



Issue

Revision	Date	Comments

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1.0 Introduction

The proposed site is situated at the corner of Ashton Old Road and Ogden Lane. Stanley Street is on the southern boundary of the site. To the east, an existing two-storey structure shares a boundary with the site.

The plot presently houses a single-storey flat-roofed structure and a two-storey pitched roofed structure. These provided a shelter for the Openshaw Market on Stanley Street, whose inception dates back to the early 1900s as an outdoor market.

Proposal

The proposal is for the demolition of an existing single storey structure formerly housing a market on Stanley Street and a butcher on the corner of Stanley Street and Ogden Lane. In the place of the current structure is a proposal for a five-storey building comprising 25 residential units and retail space covering the ground floor. The residential units would comprise 12 one-bedroom units, 12 two-bedroom units and 1 three-bedroom unit in various configurations.

This report, which has been prepared in accordance with current best practice guidance prepared by the Department for Transport (DfT) and Transport for Greater Manchester (TfGM), demonstrates that:

- The proposed development is in accordance with national and local policies relevant to transport;
- The site is accessible by public transport, walking and cycling, and benefits from access to a range of local amenities; and
- The highway network is not subject to any defects that lead to an abnormally high accident rate.

2.0 Policy Context

In this section of the document, the proposal is reviewed against the relevant national and local transport policies.

National Planning Policy Framework (March 2012)

The National Planning Policy Framework (NPPF) published in March 2012 sets out the Government's planning policies for England and how these are expected to be applied.

Paragraph 14 of the NPPF sets out that there is a presumption in favour of sustainable development:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking."

It is stated that planning decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- Safe and suitable access to the site can be achieved for all people;*

and

- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.*

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.' (ref: NPPF, paragraph 32)

In addition, it is stated that:

'Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.' (ref: NPPF, paragraph 34)

With respect to the location and design of developments, it is stated that:

'Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Therefore, developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;*

- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *Consider the needs of people with disabilities by all modes of transport.'*
(ref: NPPF, paragraph 35)

With respect to parking, it is stated that:

'If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *The accessibility of the development;*
- *The type, mix and use of development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *An overall need to reduce the use of high-emission vehicles.'*

(ref: NPPF, paragraph 39)

At the heart of the Framework is a presumption in favour of sustainable development.

Manchester's Local Development Framework: Core Strategy Development Plan Document

On the 11th of July 2012, the aforementioned document was adopted by the Manchester Council. As such all planning applications shall be assessed against the policies contained within it.

A summary of the policies relevant to the proposals are as follows:

- Policy T1 – Sustainable Transport: To deliver a sustainable, high quality, integrated transport system 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.
- Policy T2 – Accessible areas of opportunity and need: The Council will actively manage the pattern of development to ensure that new development:-

- o Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.
- o Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Summary

National, regional and local policy guidance sets out the opportunities for sustainable travel which should be taken up, i.e. the site is accessible by a range of modes of transport including walking, cycling and public transport.

Adequate levels of car and cycle parking should be provided, and access arrangements should be safe. In addition, areas of high public transport accessibility should be where car-free developments are encouraged. Where appropriate, development proposals should be accompanied by a Transport Statement or, for larger schemes, a Transport Assessment.

Fundamentally, development should not be prevented from coming forward for transport reasons where the residual impacts are not 'severe'.

This Transport Statement which appropriately addresses the key transport issues for the development has thereby been prepared for submission alongside the planning application. This document therefore provides a proportionate assessment of the transport implications of the development proposal.

3.0 Existing Conditions

Site Location

The site is a four-sided plot with access from Ashton Old Road to the north, Ogden Lane to the west and Stanley Street to the south. The western perimeter of the plot is shared with a party wall belonging to an existing two-storey building.

Current Use

The plot presently houses a single-storey flat-roofed structure and a two-storey dual pitch roofed structure. These provided a shelter for a butcher on Ogden Lane as well as the Openshaw Market on Stanley Street, whose inception dates back to the early 1900s as an outdoor market.

Local Highway and On-Street Parking

The proposed site is situated at the cross section of Ashton Old Road with Ogden Lane and Fairfield Road. Ashton Old Road is one the major A roads in Greater Manchester that connects the City of Manchester to the borough of Tameside.

There are 2 free car parks within proximity of the proposed site as shown in Appendix A. Both car parks are owned and managed by the Manchester Council. The nearby Lime Square retail development also has provision for free parking up to 3 hours.

Existing Sustainable Transport Access Arrangements

Pedestrians and Cyclists

Pedestrians and cyclists are well catered for in the local area. For example:

- The pavement on either side of the various roads provides ample space for pedestrians to safely to navigate. These are of good condition and also well lit.
- There are pelican crossings at the junction of Ashton Old Road with Ogden Lane and Fairfield Road. The crossings on Ashton Old Road and Fairfield Road have an additional central island.
- The site is within proximity of the Ashton canal cycleway which is one of the 6 cycleways in Greater Manchester. This is a completely traffic-free route which runs along the canal towpath between Ashton-under-Lyne and Manchester city centre. This links the borough of Tameside to the City of Manchester. The map of the cycleway is provided at Appendix B.

- Provision is also made for cyclists to ride along Ashton Old Road and Ogden Lane as shown in the map in Appendix C.

The aforementioned facilities present ample opportunities for existing and future residents in the local area to travel without the need for private vehicle ownership. Residents are able to travel to and from a variety of locations both on foot and bicycle seeing as the covered distances falls within the requirements stipulated in the Manchester Residential Quality Guidance.

Public Transport

The proposed site benefits from easy access to Ashton Old Road which is a major public transport network access route. A number of bus routes are served along this road with several service providers.

Bus

The nearest bus stops to the site are Ashton Old Road (Stop D) which provides eastbound bus services and Ashton Old Road (Stop C) which provides westbound bus services. Both bus stops are situated on either side of Ashton Old Road and are about 1 minute away from the site.

A summary of bus services from the highlighted stops is provided in Table 3.3. Appendix D provides the local bus routes for the respective bus services from the nearest bus stops.

