

IONITY, MANCHESTER DEBDALE

TRANSPORT STATEMENT

(IONITY GMBH)

TTHC Ltd – the Traffic, Transport & Highway Consultancy

Manchester
St James' Building
79 Oxford Street
Manchester
M1 6EJ
(0161 235 8600)

London
Mayfair Point
34 South Molton Street
London
W1K 5RG

www.TTHC.co.uk / WWW.TTHC.com

TTHC Ref: M22023-01
Date: September 2022

© **COPYRIGHT:** The contents of this document must not be copied or reproduced in whole or in part without the written consent of **TTHC**

CONTENTS

Page No.

1.0	INTRODUCTION.....	1
2.0	SITE LOCATION AND LOCAL AREA	2
3.0	APPLICATION PROPOSALS.....	4
4.0	TRANSPORT CONSIDERATIONS.....	6
5.0	SUMMARY AND CONCLUSION	8

FIGURES

Figure 1 Site Location

Figure 2 Local Area Plan

APPENDICES

Appendix A Site Layout Plan

Appendix B Vehicle Swept Path Analysis

1.0 INTRODUCTION

1.1 This Transport Statement (TS) has been produced by TTHC Ltd., on behalf of Ionity GmbH ("Ionity"), in association with a planning application for land off Wall Way, Gorton, Manchester ("the Site").

1.2 The proposed development would provide a high power charging facility for electric vehicles. The Site location is shown in **Figure 1**.

1.3 This TS will provide further information under the following headings:

- Site Location and Local Area;
- Application Proposals;
- Transport Considerations; and
- Summary and Conclusion.

1.4 The Site's location and local area will now be discussed.

2.0 SITE LOCATION AND LOCAL AREA

Site Location

- 2.1 The Site is located off Wall Way, which is a cul-de-sac off Hyde Road.
- 2.2 Wall Way routes south-east from the Site to connect with Hyde Road via a traffic signal controlled junction. Hyde Road routes east to serve local destinations including Denton and Hyde Centre. It also forms a junction with the M60 motorway (Junction 24) and the start of the M67 motorway at Denton Island.
- 2.3 The M60 provides onward connections with the wider motorway network including the M56, M61, M62, and M65. The M67 serves trans-Pennine routes towards Sheffield and Doncaster.
- 2.4 To the west, Hyde Road continues through Belle Vue and Ardwick to connect with routes into Manchester City centre.

Local Area

- 2.5 The Site is shown within the context of its local area in **Figure 2**. The Site is bounded by a hotel and an outdoor centre / recreational parkland to the north, a McDonald's Restaurant to the east, undeveloped land to the south and a gym to the west.
- 2.6 Wall Way provides good standard footways along both sides of the carriageway. It is subject to a 20mph speed limit and has street lighting throughout. A pedestrian link outside of the Site, but along the Site's eastern frontage, provides a connection to Hyde Road. The pedestrian facilities along this section of Hyde Road have recently been improved as part of the Hyde Road Pinchpoint scheme, which included a new Puffin Crossing of Hyde Road.
- 2.7 The pedestrian routes surrounding the Site provide safe and convenient connections to enable pedestrians to travel between the Site and its

surrounding services and amenities. The pedestrian facilities would serve the desire lines to / from the Site, for those users who choose access the surrounding amenities whilst their vehicle is charging.

2.8 The Application proposals and Site layout will now be discussed.

3.0 APPLICATION PROPOSALS

- 3.1 The proposed development would provide a high power charging facility for electric vehicles. The Site layout plan is provided in **Appendix A**.
- 3.2 The proposed layout would provide pedestrian crossing points throughout the Site. This would provide safe and clear routes for any pedestrians routeing between the Site and the surrounding facilities.
- 3.3 The Site would provide 12 car charging parking bays and 14 'standard' car parking bays. The charging bays would be located around the perimeter of the Site, with the standard bays in a more central location.
- 3.4 The dimensions of the charging bays would be 3.1m x 4.8m with an additional 1.4m between every other parking bay to accommodate the charging equipment. The proposed charging bays are therefore slightly wider than a standard 2.4m wide bay; the additional width would provide users with the space to plug in their vehicle and easily operate the charging point. The charging equipment would be protected by bollards and would include integrated lighting for ease of operation outside of daylight hours.
- 3.5 The dimensions of the standard (non-charging) car parking spaces would be 2.5m x 5.0m. The bays would accommodate any waiting vehicles, if all the charging bays were full, such that vehicles would not have to wait on the highway. The spaces would also provide a safe place to accommodate non-charging vehicles that are accompanying a charging vehicle and would accommodate any parking associated with Site service and maintenance vehicles.
- 3.6 The internal Site road would be marked out for one-way operation in order to regularise flow past the charging spaces. This arrangement also provides a generous car park aisle width for vehicles routeing to / from the charging bays. Vehicle swept paths of those movements are provided in **Appendix B**.

