Stability

The proposed development would involve the installation of electric charging points, substation and LV GRP panel structure. Any breaking of ground would therefore be limited. This issue is dealt with in greater detail elsewhere in this report.

Policy T1 Sustainable Transport - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport.

The proposed development will assist in supporting the move to carbon free modes of transport. Policy T1 would therefore be responded to.

Policy DM1 Development Management - This sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- o That development should have regard to the character of the surrounding area;
- o Effects on amenity, including noise, and road safety and traffic generation;
- o Impact on landscaping/trees, flood risk and drainage.

These issues are considered full, later in this report.

Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

Saved policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. Hyde Road is a significant radial route into the City. This proposal would be set well back within the site and due to the scale and design is considered to have a limited visual impact in the streetscene.

Legislative requirements

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

ISSUES

Principle of development

This is a vacant cleared site lying within a wider commercial location with a hotel, gym, drive thru' restaurant adjacent to a main road network. The proposed scheme would enable the provision of 12no. electric vehicle charging points designed to support the changeover in vehicles from running on fossil fuels to electricity to contribute to meeting climate change challenges.

It is acknowledged that not all car owners currently have access to a private electricity supply to their vehicle in a position that does not impact on the public realm, cross pavements to on-street parking, or be too far away such as parking courts away from their properties.

It is considered that the provision of electric charging points, in proximity to the hotel, gym and drive thru' restaurant uses in the vicinity would be acceptable in principle.

Visual amenity

The submitted application relates to the installation 12 EV charging posts together with electrical infrastructure, and associated parking spaces which would be sited at 90 degrees to Hyde Road and Wall Way in two banks of 6. 14 no parking bays are proposed to be sited as a central island between the two rows of parking spaces with charging points.

1no. substation, together with 2no Low Voltage Panels and HP cabinet/control unit are also proposed within the north of the site in proximity to Wall Way. 6m high lighting columns are

proposed and associated lanterns are proposed to enable 24 hour use of the proposed development.

With the exception of the EV charging posts and lighting columns, the structures associated with the electricity supply would be sited towards the northern part of site. Whilst their siting would therefore be clearly visible from Wall Way (which serves the commercial developments), their location within the proposed development is preferable and would reduce the potential for significant visual intrusion in the Hyde Road streetscene (a main radial route into Manchester), as although the proposed development is set back from the Hyde Road frontage by 30.8m at the closest point, the site is significantly elevated from the back of pavement on Hyde Road, thus enabling long views of the site for travelling coming into Manchester.

It is considered that proposed development would have no significant impact upon visual amenity, and proposed structures would be read in the context of the existing wide commercial locality with associated structures and equipment.

Design and Appearance

The agent has confirmed that the proposed the electric charging points would comprised white aluminium. However, the colouration of the proposed IDNO substation and Low Voltage Panels would be green. It is considered that the external design and appearance of the development would give rise to no significant impact upon visual amenity or upon the character of the local area.

The original submission included 4no. substations, but the revised plans have now rationalised this into 1 substation, which it is considered would improve the visual aspects of the proposed development on site in terms of the amount of equipment.

Highways Impacts

The site is located between Hyde Road (a main radial route to and from the City Centre) , and Wall Way, which serves the commercial developments to the north of Hyde Road. The site has an existing two-way vehicular entry/ exit access point on Wall Way the location which would be retained . Access between Wall Way and Hyde Road is via a traffic signal controlled junction, which provides dedicated turn lanes on to Wall Way.

The application is accompanied by a Transport Statement , which states that Wall Way is relatively lightly trafficked given its cul-de-sac arrangement, and that this combined with the existing street lighting, enables easy navigation and access to the site. Furthermore , the location towards the end of the Wall Way cul-de-sac means that vehicle trips passing the site entrance are limited . The 20 mph speed limit of Wall Way also means that any passing vehicles would do so at low speed. The access into the site makes use of an existing access 'stub' off Wall Way. The access is considered to be able to accommodate car manoeuvres and provides sufficient visibility in both directions.