Table 3.1: Summary of Local Bus Services

Service	Destinations	Typical bus frequency (in both directions)		
		Weekdays	Saturdays	Sundays
7	Bolton - Westhoughton - Hindley - Wigan	2-4 buses per hour	1-3 buses per hour	1-2 buses per hour
7A	Ashton - Gorton - Reddish - Stockport	1 bus per hour	0-1 buses per hour	No bus service
7B	Ashton - Droylsden - Reddish - Stockport	0-1 buses per hour	0-1 buses per hour	1 bus per hour
219	Manchester - Openshaw - Guide Bridge - Ashton – Stalybridge	2-8 buses per hour	1-6 buses per hour	1-6 buses per hour
220	Manchester - Openshaw - Audenshaw - Dukinfield – Stalybridge	3 buses per am and pm	No bus service	No bus service
221	Dukinfield - Audenshaw - Openshaw – Manchester	1 bus per day	No bus service	No bus service

Table 3.1 identifies the frequency of bus services available from the local bus stops, which provide connections with numerous destinations around Greater Manchester including Manchester City Centre which provides a link to Manchester Piccadilly where commuters can find links to the national train network as well as the Metrolink tram network.

In this context the bus network within the locality of the proposed site provides routes which are convenient and easily accessible. The infrastructure is also of good quality with stops providing shelter, seating and timetable information.

Local Facilities and Services

The Manchester Residential Quality Guidance states that:

‘As a rule, residential development should be within an easy walking distance (400m) of a range of day to day destinations, which might include: local shops; community facilities; sports facilities; playgrounds; parks and spaces.’ (Ref: Manchester Residential Quality Guidance, March 2017 - Chapter 2.2)

It is generally accepted that two kilometres and five kilometres represent reasonable distances to replace short car trips by walking and cycling respectively. The site is located within walking distance of a variety of everyday retail, employment, education and leisure services. The site is therefore well located so as to reduce the need to travel by private car.

Greater Manchester Accessibility Levels Model guidance defines the maximum walk to bus stops as 8 minutes or a distance of 640 metres.

As set out in Section 2, a key aim of national and local policy is the delivery of sustainable development. Part of this aim can be achieved by ensuring that everyday services and facilities are located within a reasonable walking distance of development sites, because this reduces the need to travel by car and ensures ease of access for those without access to a car.

Table 3.2 summarises the distances to the key services and facilities in the local area following the shortest available pedestrian route. It is generally regarded that an 800m walking distance represents a walkable neighbourhood.

Table 3.2: Distance and Travel Time to Key Destinations

Destination	Appro. Distance (metres)	Walking journey time (minutes)	Cycling journey time (minutes)
Retail			
Lidl Openshaw	210	2	1
B&M Store	250	3	1
Morrisons Lime Square	350	5	1
The Range	350	5	1
Openshaw Super Store	450	6	1
Education			
St Clement's CofE Primary School	450	6	2
Varna Community Primary School	500	6	2
Higher Openshaw Community School	900	11	3
Health			
Openshaw Optical	34	1	1
Peak Pharmacy	150	2	1
Florence House Medical Practice	160	2	1
Pharmaco Chemists	180	2	1
Leisure			
The Lord Raglan Pub	11	1	1
The Gym	550	7	2

The distances in Table 3.2 demonstrate that the site is accessible to a range of everyday daily facilities and services, reducing the need to travel for existing and future residents of the area.

Road Safety

Over a period of 5 years (2015-2019), nine accidents have been recorded close to the site. Most of the accidents were given a slight severity rating except for 2 which were classified as serious.

A summary of the recorded accidents within close proximity of the site and their severity is provided at Table 3.3 below. No fatalities were recorded in all the reported cases.

Table 3.3: Summary of Serious Accidents

Date	Location	Severity of Accident	No. Vehicles Involved	No. of Casualties
21-Jan-19	Ashton Old Road	Slight	1	1
04-Jan-19	Ogden Lane	Slight	2	5
26-Sep-18	Ogden Lane junction with Stanley Lane	Serious	2	2
29-Jul-18	Ashton Old Road junction with Ogden Lane	Slight	2	1
20-Jul-17	Ogden Lane junction with Stanley Lane	Slight	3	1
03-Sep-16	Stanley Street	Serious	1	1
12-Oct-15	Ashton Old Road	Slight	1	1
03-Oct-15	Ogden Lane	Slight	2	4
19-Jan-15	Fairfield Road	Slight	1	1

Summary

The site is accessible on foot and cycle via high quality infrastructure to a wide range of everyday services and facilities, and a large employment area. Residents have access to the regular 219 bus route which links Manchester City Centre to Ashton-under-Lyne in the borough of Tameside.

The site can therefore be considered accessible by private cars as well as other non-car modes making the site viable for residents, staff and visitors.

4.0 Development Proposal

As previously cited, the proposed development is for the demolition of an existing single storey structure and erection of a five-storey building comprising 25 residential units and retail space covering the ground floor. Provision has been made for car parking at the proposed basement level. This is accessible from Stanley Street to the South of the site.

A proposed site layout plan is included at Appendix E.

Parking Strategy

Car Parking

A proposal for 100% car parking has been provided for the development. 23 standard parking bays are proposed with 2 accessible bays. As part of the car parking is a proposal for electric charging points for each parking bay. This is in accordance with the government's "Electric Vehicle Charging in Residential and Non-Residential Buildings" document. The policy states that for residential buildings with more than 10 parking spaces, electric vehicle chargepoints are to be provided in every car parking space. Appendix F provides a product datasheet for a proposed chargepoint. The parking layout is shown in the Basement Floor plan in Appendix G.

The car parking is proposed at the secure basement level of the development. Access to the basement is via a ramp from Stanley Street with a separate entry and exit. Both access routes have electric operated aluminium roller shutters.

Cycle Parking

Cycle parking has been provided in line with the Manchester Residential Quality Guidance alongside relevant guidance.