- 3.7 The Site layout in **Appendix A** shows that the Site could be future-proofed to provide access to land to the south. That land could potentially provide a drive through type of scheme for example, as the road markings indicate on the Site layout. However, the land to the south of the Site does not form part of this application. A subsequent and separate planning application process would need to be undertaken if development of that land were to be pursued.

4.0 TRANSPORT CONSIDERATIONS

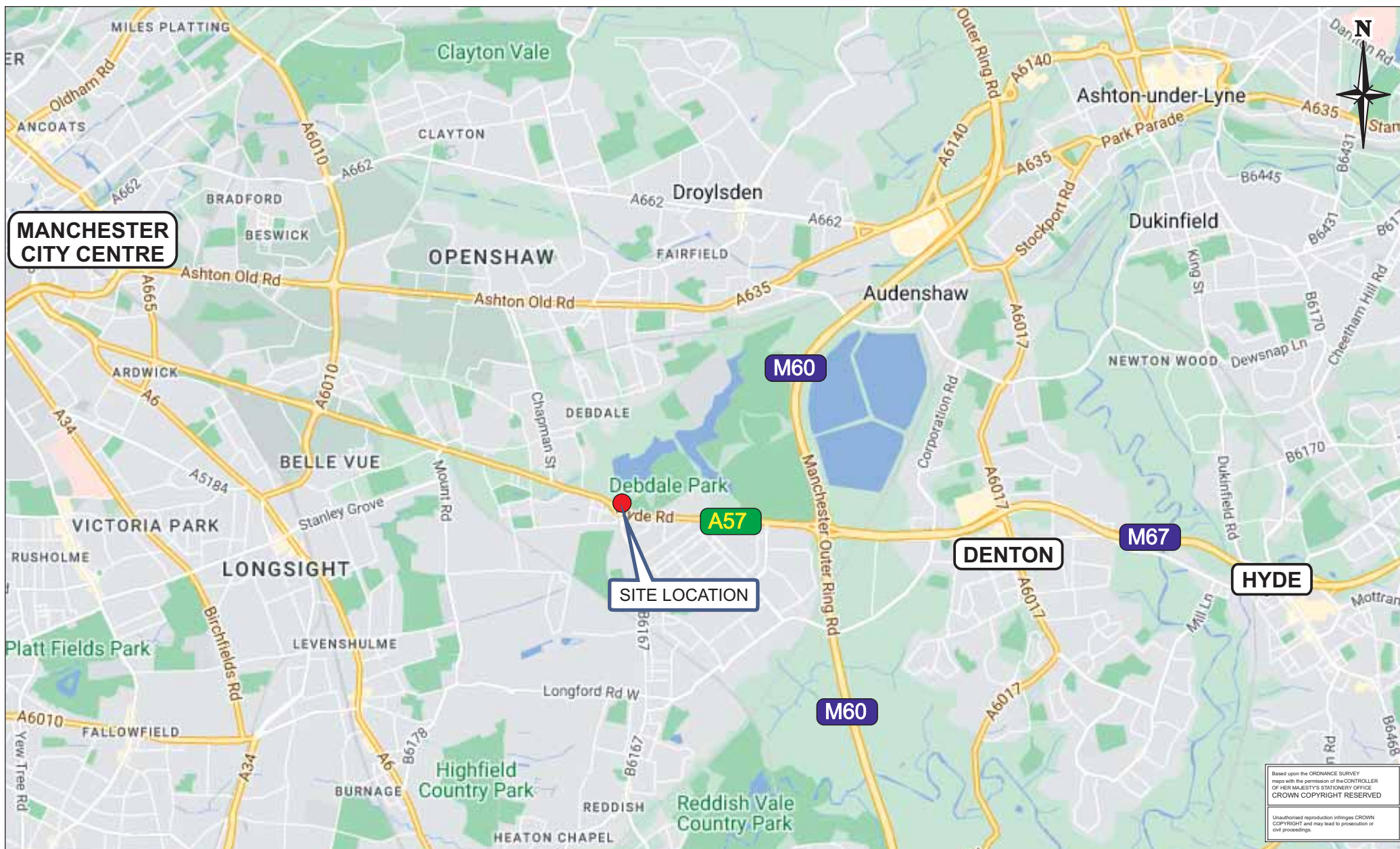
- 4.1 Vehicular access to the Site would be taken from Hyde Road. The junction between Hyde Road and Wall Way is traffic signal controlled and provides dedicated turn lanes on to Wall Way. This provides safe vehicle access when routing to / from Hyde Road.
- 4.2 For users that are not local to the Site, the Ionity App would provide information on the location of the charging station and would also link to the user's preferred route planner to deliver them to the Site entrance. The app would also provide information on the number of chargers available and whether any chargers were in use.
- 4.3 Wall Way is relatively lightly trafficked given its cul-de-sac arrangement. This, combined with the street lighting, enables easy navigation and access to the Site.
- 4.4 The Site's location towards the end of the cul-de-sac means that few vehicle trips pass the Site entrance. The 20 mph speed limit of Wall Way also means that any passing vehicles would do so at low speed.
- 4.5 The access into the Site makes use of an existing access 'stub' off Wall Way. The access is therefore able to suitably accommodate car manoeuvres and provides sufficient visibility in both directions.
- 4.6 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. Those existing trips would simply turn into the Site to access the charging facility, and continue on their journey when complete.
- 4.7 The local highway network is most sensitive to changes in vehicle flow during the AM and PM peak hours. The Site is not expected to experience significant vehicle movements during those time periods.