The Transport Statement goes on to state that the site would not add any new vehicle trips to the highway network, rather it would serve existing electric vehicles already on the network and passing the site in any event. Whilst it is acknowledged that a number of vehicles to the proposed development would be undertaking linked trips to the other facilities e.g. McDonalds restaurant , gym, hotel , due to the location of the site adjacent to a main radial route into Manchester , the site may attract customers solely seeking to charge their vehicle. This is reinforced by the statement in the Transport Statement , which envisages the development is expected to primarily serve longer range journeys, which require a vehicle's charge to be 'topped up' part way through the journey. The rapid charge facility provided by the proposed development would facilitate such activity. Vehicle charging time varies relative to the vehicle's state of charge and the capability of the vehicle; however, for high power chargers like those proposed by the site, the most efficient way to charge is from below 20% capacity to up to 80%. The time required for such a charge is typically around 30 minutes, which can easily be combined as part of a rest stop for a longer journey.

The proposed development, however, also needs to be considered in the context that this site was due to be developed as part of the wider site some years ago, which is why a stub access point is already in situ. As such it is considered that the proposed development could be accommodated on site without significant impact to the local highway network in terms of traffic generation, in particular at peak AM and PM times.

The matters raised by Highway Services in relation to works the existing access, site access radii, provision of footway to the west of the access, internal road-markings, tactile paving and dropped kerbs at the site access, boundary treatment to the site to the south of the proposed development into the adjacent plot from the proposed site, charging speeds, bay dimensions, swept paths, provision of disabled bays have been addressed.

It is however, proposed to attach a condition to require the submission of a construction management plan prior to commencement of works is attached to any approval.

On the basis that the development is implemented in accordance with the site layout it is considered that the proposed electric charging points, with associated substation and 'Low voltage Panel' would not give rise to significant impacts to traffic movements within the site, or in relation to adverse impacts to the local highway network.

Any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements have been included as an informative.

Parking

The proposal would lead to the creation of 12 parking spaces with associated electric vehicle charging facilities, together with 14 standard parking spaces. The additional spaces would enable vehicles to wait whilst accessing the charging facilities. The vehicle circulation routes would be surfaced in tarmac with areas being finished in block pavements. Whilst this is considered to be an acceptable approach, it is proposed to attach a condition to require a plan to show the finalised surfacing arrangement. This extent of permeable surfacing is connected with the surface water drainage arrangement which are subject to a pre-commencement condition.

In relation to the request is recommended that the proposed waiting bays are subject to a planning condition restricting their use to the proposed EV charging hub only to ensure that the proposed waiting bays are not provided as a parking facility for users associated with the adjacent future development plot, the planning agent has confirmed these are not waiting bays. This parking is required to service the adjacent site, when it comes forward in the future for development. The planning agent has stated that land transaction is to allow their client to progress the Electric Vehicle Charging scheme in advance of the adjacent proposal and to provide access and parking, and that such a condition would render the proposal unviable.

Accessible Electric Charging point

The two northerly electric charging point bays (one at each side of the entrance to the site) have been designed to enable use by disabled users, and lie adjacent to protect pedestrian routes to Wall Way.

Noise

The site is located adjacent to a main radial route into Manchester with associated traffic noise. The nearest residential properties lie to the south of Hyde Road, but a hotel is located 40m to the north west of the site. The proposed substation (IDNO unit) has the potential to generate noise. It is therefore proposed to attach a condition to any approval to require that externally mounted ancillary plant, equipment and servicing is selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location; and that prior to

commencement of the development, a scheme shall be submitted to and approved, in order to secure a reduction in the level of noise emanating from the site. Furthermore, that the scheme shall be implemented in full before the use commences, and that prior to the operation of the scheme a verification report shall be validated that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report, and that post completion testing to confirm that the noise criteria have been met shall form part of the report.

It is considered that provided the proposal is implemented in accordance with the measures required by the recommended condition, the proposed electric charging points and associated facilities would not have a detrimental impact on the amenity of surrounding occupiers through noise.

Environmental Health officers have recommended that a condition be attached to reflect the hours applied for, however, as the proposed hours are 24hrs, 7 days a week, it is not considered appropriate to attach a condition in this instance.