Provision is made for storage of 35 bicycles in the secure basement level. This is divided into a 20 bicycle store and 4 bicycle bays within the car parking area for the remaining 15 bicycles. Access to the bicycle storage is either through the ramp on Stanley Street or via the residential entrance staircase and lift on Ogden Lane.

Access

Access to the site for delivery and service vehicles, cars and cycles will be from the southern side on Stanley Street.

Deliveries and Servicing

Deliveries

Access to the site for deliveries and servicing is proposed on Stanley Street. An electric operated roller shutter is proposed at the entrance to secure the service area.

The delivery access meets the 4.65m minimum headroom clearance for service vehicles set out by the Health and Safety Executive.

Refuse Collection

Refuse as well recycling collection is proposed to be accommodated on site. Collection days for refuse waste and recycling is from the kerbside and alternated fortnightly by means of standard 8-metre, triple axle, 26 tonne vehicles for both. It is not anticipated that the proposed Eurobin will require any change to the current collection arrangement for both domestic and commercial wastes.

Two separate bin stores are proposed at ground floor with service access from Stanley Street. Access to the bin stores is separated for retail and residential access as shown in the floor plan.

The proposed on site storage capacity for refuse and recycling is prescribed by and in accordance with Manchester City Council's requirements as outlined within the 'Domestic Waste and Recycling Service Standard' document.

To meet the levels of storage required, each bin store needs; 1 no. Eurobin of 660 litres capacity for refuse waste and 3 no. Eurobin of 1100 litres capacity for recycling.

The recycling is classified as follows:

- Blue – paper and cardboard
- Brown – plastics, glass and cans
- Green – food and garden waste to be disposed in compostable bags

Summary

On this basis, the scheme provides cycle parking to meet the minimum requirements thus promoting cycle ownership and use amongst future residents, whilst also providing secure car parking for residents.

5.0 Summary and Conclusions

Summary

This report assesses the transport and highways implications of the scheme.

In this regard, the Transport Statement demonstrates that:

- The location and nature of the development accords with the relevant national, regional and local transport planning policies;
- The site benefits from access to a highly comprehensive sustainable transport network that provides alternatives to the private car;
- An analysis of recorded accidents within proximity of the proposed site has identified no significant issues associated with the local highway network that are detrimental to road safety levels;
- Appropriate provision can be made for access, parking and servicing in accordance with relevant guidance and standards;
- The proposed development will not lead to any demonstrable harm to the existing transport networks that serve the site; and,
- That the residual cumulative impacts of the development are not 'severe'.

Conclusions

Against this background, the development proposal is in a highly sustainable location in transport terms and will encourage the use of car-free commutes for potential residents. The proposal has taken up the opportunities for travel by sustainable modes and will not have a severe residual impact and on this basis, the development proposal is acceptable in transport and highway terms.

APPENDIX A

SITE PLAN SHOWING EXISTING CAR PARKING



0 25 50 75m

SCALE 1:500



Sterling Investment Project Ltd
DESIGN | MANAGE | CONSTRUCT | FINANCE

A : 121 Tottenham Lane, Crouch End, London, N8 9BJ
A : 32 Tern Road, Hampton Hargate, Peterborough,
Cambridgeshire, PE7 8DG
T : 020 3696 8698 | M : 07958911868 | F : 020 8141 3996
E : admin@sterlingprojects.co.uk

Drawing Title:

SITE PLAN SHOWING CAR PARK

Drawn by	GA
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Checked by	JB
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Project No. SIP 01102020	Drawing No. AL100	Rev.
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Scale @ A1 1 : 500	Drawing Stage: PLANNING
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APPENDIX B
ASHTON CYCLEWAY MAP

Ashton Canal Cycleway



10km traffic-free canal-side route from Ashton-under-Lyne to Manchester city centre



40-minute cycle time*



4km route from Guide Bridge and Audenshaw to Ashton town centre

Sections of newly resurfaced canal towpath

Improved link to Guide Bridge rail station through shared-use footway

New traffic-free route across Stelfox Park

6km of towpath with new solar-powered stud lighting

Links



Manchester city centre

Ancoats

Etihad Stadium

National Cycling Centre

Clayton

Droylsden

Guide Bridge

Ashton-under-Lyne town centre and station

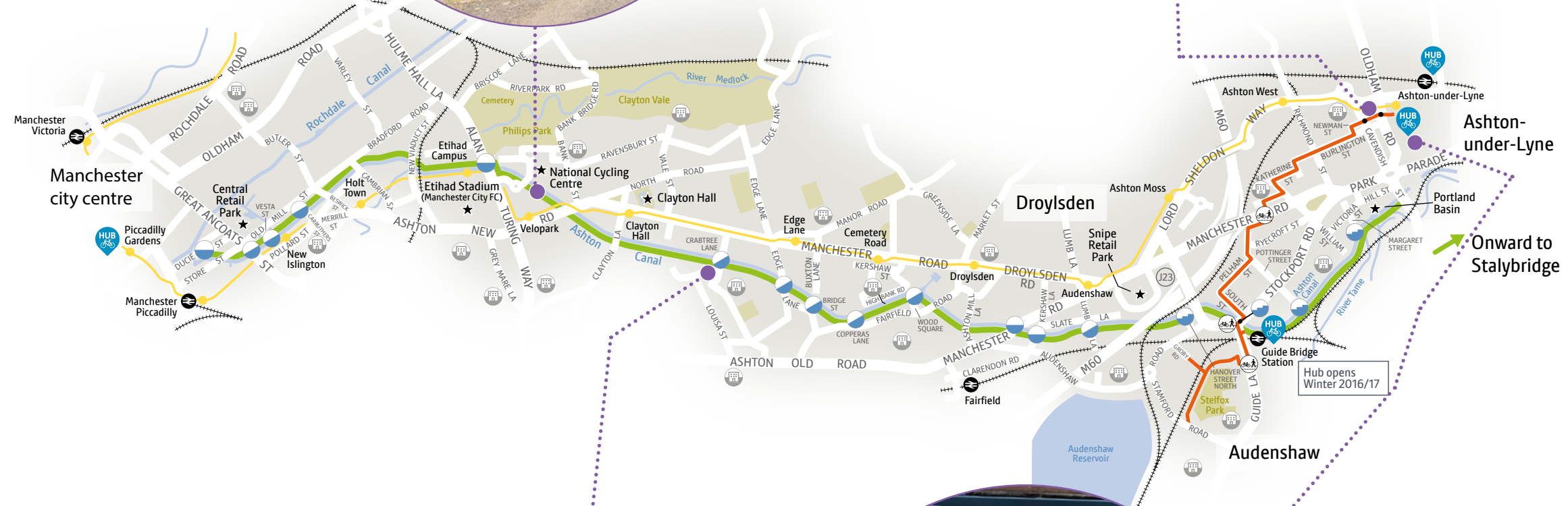
- Ashton Canal Cycleway
- New signed cycle link between Ashton-under-Lyne and Audenshaw
- Cycle Hub
- Pedestrian and cyclist crossing
- Access to canal (level)
- Access to canal (ramp)
- Access to canal (steps)
- Metrolink line and stop
- Railway and station
- Point of interest
- School
- River/canal



