

Planning, Design, Access and Transport Statement



For: Goodier Construction Limited

Regarding: 239 Dickenson Road
Longsight
Manchester
M13 0YW

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Introduction

1.0 Executive Summary

- 1.1.1 This statement has been prepared to support the full planning application for the change of use of the property known as 239 Dickenson Road, Longsight, Manchester M13 0YW, from what we believe to have been an unlawful House in Multiple Occupation, into 18 studio apartments for the homeless, of which two will be wheelchair accessible, seven for ambulant disabled, and one room that can accommodate a resident with a dog.
- 1.1.2 The applicant is SSG Sustainable Living, a registered charity of 9 years that currently runs other similar successful facilities, and Building Sense Limited is the agent acting on behalf of the applicant.
- 1.1.3 239 Dickenson Road is a substantial four storey, semi-detached, Victorian house, occupying a generous plot close to the intersection with Birchfields Road and Anson Road, in the Longsight area of Manchester.
- 1.1.4 The existing use of the property is unclear. Previous applications to convert to a children's nursery were approved but not implemented, and it appears as though the property may have been used unlawfully as an HMO for foreign medical students.
- 1.1.5 The area surrounding the site is in mixed use, with a Muslim centre adjoining, and residential apartments to the right and opposite, with smaller dwellings to apartment conversions to the rear. The busy intersection with Anson Road and Birchfields Road provides a range of commercial and retail uses, and Birchfields Park occupies to opposite corner of the crossroads.
- 1.1.6 The description of development on the planning application form reads as follows:
- CHANGE OF USE TO CREATE 18no. SELF CONTAINED RESIDENTIAL UNITS FOR SHORT STAY HOMELESSNESS ACCOMMODATION (SUI GENERIS), WITH ASSOCIATED ACTIVITY ROOM AND OFFICE; THE ERECTION OF A TWO STOREY SIDE EXTENSION, TWO DORMER ROOF EXTENSIONS TO THE REAR, THE PROVISION OF EXTERNAL STEPS AND WHEELCHAIR PLATFORM LIFT; ELEVATIONAL ALTERATIONS TO WINDOWS, DOORS AND FRONT DORMER. THE CONSTRUCTION OF CYCLE AND BIN STORES AND ASSOCIATED CAR PARKING MARKINGS AND SOFT LANDSCAPING**
- 1.1.7 This statement assesses the proposed development against the relevant local and national planning policy framework and other material considerations, including design, access and transport.

2.0 Existing Building, Site and Surrounding Areas

2.1 The Site

- 2.1.1 The site measures approximately 545.7m² and is located on the north side of Dickenson Road, 250m west of the intersection with Birchfields Road and Anson Road. The extent of the application site is shown within Appendix II – Block Plan.

- 2.1.2 The site is approximately two miles south of Manchester City Centre, near Birchfields Park, just off the A34– one of the main arterial routes into the city from the south and the M56/60.
- 2.1.3 There are grounds to the front, right and rear (south, east and north) of the property, but the property is situated to the rear of the site, so most grounds are to the front. The grounds are all hard landscaped – unmarked tarmac. To the side, they slope down to lower ground floor level, and there are steps to the front leading to upper ground level.
- 2.1.4 There is an existing, tall, modern brick wall with inset railing and both vehicular and pedestrian gates to the Dickenson Road frontage, and both side boundaries comprise concrete post and timber panel fencing.
- 2.1.5 The area to the rear is small, surfaced in tarmac, accessed via several steps from lower ground level, and the rear boundary comprises a tall rendered brick wall.
- 2.2 The Building
- 2.2.1 The building comprises a substantial Victorian semi-detached house of traditional brick and tile construction, arranged over four floors from lower ground to second, with the top floor being formed partially in the roof, and the lower ground floor lower than the natural ground level. A three-storey rear extension was built circa 25 years ago.
- 2.2.2 The lower ground floor external footprint of the building is approximately 159m², and the total gross internal floor area of all four floors is 441.1m².
- 2.2.3 It was originally constructed as a private dwelling house and was broadly square in plan but made rectangular by the rear extension. The lower three floors provide 5 large rooms per floor with a central stairwell, but the second floor is much smaller, restricted by the roof slopes. The current layout provides 4 ensuite rooms, and 9 rooms with shared bathrooms, and a kitchen and dining area.
- 2.2.4 The lower ground floor has external access to the rear right-hand side, where what is assumed was originally a garage in the extension has been later converted to habitable accommodation.
- 2.3 Surrounding Area
- 2.3.1 The area surrounding the site predominantly comprises residential dwellings, though it adjoins a Muslim centre and mosque, and the junction with Anson Road and Birchfields Road to the west is 5 minutes' walk and provides a range of local retail uses and amenities.
- 2.4 Access
- 2.4.1 The main front door to the property is accessed via the tarmacked front hardstanding, and several steps to the front door. The steps are uneven and will be remodelled to ambulant disabled standards, and a new platform lift is proposed to the side – giving wheelchair access to the raised and lower ground floors.
- 2.4.2 This is discussed and addressed in more detail in the Design, Access and Transport Statement.