- 4.8 Electric vehicles are typically 'charged up' at their journey destination. When considering a typical daily commute for example (that occurs during the highway peak hours) a vehicle would typically leave the home having been fully charged overnight. The vehicle would typically not require charging again before reaching the place of employment. If the place of employment has charging capability, the same would be true for the return journey. The site activity is therefore expected to be low during the highway peak hours.
- 4.9 The Site 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 Site facilitates 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.
- 4.10 The vehicle activity associated with the Site is therefore not expected to have any material detrimental implications for the surrounding highway network.

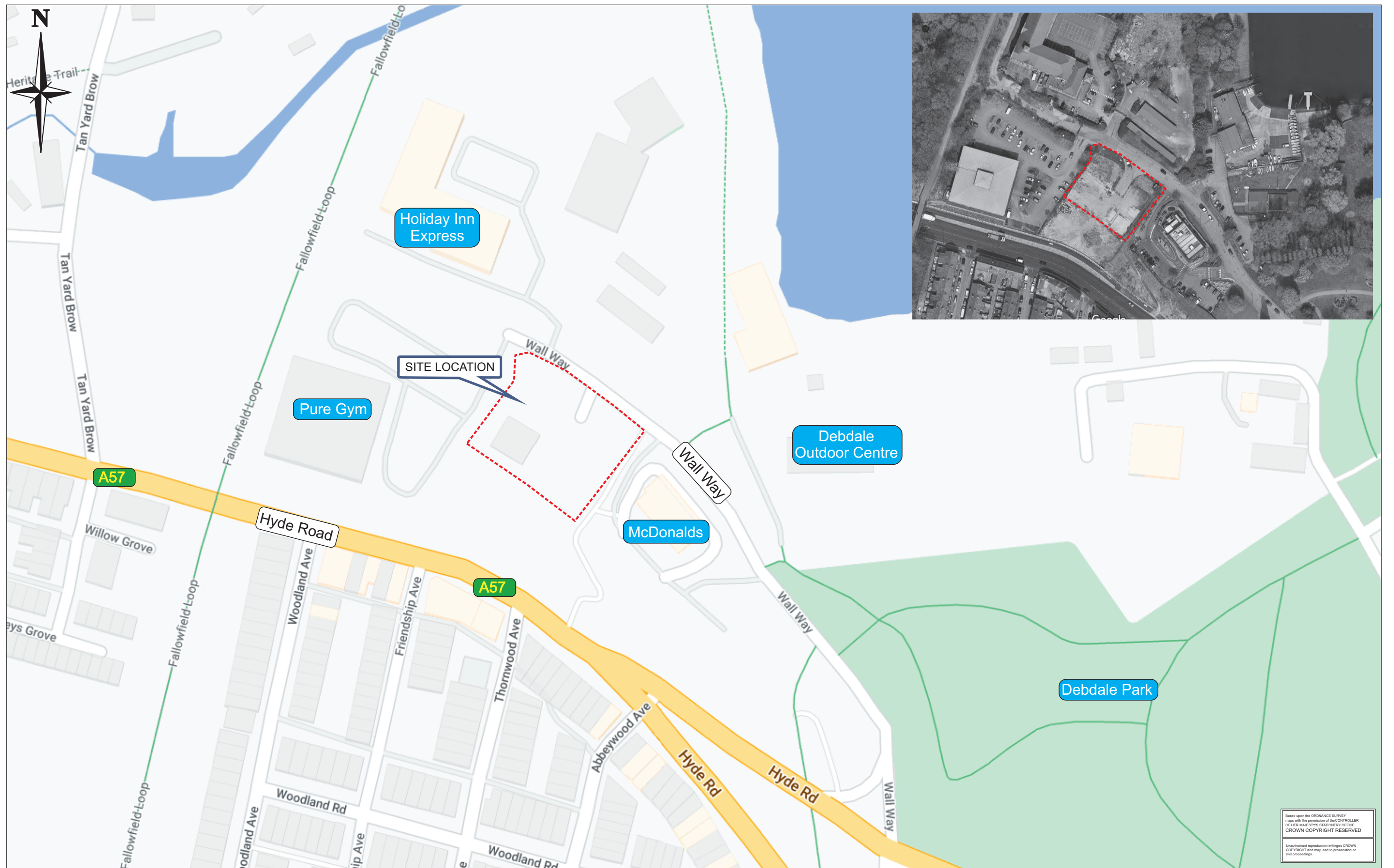
5.0 SUMMARY AND CONCLUSION

- 5.1 This Transport Statement has been produced by TTHC Ltd., on behalf of Ionity GmbH, in association with a planning application for land off Wall Way, Gorton, Manchester
- 5.2 The proposed development would provide a high power charging facility for electric vehicles.
- 5.3 The Site would provide 12 car charging parking bays and 14 'standard' car parking bays. The Standard bays are to accommodate any vehicles waiting to charge, non-charging vehicles accompanying a charging vehicle and any Site service / maintenance vehicle activity.