Links to the National Cycling Centre



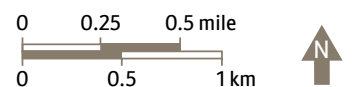
New traffic signals specifically for cyclists



6km of LED solar-powered lighting along the canal towpath



Secure bike parking



* cycle time is based on 4 minutes per km travel rate (15kph) and rounded to nearest 5 minutes

Ashton Canal Cycleway

Ashton Canal Cycleway is a traffic-free route that takes you along the recently upgraded Ashton Canal towpath between Ashton-under-Lyne town centre and Manchester city centre.

The cycleway is an ideal alternative route to Ashton New Road and Manchester Road, running past the Droylsden Academy, the National Cycling Centre and Etihad Stadium.

It has newly resurfaced sections and also incorporates new solar-powered stud lighting along 6km of towpath.

For more information visit www.tfgm.com/cycleways



Greater Manchester Cycleways

Cycling is a quick and easy way to get around and, with six new cycleways to explore, there's never been a better time to get on your bike.

Whether you're on the daily commute, nipping to the shops or enjoying a family day out, Greater Manchester's Cycleways are an ideal way to travel.

The new routes give cyclists more space as some are separated from traffic and others are completely traffic-free, making it easier to get around Greater Manchester.

It's time to discover Greater Manchester by bike.

For more information visit www.tfgm.com/cycleways

Ashton Canal Cycleway



Making travel by bike easier in Greater Manchester



Cycle Hubs

- Park your bike with confidence at one of our Cycle Hubs, located at key public transport locations across the region.
- Cycle Hubs offer sheltered bike storage, with CCTV and swipe card entry.



Training

- We can get you on your way with our FREE adult training sessions to help improve your confidence on two wheels.
- Great for everyone, from beginners to advanced cyclists, on off-road routes and in rush hour traffic.



Cycle maps

- Our cycle maps show the cycle networks in each of the 10 Greater Manchester districts.
- The maps also include details of bike parking, nearby cycle shops and key points of interest.
- PDF versions of the cycle maps are available to download from our website. You can also request printed copies of the maps from the TfGM cycling team.
- The full Greater Manchester cycle map can also be viewed on our website.

Whether you want to join the Cycle Hub scheme, book a training session, check out our cycle maps, get in touch with the TfGM cycling team and more, visit www.tfgm.com/cycling.

More than 45km of new and improved cycleways delivered by our Cycle City programme