3.0 Planning History

- 3.1.1 An online search on the city council's website reveals four previous applications to the site; we list these in chronological order below, and include our commentary on the same:

Application Ref.	Application description	Applicant comments
062428/FH/NORTH2/2001	Formation of cellar store and lounge extension	Approved, but not relevant to application.
101505/FU/2013/N2	Change of use from dwellinghouse to Class D1 educational establishment	Refused by LPA, granted at appeal. It does not appear as though this use was implemented, since similar permission was applied for in 2017.
115344/FO/2017	Change of use from dwellinghouse to Class D1 educational establishment	This application was withdrawn.
125056/FO/2019	Proposed change of use from Class C3 residential property to Class D1 Day Nursery including external alterations and associated car parking and new external bin and cycle stores	Approved. It does not appear as though this use was implemented.

4.0 Existing Use

- 4.1.1 The property is vacant but appears to have been most recently used as an unlawful HMO with 13 bedrooms.
- 4.1.2 The most recently approved application use was for a children's day nursery, converting from a dwelling, but this use does not appear to have been implemented.

5.0 Statutory Designation

- 5.1.1 **Heritage:** The site not a designated heritage asset or in a conservation area.
- 5.1.2 **Flood Risk:** The site falls within Flood Zone 1.
- 5.1.3 **Trees:** There are no trees on the site.
- 5.1.4 **Rights of Way:** The site is not affected by any Rights of Way.

Planning: Proposed Change of Use

6.0 Introduction

6.1.1 The development is proposed via the submission of this full planning application.

6.1.2 This part of the document focuses on the change in use of the building. The physical alterations are discussed in the Design, Access and Transport sections which follow.

7.0 Proposed Use

7.1.1 The proposed use is as an accommodation centre providing 18no. ensuite studio apartments for single homeless men. The rooms will provide both bedroom and living spaces for the residents with private ensuite shower rooms:

- Two wheelchair accessible ensuite rooms
- Seven ambulant accessible ensuite rooms
- Eight ensuite bedrooms
- One “dog” friendly ensuite studio.

7.1.2 The facility will be permanently staffed and operated by a charity experienced in running this type of facility. There are no freely accessible common areas, and the residents are not allowed to bring guests into the property.

7.1.3 There will be an Activity Room for staff supervised and organised group activities via a separate entrance, and this will be locked and not available for unsupervised use.

7.1.4 Refer to the separate Management Statement for further details of the intended residents, staffing and operational proposals.

7.1.5 The building is set back from the road, with a large hardstanding to the front, which will be retained to provide 6 parking spaces, one of which is disabled, including an Electric Vehicle Charging Point (details of which are provided in the appendix).

7.2 Proposed use Class

7.2.1 The proposed use is described as Sui Generis supported accommodation.

7.2.2 Whilst the accommodation provides self-contained studios, the scheme differs from a standard C3 dwelling or C4 HMO due to:

- Permanent on-site staffing,
- Behavioural licence agreements rather than assured tenancies,
- Structured support provision,
- Controlled access arrangements,
- Operational management distinct from open-market residential occupation.

7.2.3 The use does not fall within Class C2 (Residential Institutions), as residents live independently within self-contained studios and do not receive institutional or nursing care.

7.2.4 The Sui Generis classification is therefore appropriate.

8.0 Demolition

8.1.1 No demolition works are proposed.

9.0 Layout

9.1.1 The existing building is in use as an HMO, so there are minimal internal layout changes to the upper floors, other than the alteration of door positions and formation of new ensuite facilities within rooms to provide private shower rooms to each studio.

9.1.2 Since the building has several changes in level and there is a requirement to provide accessible rooms, there is a small, proposed extension to the rear of approximately 5m², which will double as a new entrance walkway into the primary rear entrance on the upper ground floor.

9.1.3 The principal front entrance from Alness Road will be mothballed and used only as a secondary means of emergency escape, to ensure that the staff are aware of all visitors to the site.

10.0 Design and Appearance

10.1.1 The design and appearance of the building will not change fundamentally, though a small two storey side extension is proposed to the lower and upper ground floors, near to the rear of the site, providing the Activity Room and Dog Room.