- 5.4 Wall Way is a cul-de-sac off Hyde Road, which is subject to a 20mph speed limit. It provides street lighting throughout and the existing and proposed pedestrian networks would provide safe and convenient connections between the Site and its surrounding services and amenities.
- 5.5 Access between Wall Way and Hyde road is via a traffic signal controlled junction, which provides dedicated turn lanes on to Wall Way.
- 5.6 The Site would not generate new vehicle trips, but serve existing electric vehicles already on the highway network. The demand profile of the Site is such that significant vehicle activity is not expected during the highway peak hours. The operation of the Site is not expected to have any material detrimental implications for the surrounding highway network.
- 5.7 In conclusion, there are no transport-related reasons to withhold the granting of planning permission for the proposed development.

Figures



 the Traffic, Transport & Highway Consultancy	Drawing No	Rev	IONITY, WALL WAY	
	M22023-C-001	.		
	Date	Rev Date	SITE LOCATION	
	05/09/2022	.	FIGURE1	
Drawn By	Authorised	Scale		
GB	JE	NTS		

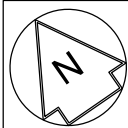


Based upon the ORDNANCE SURVEY
maps with the permission of the CONTROLLER
OF HER MAJESTY'S STATIONERY OFFICE
CROWN COPYRIGHT RESERVED