Trees

There are no trees on this site, but there are a number of semi-mature trees outside the site in proximity to the western and eastern boundaries. Whilst the proposed development would necessitate the loss of the existing overgrown soft landscaping to Wall Way frontage of the site, the proposed development would involve the planting of 9 trees. It is therefore proposed to attach a landscaping condition to require the submission of the species of the proposed trees and that any trees or shrubs which are planted as part of a soft landscaping scheme, which are removed, uprooted or destroyed or die within 5 years from the date of the planting are replaced with another tree or shrub of the same species and size as that originally planted at the same place.

Landscaping

The treatment of the surfacing around the proposed trees to the Wall Way frontage has not been finalised, it is therefore proposed to condition this aspect of the scheme. This will be connected to the finalised surface water drainage arrangements for the proposed development.

Flood Risk and Drainage

The site is located within Flood Zone 1 (low risk of fluvial or tidal flooding). Flood zone 1 is described as land having a less than 1 in 1,000 annual probability of river or sea flooding. Furthermore, the Environment Agency Long Term flood risk map extract shows the site to be at very low risk from surface water flooding.

As such any flood risk mitigation would mainly be limited to mitigating risk to others downstream of the site as a result of hard surfaces and additional runoff generated by the new development.

The application is accompanied by a Surface Water Drainage Strategy which considers sources of flooding and assesses the proposal in terms of the SuDS drainage hierarchy.

This drainage strategy proposes all hardstanding areas to drain via permeable paving and ACO channels to a geocellular storage tank beneath the central car park area for rainfall events up to and including the 1 in 100yr+45%CC rainfall event.

The report states that their client has ownership of the site to the south and as such, the discharge point would be to the public surface water sewer beneath Hyde Road to the south of the site. As the plot to the south is currently undeveloped, the details of the proposed route from the geocellular tank to the public sewer beneath Hyde Road is to be confirmed at a later design stage.

Additional information is also required in regard to the finalised design of the finalised drainage layout, the requirement for a blockage risk assessment as part of the drainage strategy to support proposed flows less than 5 l/s, evidence that the finalised drainage system has been

designed so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change, an assessment of overland flow routes for extreme events, hydraulic calculation of the proposed drainage system, and construction details of flow control and SuDS elements.

In view of the surface water drainage details which are required, it is proposed to condition this aspect of the scheme. With a further condition proposed in relation to the management and maintenance of the surface water drainage scheme which is approved.

Air Quality

The proposed electric charging points have the potential to assist in the minimisation of carbon emissions from traffic in the local area, by supporting the wider use of hybrid and electric vehicles.

Security

Comments received in regard to lighting and surfacing of the site have been noted and are addressed elsewhere in this report. It is also acknowledged that security at the proposed development will be dependent upon the effective management and maintenance of the site in the future.

The planning agent has confirmed that the site will be surfaced in a uniform and level way; signage would be legible; the lighting plan submitted with the application confirms an average 20 lux with 25% uniformity level. In view of this an informative is proposed to be attached to any approval to security management measures.

Lighting

6no.6m high lighting columns are propose each with two lanterns . Each column would be located adjacent each electric vehicle charger. A light spill plan has been provided. Given the height and light spill from the street lighting columns on Hyde Road and other external lighting to the commercial premises in the proximity to the proposed lighting arrangements are considered to be acceptable in this location . It is however, proposed to attach a condition relating to the design of the lanterns and colouration of the lanterns and columns. It is also proposed to attach a further condition to any approval relating to glare, to enable the scheme to be revised, if after implementation of the lighting scheme, lighting glare were to occur.

Ground conditions

The application is accompanied by a Phase 1 Environmental Site Assessment report. This has not identified any potentially significant contaminant linkages and the site is considered to present a low risk to human health and the environment under continued open use.

Boundary treatment

The scheme would involve the retention of the existing boundary treatment to the western and eastern boundaries. A 1.8m green weldmesh fence with a gate is proposed to the southern boundary of the site , to secure the site to the south of the proposed development until a scheme is develop the land is brought forward in the future .

Remainder of Site

Whilst the submitted plans suggest that the residual land between the proposed development and the boundary to Hyde Road, being developed in the future for other purposes, this area of the site is not under consideration as part of this application. It is understood that the site form in this application and the land to the south are in the same ownership.