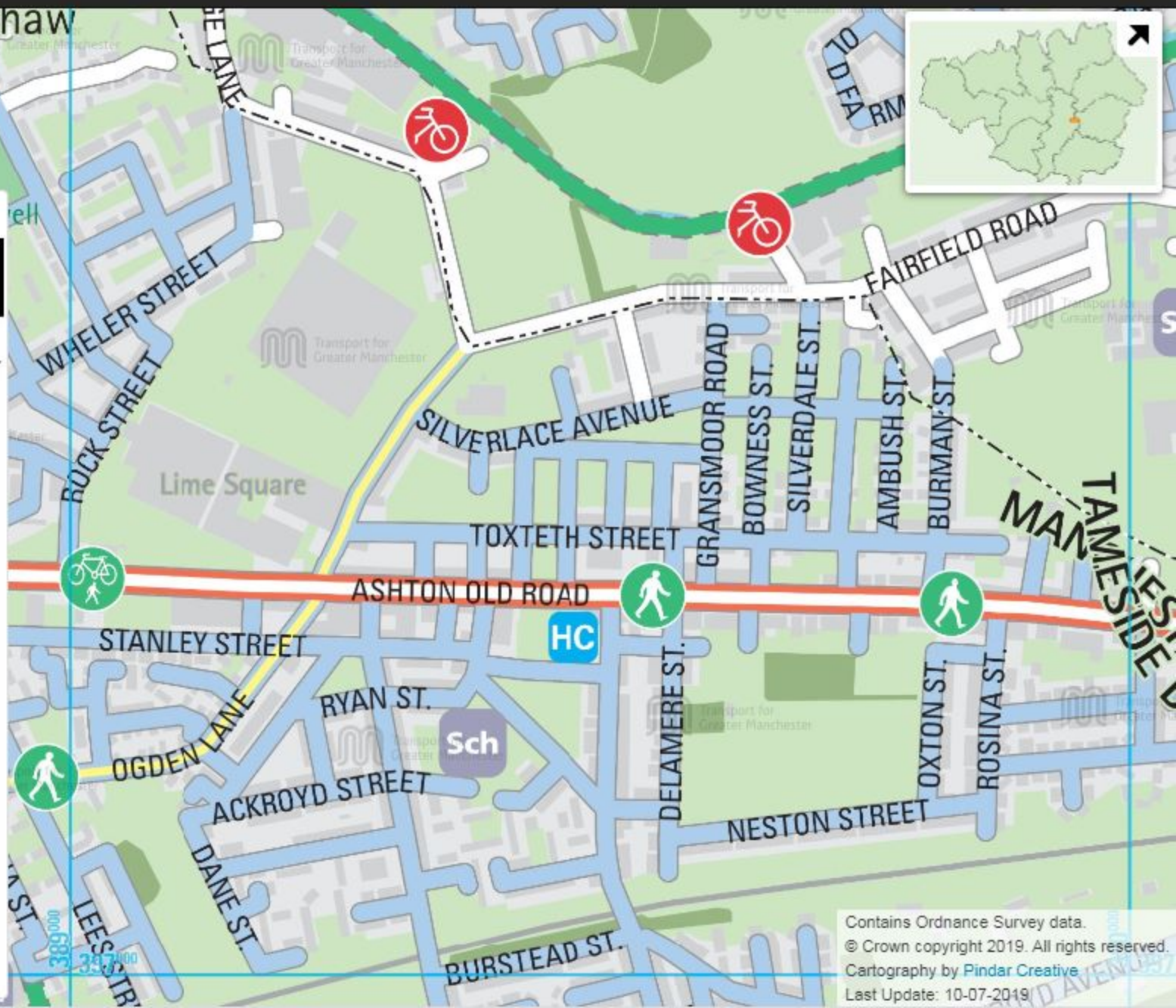
Ashton Canal Cycleway



APPENDIX C
CYCLE PATHS MAP



- | | | | |
|--|---|---|--------------------------------|
|  | Traffic Free Route - good surface |  | National Cycle Network (NCN) - |
|  | Traffic Free Route - rough surface |  | National and Regional |
|  | On Road Route - with physical segregation |  | Cycle Access Point |
|  | On Road Route - with other cycling facilities |  | Library |
|  | On Road Route - signposted but with no facilities |  | Museum / Art Gallery |
|  | On Road Route - advisory/suggested |  | School |
|  | 20 mph speed limit |  | College |
|  | Footpath - please walk your bike |  | University |
|  | Pedestrian Crossing |  | Leisure Centre / Sports |
|  | Pegasus Crossing |  | Theatre |
|  | Toucan Crossing |  | Hospital |
|  | Tiger Crossing |  | Health Centre |
|  | Cycle Hub |  | Fire Station |
|  | Bicycle Lockers - BLUC (Bicycle Locker User Club) |  | Tourist Information Centre |
|  | Cycle Parking | | |
|  | Cycle Shop | | |
|  | Rail Station | | |
|  | Metrolink Station | | |



Contains Ordnance Survey data.
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Cartography by [Pindar Creative](#)
Last Update: 10-07-2019

APPENDIX D
BUS ROUTES

Key

— Bus route

--- Train line

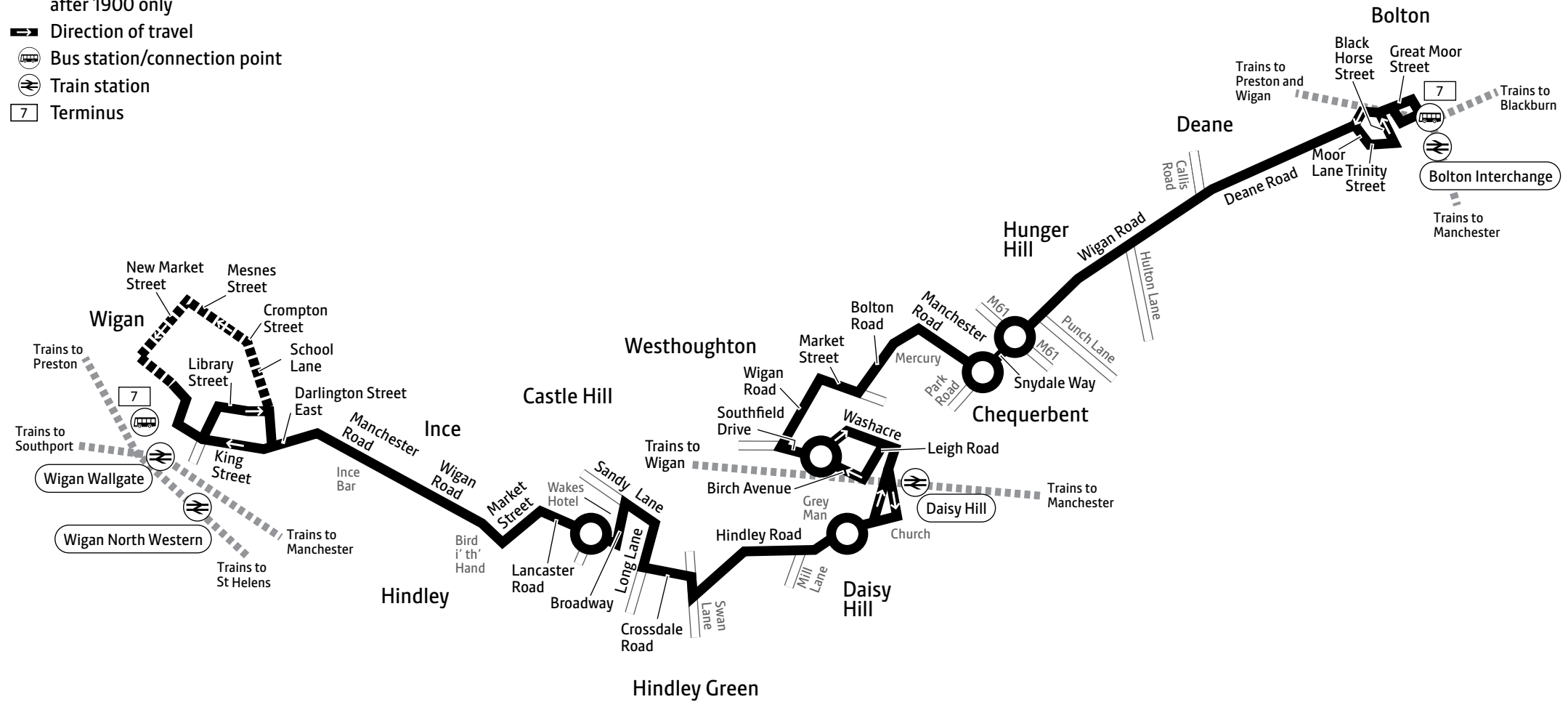
--- Evening journeys to Wigan
after 1900 only