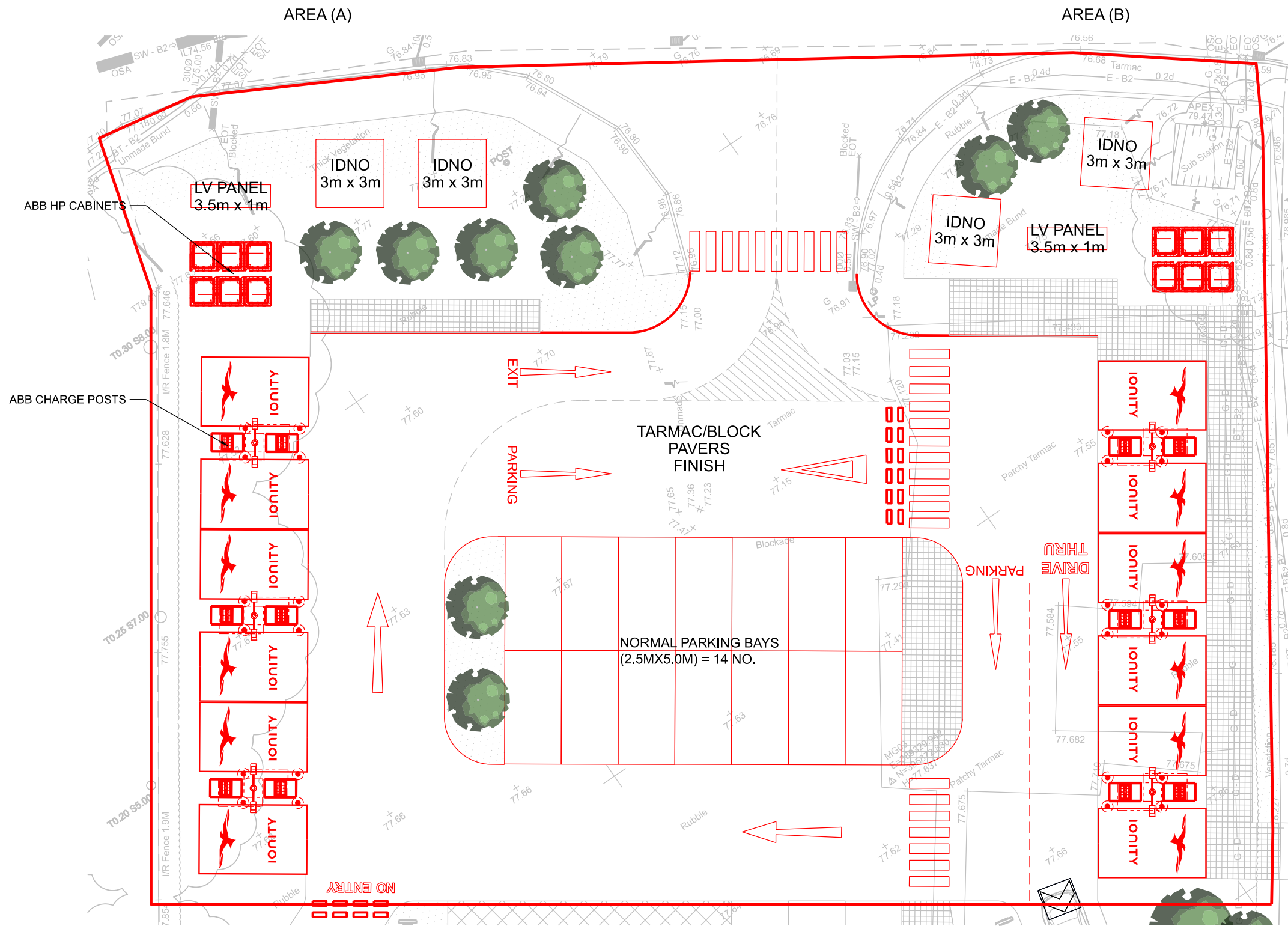
Unauthorised reproduction infringes CROWN
COPYRIGHT and may lead to prosecution or
civil proceedings.

 the Traffic, Transport & Highway Consultancy	Drawing No	Rev	IONITY, WALL WAY	
	M22023-C-002	.		
	Date	Rev Date	LOCAL AREA PLAN	
	05.09.2022	.	FIGURE 2	
Drawn By	Authorised	Scale		
GB	JE	NTS		

Appendix A



DESIGNATE AREA
SCALE 1:200



NOTES:

-  EV CHARGING BAY
4.8m x 3.1m
-  ABB HP CABINET
1.3m x 1.17m
-  ABB CHARGE POST AND FOUNDATION
1.4m x 0.8m
-  IDNO SUBSTATION
3.0m x 3.0m
-  LOW VOLTAGE PANEL FOUNDATION
3.5m x 1.0m
-  STREET LAMP
6.0m x 2.15m
-  STEEL BOLLARD Ø120

P02	21/07/22	STREET LAMPS ADDED	DS	Chk	App
P01	13/07/22	ISSUED OR REVIEW	DS	Chk	App
Rev	Date	Description of Revisions	Drawn	Chkd	Appr

Suitability S0 - WORK IN PROGRESS



Fleet House
8 - 12 New Bridge Street
LONDON
EC4V 6AL

Contractor(s)