10.1.2 Two additional accessible entrances will be created to the side of the existing side porch projection, accessed from a new external platform lift, and a metal walkway to the upper ground floor, which will comprise black painted metal handrails.

10.1.3 The lift will also allow wheelchair and ambulant disabled used to go to the lower ground floor, and to access the communal activity room to the rear.

10.1.4 The existing tarmac car parked area will be retained, and relined, two areas of five raised planters will be constructed, and two ornamental trees will be planted, to improve the visual appearance.

10.1.5 A detached timber structure will be constructed to provide suitable bin and secure cycle storage for residents, and also a small, covered smoking shelter.

11.0 Access and Servicing

11.1.1 Vehicular access to the site will remain as existing, off Dickenson Road, though the existing gates will be motorised allowing the applicant to control vehicular entrance to the site.

11.1.2 The existing pedestrian gate will be retained and fitted with a video intercom access control system.

Planning Policy and Legislative Context

11.2 National Planning Policy Framework

- 11.2.1 The NPPF sets out that the purpose of the planning system is to help deliver sustainable development and in doing so should be a collective enterprise. The Framework specifically promotes pre-application engagement and the frontloading of consultation: the purpose being to identify issues that can be resolved at the preapplication stage enabling the planning system to function more effectively and efficiently.

11.3 Localism Act (2011)

- 11.3.1 The Localism Act provides the context within which the planning system operates. The Localism Act was given Royal Assent on 15 November 2011, setting out the Government's intention of devolving power from central Government back into the hands of individuals, communities and councils. The Localism Act introduced a number of changes to government policy including:

- Decentralisation and strengthening local democracy;
- Community empowerment; and
- Rejuvenation of the planning system including neighbourhood planning

- 11.3.2 This Act places a responsibility on applicants to:

- Consult communities, having regard to any advice that their local planning authority may provide;
- Consider any responses before they finalise proposals and submit their applications; and
- Account for how they have consulted the local community, what comments they have received and how they have taken those comments into account.

12.0 Manchester City Council's Pre-Application Engagement Expectations

- 12.1.1 On 11 June 2018 the Council adopted a refreshed Manchester Statement of Community Involvement ("MSCI") which sets out how residents and other stakeholders can get involved in the preparation of planning policies, frameworks and neighbourhood planning processes in Manchester. For significant development proposals the MSCI encourages developers to involve the community prior to the submission of the planning application. The responsibility is placed upon the developer to ensure that appropriate pre-application consultation is carried out.

- 12.1.2 The Applicant's approach to pre-application consultation was underpinned by the general principles set out within the MSCI.

13.0 Consultation with Key Stakeholders

13.1.1 A summary of consultation activities undertaken by the Applicants is set out in the accompanying Management Statement, prepared by SSG.

13.2 Manchester City Council

13.2.1 Advice on planning application strategy and agreement on information requirements to support the submission was sought in July 2024, via Teams meeting with Sue Wills and Robert Griffiths.

13.3 Greater Manchester Police

13.3.1 Greater Manchester Police were consulted on the proposals regarding design and security. A Crime Impact Statement has been prepared by Greater Manchester Police assessing the development against the principle of 'Crime Prevention Through Environmental Design' (CPTED), in order to reduce the opportunities for crime and fear of crime.

13.3.2 The full assessment of the development is set out within the Crime Impact Statement which has been submitted in support of this application. This Statement includes Greater Manchester Police's feedback on the application proposals and any recommendations which they have put forward to be included in the design/management of the scheme.

Planning Policy Framework

14.0 Context

- 14.1.1 The Planning and Compulsory Purchase Act 2004 (“The Act”) establishes the legislative background for town planning in England and Wales. Section 38(6) of The Act requires that proposals are determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 14.1.2 The statutory Development Plan for Manchester currently comprises the following adopted Development Plan Documents (DPDs):
- Manchester Core Strategy 2012-2027 (adopted July 2012); and
 - The ‘saved’ policies of the Manchester Unitary Development Plan (adopted July 1995).
- 14.1.3 Other planning policy documents relevant to the proposal which could be deemed “material considerations” will also be taken into account in this Planning Statement, including the City Council’s adopted Strategic Regeneration Frameworks (SRFs) and any relevant Supplementary Planning Documents (SPDs) and guidance (SPGs). retained.