➔ Direction of travel

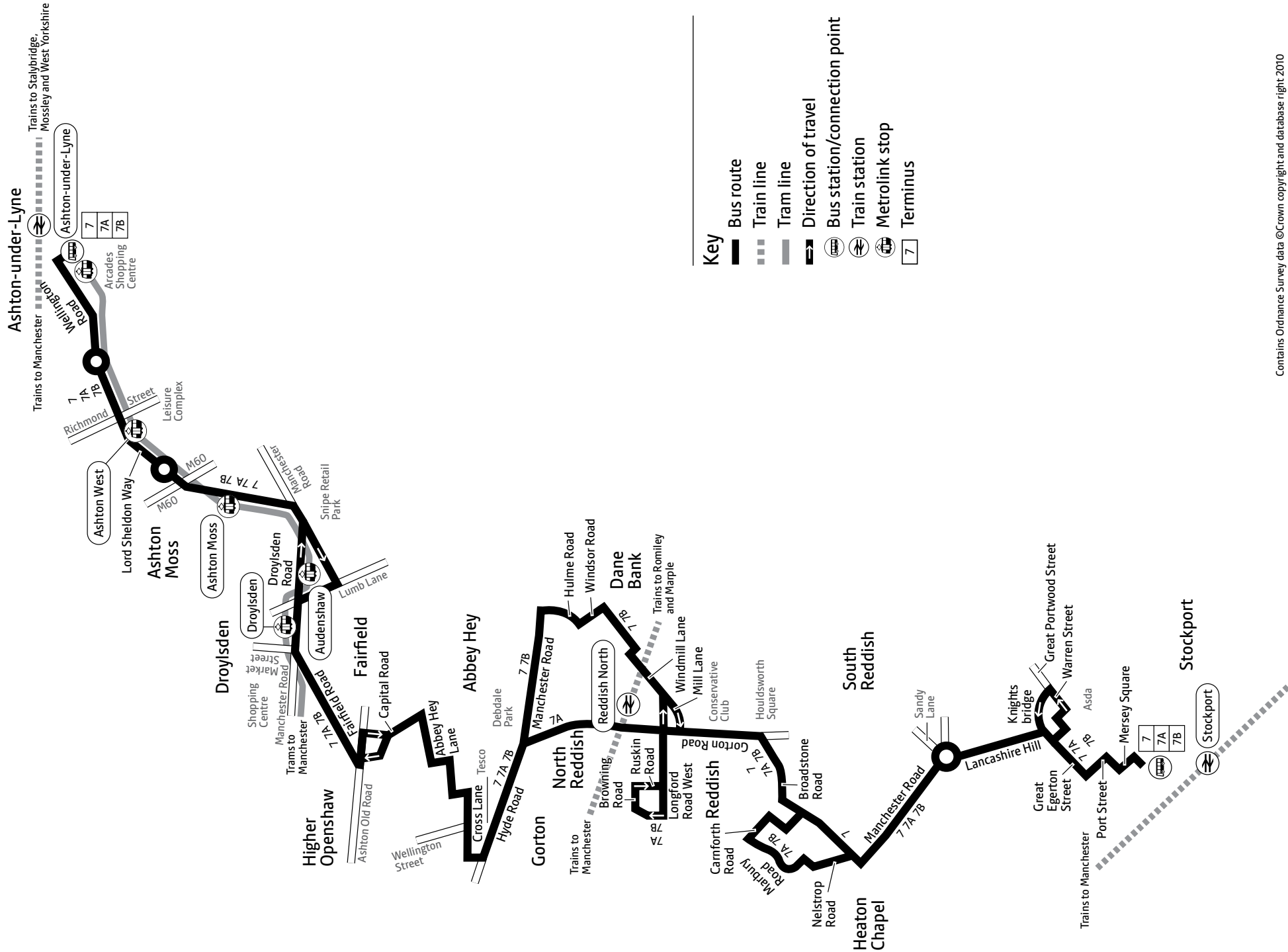
⊙ Bus station/connection point

⊙ Train station

7 Terminus

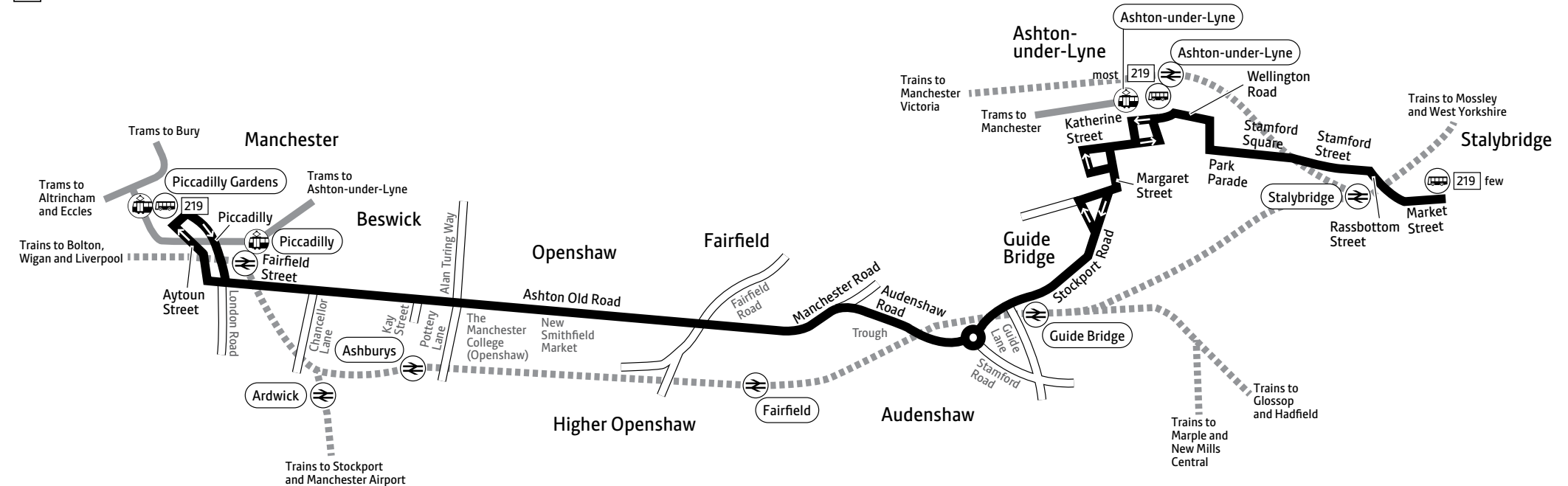


7 7A 7B



Key

-  Bus route
-  Train line
-  Tram line
-  Direction of travel
-  Bus station/connection point
-  Train station
-  Metrolink stop
-  Terminus



Ashton Bus Station

Ashton Bus Station partly closed for redevelopment on 24 June 2018. While the bus station is partly closed, some bus services will depart from other stops in the town centre. Further information is available at bus stops in the town centre or as follows:

Email:

Tameside.Interchange@tfgm.com

Phone:

0161 244 1000

Website:

www.tfgm.com/tameside-interchange

220 221

Key

Bus route

Train line

Tram line

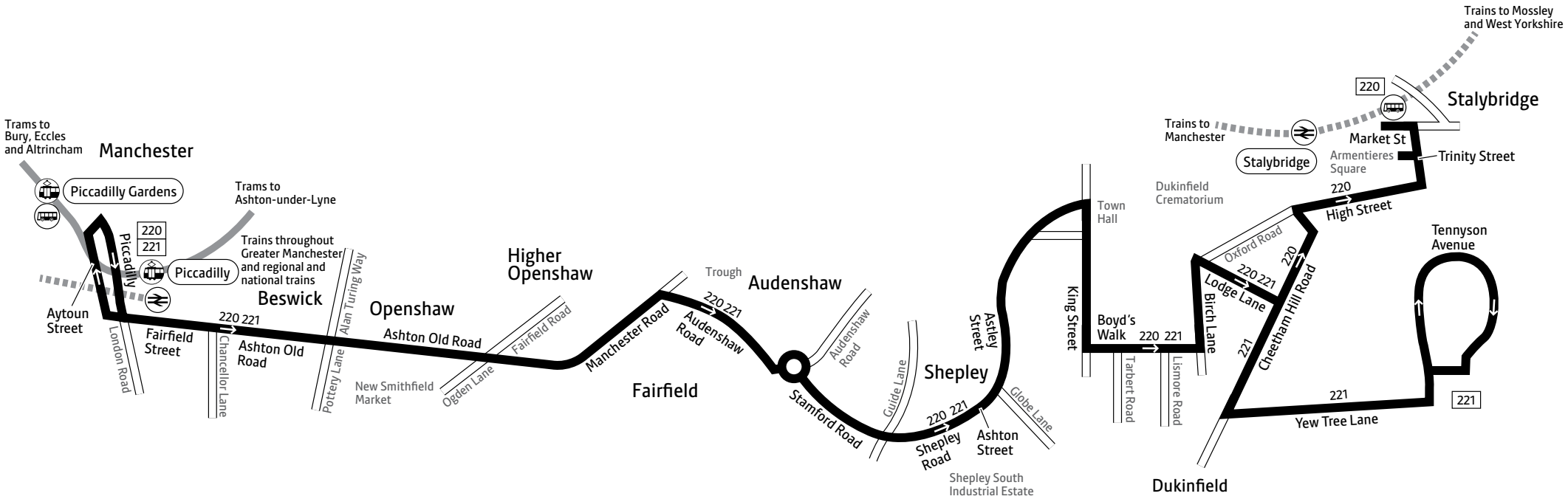
Direction of travel

Bus station/connection point

Train station

Metrolink stop

Terminus



APPENDIX E
PROPOSED SITE PLAN

APPENDIX F

POD POINT PRODUCT DATASHEET

Fast Charging

Solo Smart Charger - Domestic

S3 | S7 | S22 Datasheet