Ionity GmbH
Moosacher Strasse 84,
D-80809 Munich
Germany

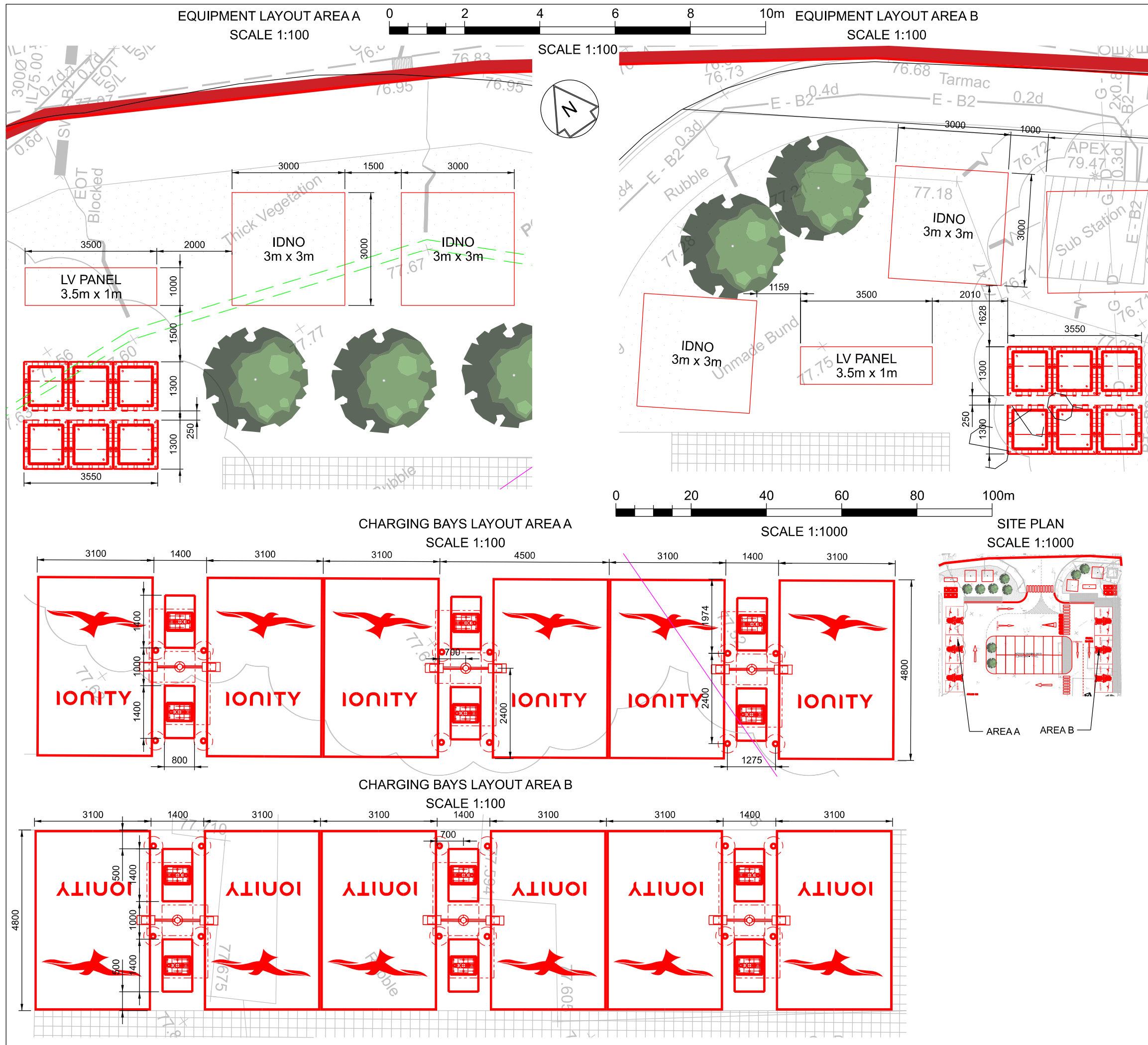
Project

IONITY
MANCHESTER DEBDAL

Drawing Title

IONITY MANCHESTER DEBDAL
ELECTRIC VEHICLE CHARGING
PROPOSED AREA
ARRANGEMENT

Designed	D SHILLIBEER	Signed		Date	29/03/22
Drawn	D SHILLIBEER	Signed		Date	13/07/22
Checked	Checked	Signed		Date	Date3
Approved	Approved	Signed		Date	Date4
Scale(s)	1:200	ELR & Mileage	ELR&Mileage		
Alternative Reference	Alternative Reference			Sheet	01 of 01
Drawing Number	3195-POI-DRG-CIV-200012			Revision	P02



NOTES:

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P02	21/07/22	STREET LAMP ADDED	DS	Chk	App
P01	13/07/22	ISSUED OR REVIEW	DS	Chk	App

Suitability

S0 - WORK IN PROGRESS

POISE

Fleet House
8 - 12 New Bridge Street
LONDON
EC4V 6AL

Contractor(s)