Conclusion

The proposed development would support the delivery of measures to contribute to achieving carbon neutrality by 2038 in Manchester, in a sustainable location adjacent to a main radial route into Manchester.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Article 35 Declaration

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the agent in a positive and proactive manner by requesting further information relating to layout, highway matters, and tree planting, and appropriate conditions to the approval have also been attached.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse.

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the following drawings and documents:

IONITY Manchester Debdale electric vehicle charging red line boundary option 3 plan ref: 3195-POI-DRG-CIV-200010 P01;

IONITY Manchester Debdale modification/removal proposed site electric vehicle charging plan ref: 3195-POI-DRG-CIV-200011 P01;

IONITY Manchester Debdale electric vehicle charging proposed site traffic flow ref: 3195-POI-DRG-CIV-200016 P02 (notwithstanding proposed tree and IDNO locations)

Terra HP Generation 4 CE Ionity Installation Manual;

Terra HP Generation 4 CE Ionity User Manual;

Underground Utility Survey (PAS128) plan ref: MGS46247-UT;

Content of Agent letter 29th July 2022

Received 29th July 2022

Lighting Design by Dialux;
Surface Water Drainage Strategy October 2022 ;
Phase 1 Environmental Site Assessment report ref: A220104 -R01 rev. A dated February 2022;
Transport Statement ref: M22033-01 dated September 2022 (notwithstanding site layout plans in the appendices) ;

Received 19th October 2022

Email from planning agent dated 25th November 2022 confirming the site would be surfaced in a uniform and level way, and that signage would be legible the lighting plan submitted with the application confirms an average 20 lux with 25% uniformity level.

Email from planning agent dated 30th November 2022 confirming the use would operate 24hours each day .

Email from planning agent dated 20th January 2023 confirming colouration of the LV panel as green.

Substation Drawing ref: Substation GA-01 rev.B received 23rd January 2023;

Proposed Access Alteration Swept path analysis plan ref: M20023-A-003 and Visibility plan ref: M20023-A-002 received 26th January 2023;

Email from planning agent dated 8th February 2023 confirming the fencing to the southern boundary would be green in colour and 1.8m in height;

NYLOFOR 3D fencing plan ref: NY-3D- B rev.C

IONITY Typical Planning details (EV Charger , HP Cabinet and LV Panel plan ref: 2692-POI-DRG-CIV-1000018 rev.P02 received 8th February 2023;

IONITY Manchester Debdale electric vehicle charging proposed area arrangement ref: 3195-POI-DRG-CIV-200012 P06;

IONITY Manchester Debdale electric vehicle charging proposed equipment arrangement ref: 3195-POI-DRG-CIV-200013 P05;

IONITY Manchester Debdale electric vehicle charging proposed site elevations ref: 3195-POI-DRG-CIV-200015 P05;

Received 16th February 2023

Reason - To ensure that the development is carried out in accordance with the approved plans., pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3. Prior to the commencement of the development, a detailed construction management plan outlining working practices

during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o The routing of construction traffic ;
- o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;

- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o Identify measures to reduce noise emissions;

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

4a) The development shall be implemented in accordance with the Lighting Design report received 19th October 2022.

b) Finalised design of the proposed lanterns and colouration of the lanterns and columns, shall development shall be submitted to and approved in writing by the local planning authority, prior to the installation of the lighting columns

Reason - To ensure adequate lighting within the development, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

5) If , when the lighting units within the development are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as Local Planning Authority confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

6a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012), and saved UDP policy DC26.

7) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Reason- To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG, and policies EN08 and EN14 in the Manchester Core Strategy (2012)

8) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to national policies within the NPPF and NPPG, and policies EN08 and EN14 in the Manchester Core Strategy (2012)

9) a) Prior to the surfacing of the Electric vehicle charging bays and circulation routes indicated on plan IONITY Manchester Debdale electric vehicle charging proposed area arrangement ref: 3195-POI-DRG-CIV-200012 P06, finalised details of the type of surfacing materials and the location of the materials, shall be submitted to and approved in writing by the local planning authority.

b) The Electric vehicle charging bays and circulation routes shall be surfaced, demarcated and made available for use in accordance with the approved scheme prior to the development hereby approved being operational. The car parking shall then be available at all times whilst the development is occupied.