15.0 Statutory Development Plan

15.1 Manchester Core Strategy

- 15.1.1 **The Core Strategy Development Plan Document 2012-2027 (“the Core Strategy”)** was adopted by the City Council on 11 July 2012. It is the key document in Manchester’s Local Development Framework. It sets out the long-term strategic planning policies for Manchester’s future development. The key policies of relevance to this application are:
- 15.1.2 **Policy EC1 (Employment and Economic Growth in Manchester)** states that in addition to the employment land allocated within the Strategy, the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities and other employment generating uses.
- 15.1.3 **Policy H10 (Housing for people with additional support needs)** states that proposals for accommodation for people with additional support needs will be supported where there is not a high concentration of similar uses in the area already. This type of accommodation will also need to contribute to the vitality and viability of the neighbourhood and should not cause disproportionate stress on local infrastructure such as health facilities. This policy goes on to state that people with additional support needs may include homeless people, and the Council welcomes the development of appropriately designed accommodation which enables people with additional support needs to maintain an independent lifestyle and supports the work of housing associations and other agencies in this respect. There is, however, a need for individual communities to be able to meet most of their day to day needs locally, for example, shopping, recreation, education and health care.

- 15.1.4 Policy H10 of the Manchester Core Strategy requires that proposals for accommodation for people with additional support needs should not result in an over-concentration of similar uses within the local area.
- 15.1.5 The application site is located on Dickenson Road within a mixed urban context characterised by:
- A combination of large converted dwellings
 - Apartment buildings
 - Religious and community uses (including the adjoining Muslim centre)
 - Local retail and commercial uses at the nearby Birchfields/Anson Road junction
 - Birchfields Park directly opposite the junction
- 15.1.6 The immediate area does not form a predominantly single-family residential enclave but instead comprises a mixed and transitional urban character.
- 15.1.7 A review of the surrounding area within approximately 400–800 metres does not reveal a clustering of large-scale supported accommodation facilities such that the proposal would result in overconcentration. The proposed scheme:
- Provides 18 units within a substantial detached/semi-detached building on a large plot;
 - Is permanently staffed;
 - Operates under controlled access arrangements;
 - Does not function as an open hostel or emergency night shelter.
- 15.1.8 The proposal represents the continuation and improvement of supported accommodation provision rather than the introduction of a new or intensified use in policy terms.
- 15.1.9 Accordingly, the development complies with Policy H10, as it would not create harmful concentration nor undermine the vitality or balance of the neighbourhood.
- 15.1.10 **Policy DM1 (Development Management)** states that all development should have regard to a set of specific issues including but not limited to; appropriate design, impact on the surrounding area, effects on amenity, accessibility and community safety and crime prevention.
- 15.1.11 Policy DM1 requires development to protect the amenity of neighbouring occupiers.
- 15.1.12 Noise and Activity
- 15.1.13 The accommodation will be permanently staffed and managed. Residents are subject to licence agreements that control behaviour, guest access, and anti-social conduct.
- No unsupervised communal areas are accessible.
 - The activity room is staff-supervised and used for structured sessions only.
 - The smoking shelter is located within the site and monitored by staff and CCTV.
 - Residents are not permitted to bring visitors onto the premises.
- 15.1.14 Given the structured and supervised nature of the accommodation, the level of activity is likely to be lower and more controlled than a conventional 13-bedroom HMO or large family dwelling.
- 15.1.15 Overlooking and Privacy - The proposed window alterations largely utilise existing openings. New dormers and lightwell windows serve studio units and are positioned to avoid direct overlooking of neighbouring habitable room windows.
- 15.1.16 The site benefits from:

- Existing boundary walls and fencing,
- A generous separation to the rear,
- Urban context with limited sensitive overlooking relationships.

15.1.17 Dog-Friendly Unit - One studio is designated as suitable for a resident with a dog. This is not a kennel use. Any animal permitted will:

- Be subject to licence conditions,
- Remain under the resident's control,
- Not be allowed to roam externally.

15.1.18 This does not materially alter the character of the site.

15.1.19 Overall, the proposal will not result in unacceptable noise, disturbance or loss of privacy and therefore complies with Policy DM1.

15.1.20 **Policy EN1 (Design Principles and Strategic Character Areas)** seeks to ensure that new development follows the seven principles of urban design within the sites specific character areas and reinforces the sense of place and local distinctiveness of the City. The policy also states that Design and Access Statements should be submitted with proposals for new development and must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

16.0 Other Relevant Core Strategy Policies

16.1.1 There are a number of other Development Plan policies which are of relevant to the proposal. These include:

- **Policy T1** Sustainable Transport;
- **Policy T2** Accessible areas of opportunity and need;
- **Policy EN4** Reducing CO2 Emissions by Enabling Low and Zero Carbon Development;
- **Policy EN6** Target Framework for CO2 reductions from low or zero carbon energy supplies;
- **Policy EN8** Adaption to Climate Change;
- **Policy EN16** Air Quality;
- **Policy EN17** Water Quality;
- **Policy EN19** Waste.