Solo Smart Charger - Domestic

The Pod Point Solo Smart Charger-Domestic is a single-vehicle smart charger designed for domestic residential purposes only. The Solo Smart Charger is available in socketed or tethered model - with the tethered model coming in both Type 1 and Type 2 cabled variants. The Solo is also available in a variety of charging rates, a 22kW charging rate will require the premises to have a 3 phase electrical supply and does not include Auto Power Balancing.

Speed category	Fast Charging
Charging rate (s)	3.6, 7, 22kW
Product family	Solo



Socketed Solo



Single-vehicle charging



Smart Charging



3 Year warranty



Pod Point App enabled



Tethered Solo

Type 1 or Type 2 cable

Solo Smart Charger - Domestic - Model Numbers		
S3 - 3.6kW Rate (Single Phase)	S7 - 7kW Rate (Single Phase)	S22 - 22kW Rate (3 Phase)
S3-2C-6mA-2 Tethered Type 2 Cable	S7-UC-6mA-2 Socket	S22-2C-6mA-2 Tethered Type 2 Cable
S3-1C-2 (EOL) Tethered Type 1 Cable	S7-2C-6mA-2 Tethered Type 2 Cable	S22-UC-6mA-2 Socket
-	S7-1C-2 (EOL) Tethered Type 1 Cable	-