Reason - To ensure that the site is appropriately surfaces and available for use for the proposed development in order to comply with policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

10) The boundary treatment to the southern boundary shall be implemented in accordance with the content of the email from planning agent dated 8th February 2023 confirming colouration and height, and NYLOFOR 3D fencing plan ref: NY-3D- B rev.C
The boundary treatment shall be completed before the development is first occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development along Hyde Road is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

11) a) Notwithstanding the tree planting annotated on plan ref: plan IONITY Manchester Debdale electric vehicle charging proposed area arrangement ref: 3195-POI-DRG-CIV-200012 P06, finalised specifications of the tree planting to the site areas together with ongoing management and maintenance arrangements shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of commencement of development.

b) Finalised details of the soft and hard landscaping scheme to the areas around the substation , LV Panels and HP cabinets adjacent to Wall Way shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of commencement of development.

c) The approved hard and soft landscaping scheme shall be implemented not later than 12 months from the date the development is operational. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out to improve biodiversity and which respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

Informatives

1. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2. It is advised that in terms of managing the development in relation to security

- the site surfacing be checked to ensure it remains uniform in coverage and well consolidated.
- Appropriate signage should be legible and up to date.
- Lighting to parking areas should be in accordance with BS 5489, and display an average lux of 20 (urban areas) with a uniformity level of no less than 25%. These figures should be evidenced by a lighting layout/lux plan.
- A security management plan, which includes measures to deal with the following matters should be put in place ;Frequent inspection and prompt repair of security features (e.g. lighting CCTV, signage, barriers, locks, fencing and rails);Regular litter and graffiti removal (if applicable);Maintenance of car parking surface; Vegetation management;

Installation & Monitoring of CCTV and procedures for response to any incident/recording of images.

3. Construction/ works shall be confined to the following hours .

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

4. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements associated with utility/grid connection works will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004 / Emailhighwaylicences@manchester.gov.uk).

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Neighbourhood Team Leader (Arboriculture)

MCC Flood Risk Management

Greater Manchester Police

21 Wall Way, Manchester, M18 7WY

4 Thornwood Avenue, Manchester, M18 7HW

2 Thornwood Avenue, Manchester, M18 7HW

PureGym, Wall Way, Manchester, M18 7LN

2A Friendship Avenue, Manchester, M18 7HH

3 Friendship Avenue, Manchester, M18 7HH

1 Friendship Avenue, Manchester, M18 7HH

794 Hyde Road, Manchester, M18 7JD

790 Hyde Road, Manchester, M18 7JD

Flat Above , Hyde Road, Manchester, M18 7JD

Debdale Outdoor Centre, Debdale Park, 1073 Hyde Road, Manchester, M18 7LJ

Debdale Park, 1073 Hyde Road, Manchester, M18 7LJ

Trafalger Sea Cadets, Debdale Park, 1073 Hyde Road, Manchester, M18 7LJ

Holiday Inn Express, Hyde Road, Manchester, M18 7LJ

774 Hyde Road, Manchester, M18 7JD

Flat At, Friendship Tavern, 786 - 788 Hyde Road, Manchester, M18 7JD

782 Hyde Road, Manchester, M18 7JD

First Floor Flat, 778 Hyde Road, Manchester, M18 7JD

Ground Floor Flat, 778 Hyde Road, Manchester, M18 7JD

774A Hyde Road, Manchester, M18 7JD

796A Hyde Road, Manchester, M18 7JD

778 Hyde Road, Manchester, M18 7JD

792 Hyde Road, Manchester, M18 7JD

First Floor, 782 Hyde Road, Manchester, M18 7JD

Ground Floor, 782 Hyde Road, Manchester, M18 7JD

Friendship Tavern, 786 - 788 Hyde Road, Manchester, M18 7JD

796 Hyde Road, Manchester, M18 7JD

784 Hyde Road, Manchester, M18 7JD

Curry Pot, 780 Hyde Road, Manchester, M18 7JD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH AREA