17.0 Saved Unitary Development Plan

- 17.1.1 The Unitary Development Plan (UDP) was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced. However, a number of policies were saved on 11 July 2012 and remain extant.

18.0 Material Planning Considerations

18.1 National Planning Policy Framework

- 18.1.1 The revised National Planning Policy Framework (NPPF) was published in February 2019 and is a material consideration in the determination of all planning applications. The overall emphasis of the NPPF is to reiterate the Government's key objectives of facilitating economic growth and securing sustainable development. These overarching policies seek to integrate the needs of planning and transport whilst focusing development in the most appropriate locations, thereby protecting and enhancing the environment.

18.1.2 The Presumption in Favour of Sustainable Development:

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

“Plans and decisions should apply a presumption in favour of sustainable development... For decision-taking this means:

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

- 18.1.4 Paragraph 38 of the NPPF confirms local planning authorities should approach decisions on proposed development in a positive and creative way. They should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision makers at every level should seek to approve applications for sustainable development where possible.

- 18.1.5 At paragraph 8 the NPPF defines ‘sustainable development’ and sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways: economic, social and environmental as follows:

- An economic objective: to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

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

18.2 Making Effective Use of Land

- 18.2.1 Paragraph 118 requires substantial weight to be given to the value of using suitable brownfield land and decisions should support the development of under-utilised land and buildings.

18.3 Promoting Healthy and Safe Communities

- 18.3.1 Paragraph 91 states that planning decision should aim to achieve healthy, inclusive and safe places which promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other, for example through mixed-use developments, strong neighbourhood centres, street layouts and active street frontages.
- 18.3.2 Paragraph 91 goes on to state that planning decisions should enable places which are safe and accessible so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

18.4 Other Material Considerations

- 18.4.1 There are various other planning policy guidance documents at local and national level that are relevant to the determination of this application which have been set out below and the salient points summarised.

19.0 Supplementary Planning Documents

19.1 Guide to Development in Manchester Supplementary Planning Document (April 2007)

- 19.1.1 This document provides further non-statutory planning guidance on bringing together environmental, economic and social development principles to assist in the creation of a cohesive and sustainable city.
- 19.1.2 In particular, the guidance reinforces the notion that new development will only be acceptable when it is considered to relate to the local context and preserve local characteristics.
- 19.1.3 The document summarises the main development principles in Manchester and encourages developers and investors to apply these consistently. The document also provides details regarding the delivery of achievable and financially viable approaches to all aspects of sustainability.

19.2 The Greater Manchester Spatial Framework

- 19.2.1 The Greater Manchester Combined Authority (“GMCA”) was established in 2011 and comprises the ten Greater Manchester Councils and Mayor, who work with other local services, businesses, communities and other partners to improve the city-region. The ten Council’s include; Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan.

- 19.2.2 The GMSF underwent public consultation of its evidence base, its vision and draft strategic options and it was anticipated that a revised draft GMSF would be consulted on by the end of 2020.
- 19.2.3 The final publication of the GMSF was presented to the AGMA Executive Meeting at the start of December 2020 whereby all 10 authorities needed to approve of the plan. Stockport however, voted against the plan at this meeting which means the Framework as it stands will not be going ahead.
- 19.2.4 The remaining nine Greater Manchester local authorities, as a committee, will now progress the alternative Greater Manchester Spatial Framework, dubbed Places for Everyone. Like the GMSF did, the plan aims to guide development strategy in Greater Manchester until 2037 through the allocation of land for housing and employment space.
- 19.2.5 It is important to note that the GMSF follows on from the new Greater Manchester Strategy published by the GMCA 27th October 2017, named 'Our People, Our Place'. The plan explains the GMCA's ambitions for the future of the city-region and covers education, health, wellbeing, work and jobs, housing, transport, skills, training and economic growth. This document recognises the growing problem of homeless across Greater Manchester and names tackling this as a key priority with the objective of ending rough sleeping by 2020.
- 19.2.6 Our People, Our Place states that there is still nowhere near enough new homes being built to meet local needs and assist in reducing homelessness. The plans call for Manchester to provide a long-term plan to prevent and tackle all types of homelessness, along with providing short-term solutions to support those in immediate need on the streets.
- 19.3 Manchester Homelessness and Rough Sleeping Strategy
- 19.3.1 Manchester's homelessness strategy sets out how the Council, and its partners will work together towards ending homelessness. The new three-year Homelessness and Rough Sleeping strategy, which covers the period 2024 to 2027 sets out how the Council will work with the voluntary, community and faith sector plus schools, health services and early help services. This document contains a number of principles and aims for Manchester with an Our Manchester approach.
- 19.3.2 The strategy is framed around the four principles of Manchester City Council's Homelessness Transformation Programme (A Place Called Home):
- Increasing prevention
 - Reducing rough sleeping
 - More suitable and affordable accommodation
 - Better outcomes, better lives.
- 19.3.3 It states: "We are determined to make homelessness in Manchester rare, brief and unrepeatable. With demand rising, there is a greater pressure on existing and future resources available to the Council and our partners across the city however, together we will do everything in our power and continue our mission of working towards ending homelessness in all its forms."
- 19.3.4 The proposed scheme is supported by the principles and aims set out within this strategy, The proposals are therefore aligned with the intentions of the Strategy and are fully in accordance with

the need for Manchester to provide new and improved accommodation for homeless people to cater for the increasing demand.