EOL - End of line

Physical Properties

Diameter	360mm
Depth	150mm
Shipping Height S/T	170mm/180mm
Width S/T	400mm/400mm
Depth S/T	400mm/500mm
S3	3.5kg/5kg
S7	3.5kg/5kg
S22	4.5kg/6kg
Socket/Tethered	

Standard colours	Black Grey
Finish	Anti-graffiti
Operating temperature	-30°C to +50°C
Operating humidity	95%

Socket (Socketed model only)

Socket type	Type 1 (SAE J1772) or Type 2 (IEC62196-2:2016) Socket with locking mechanism
Enclosure rating	IP54

Power

Charge protocol	Mode 3
Rated frequency	50Hz
Over-current protection	Internal (dynamic)
6mA DC leakage fault protection	Internal 6mA DC leakage (BS7671:2018)
Standby power consumption	<2.5 Watts
Auto Power Balancing	Enabled (excludes 22kW model)

Model specific detail

	S3, S7 Models Single Phase	S22 Models 3 Phase
Rate voltage	230V AC phase+N	400V AC 3 phase+N
Rated output current	1 x 32A	3 x 32A
Rated output	1 x 3.6kW 1 x 7kW	1 x 22kW

Standards & compliance

Socket compliance	Socketed: IEC62196 Type 1: SAEJ1772 Type 2: IEC62196-2 (with lock & lock status)
Standards compliance	LVD 2014/35/EU EMCD 2014/30/EU EN61851-1 and -22 EN61000-3 and -2 CE Certified BS7671: 2018

Connectivity

Wi-Fi	(IEEE 802.11bgn) @2.4 Ghz
	SHA-256 hash algorithm implemented: WEP, WPA, WPA2 or Open Wi-Fi
Connection security	Secure data encryption HTTPS
TCP	Port 443
Channel Mask	1 to 13
Scan RSSI Threshold	-95dB
Station addressing scheme	Dynamic

Pod Point App	Pair via Wi-Fi
Smart charging	Enabled
Software updates	Via Wi-Fi
Feature updates	Via Wi-Fi

Installation & Safety

- For full installation details, please see our Pod Point Install Guide for the Solo Smart Charger - Domestic.
- Our on-board 6mA DC Leakage protection (Type 2 tethered & universal socket only) is fully compliant with BS 7671:2018. This can be used safely in conjunction with a double or four pole Type A RCD, instead of requiring a more costly Type B RCD.
- Certified Pod Point installations include a Type A RCD and Energy Clamp (single phase only) fitted at source, providing full guaranteed protection on the entire installation. The Energy Clamp also provides our 'Fuse Saver' feature which protects your home's main fuse from over current events.
- All Pod Point charging units include the Pod Point PEN Isolation System, which provides complete earthing protection without the need of additional earth rod installation. This is in compliance with BS7671:2018 regulation 722.411.4.1 (iii)

After sales service

- We will not undertake any repairs for any out-of-warranty failures without first receiving acceptance of our quotation for related costs.

Smart charging

- Our hardware is designed to operate in coordination with grid demands, in periods of peak local, regional or national demand, charging may be interrupted or rate-limited for brief periods to facilitate grid management.
- Where data services have been purchased from Pod Point, Pod Point will manage these limits and mitigate any significant effect on vehicle charging overall

Warranty and support

- To maintain our thirty-six-month limited warranty, installation shall be in accordance with Pod Point's guidance and all relevant legislation and installed by a certified electrician - please see the latest version of our Pod Point Install Guide for the Solo Smart Charger - Domestic
- Any hardware failure should be promptly reported to us, ideally by email to support@pod-point.com or by calling our support team on **0207 247 4114**. You must quote the serial number and location of the product with a brief description of the failure.
- Our support team will then investigate and attempt to remotely resolve the issue. They may ask you to provide additional information to assist in this.
- If the issue cannot be resolved remotely, and the product is within warranty, we will arrange for one of our team to visit. If the issue is a result of any shortcoming in design or manufacture it will be made good free of charge or at our option, exchanged for a replacement product. If we attend site and the fault is not a result of a design or manufacture issue of our product, we will make reasonable attempts to diagnose the issue and propose a resolution which may have a fee associated with it. A call out fee will be applicable where our product is not at fault.

Limitation of liability

- In no event will we accept any liability for any loss, costs or damages consequential of the use and/or misuse of our hardware products, except and only to the extent that this is caused by our negligence.



Call us for support on **020 7247 4114**



Email us at **support@pod-point.com**



Tweet us at **@Pod_Point**

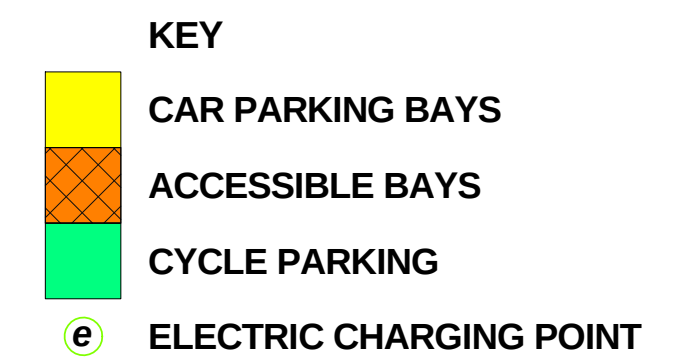


Website **pod-point.com**

pod POINT

APPENDIX G

PROPOSED BASEMENT FLOOR PLAN

[illegible]

Ntawezinda Jean Bosco
Musabe Pascal
Mr. Adeniyi Olalekan John Adeyemo

A : 121 Tottenham Lane, Crouch End, London, N8 9BJ
A : 32 Tern Road, Hampton Hargate, Peterborough,
Cambridgeshire, PE7 8DG
T : 020 3696 8698 I M : 07958911868 I F : 020 8141 3996
E : admin@sterlingprojects.co.uk

Drawing Title:

**PROPOSED BASEMENT FLOOR
PLAN**

Drawn by	GA
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Checked by	JB
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Scale @ A1 1 : 100	Drawing Stage: PLANNING
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