IONITY

Ionity GmbH
Moosacher Strasse 84,
D-80809 Munich
Germany

Project

**IONITY
MANCHESTER DEBDALE**

Drawing Title

**IONITY MANCHESTER DEBDALE
ELECTRIC VEHICLE CHARGING
PROPOSED EQUIPMENT
ARRANGEMENT**

Designed	Drawn	Checked	Approved	Signed	Date
D SHILLIBEER	D SHILLIBEER	Checked	Approved	Signed	29/03/22
				Signed	13/07/22
				Signed	Date3
				Signed	Date4

Scale(s)

1:200

ELR & Mileage

ELR&Mileage

Alternative Reference

Alternative Reference

Sheet

01 of 01

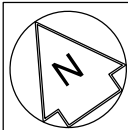
Drawing Number

3195-POI-DRG-CIV-200013

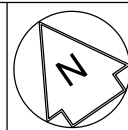
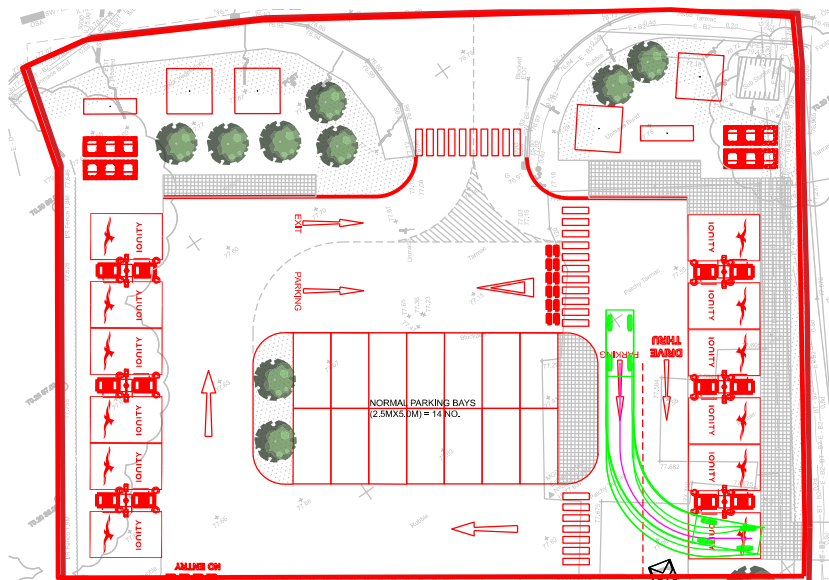
Revision

P02

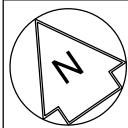
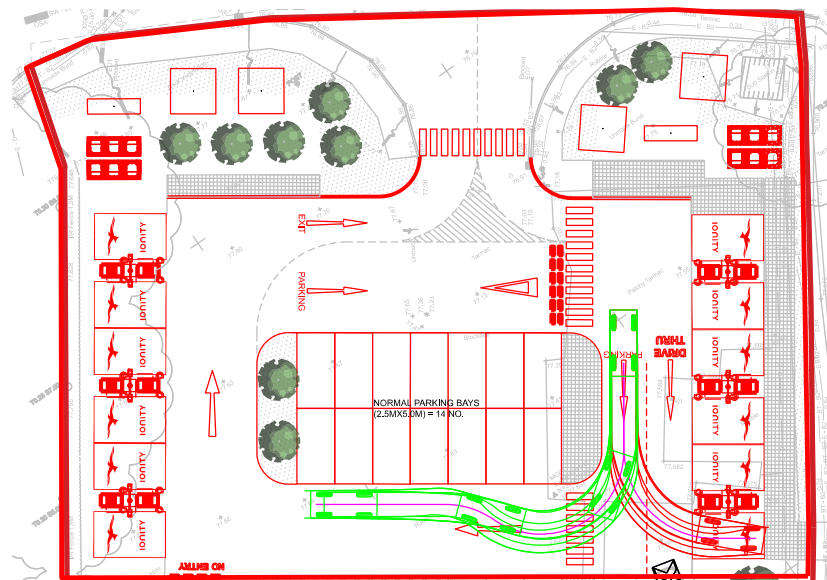
Appendix B