19.4 Making Manchester Fairer

19.4.1 Making Manchester Fairer is Manchester City Council's five-year action plan to address health inequalities in the city focussing on the social determinants of health. The need to tackle inequalities in the city continues to be a corporate and political priority following the COVID-19 pandemic, the cost-of-living crisis and housing crisis.

19.4.2 Homelessness and lack of housing security manifests in different ways for different communities and some communities are disproportionately affected. For example: – People owed a homeless duty in Manchester with recorded support needs of physical ill health and disability increased by 103% over the previous strategy period and those where "old age" was the identified support need increased by 225% - which was the top increase in support needs recorded. This is a major cause for concern as people with poor health are more likely to end up in unsupported bed and breakfast provision that does not meet their support needs as the Homeless Strategy has identified that there is a lack of suitably adapted accommodation for people with disabilities both for temporary and settled accommodation.

19.4.3 The proposed scheme would help to address the requirement for more adapted supported temporary accommodation for people with disabilities and more complex support needs.

19.5 Manchester Homeless Charter

19.5.1 Whilst not forming adopted planning policy in itself, the adopted Homeless Charter prepared by the Manchester Homelessness Partnership, sets out the approach being taken to tackle the homelessness situation within Manchester.

19.5.2 The charter provides guiding principles concerning the rights of people who are homeless or at risk of homelessness including the right to a safe, secure home along with an appropriate level of support to create a good quality of life. The rights presented in the Charter also include equality of access to information and services and equality of opportunity to employment, training, volunteering, leisure and creative activities.

19.5.3 The proposed scheme accords with the vision, values and rights included in the Charter and the proposals are considered to assist in taking the actions outlined in the statement.

19.5.4 The proposals have been designed to cater for the most vulnerable of people within Manchester to provide them with safe access to accommodation, support, services and the tools to help secure employment, opportunities and longer-term accommodation.

19.6 Greater Manchester Homelessness Prevention Strategy

19.6.1 Tackling homelessness and rough sleeping is a key priority for the ten local authorities in Greater Manchester that are covered by the Greater Manchester Combined Authority (GMCA).

19.6.2 Manchester City Council and the Manchester Homelessness Partnership support the Greater Manchester Prevention Strategy 2021–26 and its missions to prevent homelessness:

- Mission 1: Everyone can access and sustain a home that is safe, decent, accessible and affordable.
- Mission 2: Everyone leaves our places of care with a safe place to go.
- Mission 3: Everyone can access good-quality advice, advocacy and support to prevent homelessness.
- Mission 4: People experiencing homelessness have respite, recovery and reconnection support.
- Mission 5: Homelessness is never an entrenched or repeat experience

19.6.3 The Strategy supports the provision of accommodation for homeless people that aims to provide recovery and support with reintegration and helps reduce homelessness, which aligns with SSG's aims.

20.0 Summary

20.1.1 We believe the national and local planning policy framework supports the proposed development on this site, which will provide much needed homeless accommodation.

Environment and Technical Considerations

21.0 Introduction

- 21.1.1 This section considers the relevant environmental and technical considerations of the proposed development.

22.0 Transport

22.1 Car Parking

- 22.1.1 Transport is not a significant consideration in this application.
- 22.1.2 There are minimal staff numbers, and their parking requirements will be met with the four off road parking spaces to the front. Additionally, there is a disabled space adjacent to the building and the external platform lift.
- 22.1.3 Residents will typically not have cars, being homeless.
- 22.1.4 There will be minimal visitors to the site, and these will typically be social and support workers who visit during normal working hours; there will typically be one space available for their use.
- 22.1.5 Unrestricted on road parking is available on Dickenson Road.
- 22.1.6 The parking demand at the site will be lower than might be generated by a 13-bedroom HMO, or an ordinary dwelling of this size.

22.2 Electric Vehicle Charging

- 22.2.1 Electric vehicle charging will be provided, with a charger installed in the disabled bay, per the details in Appendix III.

22.3 Cycle Parking

- 22.3.1 Secure cycle parking is proposed by way of a secure timber shed, which is covered by CCTV and overlooked by the office.
- 22.3.2 This will also include space and a charging point for a mobility scooter.

22.4 Public Transport

- 22.4.1 The site is located in a highly sustainable location, with Dickenson Road being one of the primary east west routes in south Manchester, and there is a bus stop almost immediately outside, and further stops at the intersection with Birchfields/Anson Road.

23.0 Waste

- 23.1.1 A Waste Management Strategy for the development has been prepared to support this application to determine the provisions required for the removal of waste from the proposed development.
- 23.1.2 An enclosed lockable bin store is proposed on the site, and has natural surveillance from the office, and provides the required. Refer to the site plan for further details of the same.

24.0 Crime Impact Statement

- 24.1.1 The planning application is supported by a Crime Impact Statement, prepared by the Greater Manchester Police Architectural Liaison Unit, which supports the planning application and makes a series of recommendations regarding measures that could be undertaken in order to minimise the risk of crime.
- 24.1.2 These recommendations have been given due consideration by the design team and will be taken forward in finalising the security design proposals for the building.

25.0 Trees and Ecology

- 25.1.1 There are no trees or ecological habitats to the site.

26.0 Flood Risk

- 26.1.1 The site falls within Flood Zone 1. Accordingly, there is minimal risk and no requirement to provide a Flood Risk Assessment.

Design and Access Considerations

27.0 Introduction

- 27.1.1 The building layout lends itself reasonably well to the intended use, with minimal structural changes required or proposed.
- 27.1.2 The building has been previously extended to the rear, and the design cues of the same are not well matched to the original period.

28.0 Access

28.1 Pedestrian

- 28.1.1 The only pedestrian route onto the site is via the front gate, which is key operated.

28.2 Vehicular and Parking

- 28.2.1 Vehicular access is from the front boundary, via double metal full height gates.

29.0 Proposed

- 29.1.1 No new access routes onto the site are proposed, though the existing access points will be made more secure.

29.2 Pedestrian

- 29.2.1 The existing gate will be upgraded with a video intercom and magnetic locking system, controlled only by office staff, not residents.

29.3 Vehicular and Parking

- 29.3.1 The existing vehicle gates will be upgraded with electric operation for security, and only office staff will be able to control who enters and leaves the site.
- 29.3.2 Access by emergency vehicles will not be affected.

30.0 Design Considerations

- 30.1.1 The main considerations, challenges and proposed changes to the existing buildings and site are set out and discussed below:

30.2 Secure Site Access

- 30.2.1 The applicant requires a single point of entry and an office at the entrance to monitor comings and goings to the building, with a hatch for dealing with enquiries from both residents and visitors.
- 30.2.2 The existing metal pedestrian and vehicular gates will be fitted with video intercom access control, controlled by staff from within the office. These are the only points of entry onto the site.

30.3 Accessible Rooms and Wheelchair Access

- 30.3.1 Providing accessible rooms with wheelchair access is challenging, with the site not being flat, and there being an upper and lower ground floor.
- 30.3.2 The provision of an internal lift is not practicable and accordingly, an external platform lift and ambulant disabled staircase is proposed, making the lower two storeys accessible. The lower two floors have no internal changes in level.

30.4 Activity Room

- 30.4.1 An activity room for use by residents is proposed, in the two-storey side extension, for residents to cook for each other or for other group activities, helping residents to learn life and interpersonal skills. The activity room would only be used with staff present, likely not more than once weekly, and would be otherwise locked.
- 30.4.2 To make the room accessible for the residents with mobility issues, this is provided on the lower ground floor, accessible via the platform lift.

30.5 Two Storey Rear Side Extension

- 30.5.1 The proposed extension is location to the rear of the site and will have minimal impact on surrounding properties, and will not appear overbearing, the internal ceiling heights being kept to 2.4m.
- 30.5.2 Matching materials will be used for the roof and walls, and it will only be accessible via external doors, one for the activity room and one for the pet room, also providing an area to the rear where dogs can get outside.

30.6 Dormer Roof Extensions

- 30.6.1 To the rear, two small dormer roof extensions are proposed. These will provide shower rooms and be fitted with obscured glazing, with the opening casement no less than 1.7m from internal floor level, to prevent overlooking issues.

30.7 Existing Elevations

- 30.7.1 Minimal changes are proposed to the Dickenson Road elevation, being the platform lift to the side, minor alterations to the existing dormer window making it inset to accommodate an additional studio to the second floor, and enlargement of a lower ground floor window with lightwell.