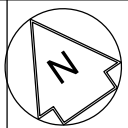
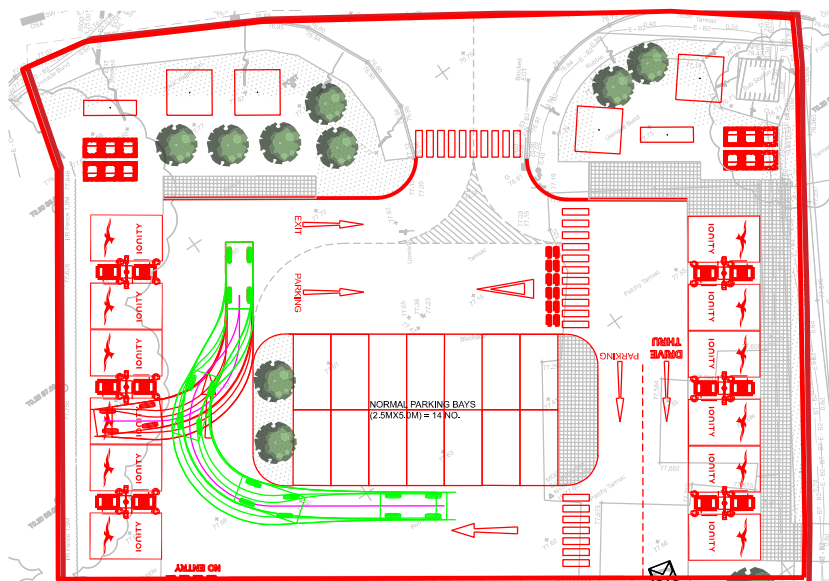
FORWARD ENTRY INTO BAY
SCALE 1:500



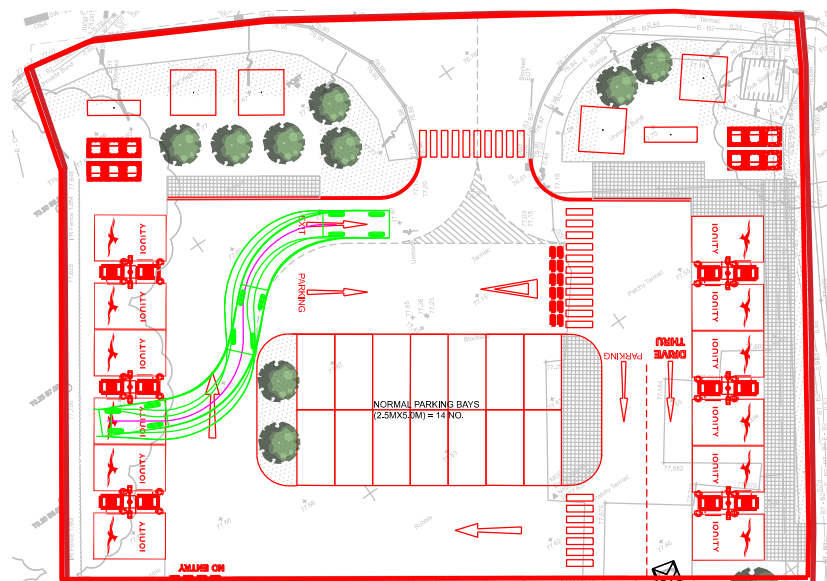
REVERSE EXIT OUT OF BAY
SCALE 1:500



REVERSE ENTRY INTO BAY
SCALE 1:500



FORWARD EXIT OUT OF BAY
SCALE 1:500



SCALE 1:500

NOTES:

GREEN = FORWARD MOVEMENT OF CAR
RED = REVERSE MOVEMENT OF CAR

P02	21/07/22	STREET LAMPS ADDED	DS	Chk	App
P01	13/07/22	ISSUED OR REVIEW	DS	Chk	App
Rev	Date	Description of Revisions	Drawn	Chkd	Appr

Suitability

S0 - WORK IN PROGRESS



Fleet House
8 - 12 New Bridge Street
LONDON
EC4V 6AL

Contractor(s)



Ionity GmbH
Moosacher Strasse 84,
D-80809 Munich
Germany

Project

IONITY
MANCHESTER DEBDAL

Drawing Title

IONITY MANCHESTER DEBDAL
ELECTRIC VEHICLE CHARGING
PROPOSED SITE
TRAFFIC FLOW

Designed	D SHILLIBEER	Signed		Date	29/03/22
Drawn	D SHILLIBEER	Signed		Date	13/07/22
Checked	Checked	Signed		Date	Date3
Approved	Approved	Signed		Date	Date4

Scale(s)	RTD	ELR & Mileage	ELR&Mileage
----------	-----	---------------	-------------

Alternative Reference	Alternative Reference	Sheet	01 of 01
-----------------------	-----------------------	-------	----------

Drawing Number	3195-POI-DRG-CIV-200016	Revision	P02
----------------	-------------------------	----------	-----