30.7.2 The rear elevation will be substantially altered, reconfiguring the existing fenestration details, providing more windows to accommodate more studios. The overlooking issues they create already exists, and this is minimised by the high internal cills, which are circa 1.2m.

30.7.3 The rear elevation comprises the previous extension, which is already incongruous in appearance with the original Victorian design.

30.8 Grounds

30.8.1 The site is all finished with asphalt. This will largely be retained with car parking spaces marked; five ordinary car spaces, and one disabled space by the entrance.

30.9 Boundaries

30.9.1 The site boundary treatments will be retained as existing.

30.10 Trees

30.10.1

Proposed Materials

31.0 Proposed Extension

31.1 Walls

- 31.1.1 The two-storey rear extension will be constructed in brickwork to match the original building where possible, though the brick match between the original building and former extension is poor.

31.2 Roofs

- 31.2.1 The existing roofs have been previously recovered with Marley modern roof tiles, and these will also be used for the extension, in a matching colour, and the roof pitch will match the main roof.

31.3 Fascias and Soffits

- 31.3.1 Black uPVC fascias, soffit and barge boards will be provided.

32.0 Entrance Steps, Railings and Lift Landing

32.1 Steps

- 32.1.1 New front steps will be constructed in lieu of the existing, with sandstone riven stone treads and new metal handrails in a Victorian style.
- 32.1.2 The new steps will be ambulant disabled compliant, in lieu of the existing dangerous steps with irregular treads.

32.2 Platform Lift and Landings

- 32.2.1 A steel framed metal platform with black painted metal handrails will be provided, for platform lift access to the upper ground and lower grounds floors, in a style to match the main steps.
- 32.2.2 The platform lift is a primarily glass enclosure and the metal frame will be black powder coated to match the railings and will accordingly have minimal visual impact.
- 32.2.3 The brochure and technical drawings for the same is included at Appendix IV.

33.0 Windows and Doors

33.1 Windows

- 33.1.1 The property has white uPVC windows. These will be retained where possible, and where replacements are required, they will be of matching white uPVC.

33.2 New Communal Doors

- 33.2.1 The new main entrance doors to the upper and lower ground floors from the platform lift, and into the activity room at the rear, are proposed to comprise a polyester powder coated aluminium door, that is fully double glazed.
- 33.2.2 This is to make a more secure and welcoming entrance to the facility but is in a concealed location not visible to the primary elevations or from the street scene.
- 33.2.3 Commercial metal doors of this type of more secure in terms of preventing forced entry, and the full glazing prevents accidents and improves visibility for wheelchair users and also improve security so visitors can be identified before allowing access.

33.3 Pet Room Doors

- 33.3.1 New six panel black colours composite doors will be installed to the front and rear of the new pet room.

34.0 Grounds and Boundaries

34.1 Boundaries and Garden Walls

- 34.1.1 The front boundary with the public footpath comprises tall, secure, brick walls with inset wrought iron railings, and wrought iron vehicular and pedestrian gates.
- 34.1.2 The left and right boundaries comprise concrete post and concrete panel fencing. They are basic and low maintenance and will be retained. The rear boundary is a tall, rendered brick wall.

34.2 Grounds

- 34.2.1 The grounds will primarily be left as tarmac for vehicle parking, but there is an opportunity to introduce some ornamental trees and raised planters near to the building.
- 34.2.2 There will be maintained and kept by residents as a part of group activities.

34.3 Bin and Cycle Storage

- 34.3.1 The proposed bin and cycle storage is shown on the site plan and will comprise timber frame structures with hit-and-miss timber planks under a mineral felt flat roof.

34.4 External Lighting

- 34.4.1 As shown on the site plan drawing, a combination of wall mounted PIR LED lighting will be installed to the perimeter of the building, with bulkhead eyelid fittings installed to the beanstalk and at low level to the wall separating the pedestrian route and driveway, also controlled by PIRs.

Transport

35.0 Transport Planning Policy

35.1.1 The following section sets out the key local transport policies, and how the proposal aligns with them.

36.0 Manchester Core Strategy (2012 – 2027)

36.1.1 The Manchester Core Strategy promotes similar principles to National Guidance.

36.1.2 Policy H10, titled ‘Housing for People with Additional Support Needs’, states that proposals for accommodation for those with additional support needs (such as homeless people, elderly people, people with mental health problems, people who have experienced domestic violence, people with a long term debilitating illness, people who suffer drug or alcohol addiction, young people with specific support needs and people with learning or sensory disabilities) will be supported where:

- There is not a high concentration of similar uses in the area already;
- Where it will contribute to the vitality and viability of the neighbourhood; and
- Where there would not be a disproportionate stress on local infrastructure such as health facilities.”

36.1.3 The core strategy also contains three specific Transport policies, comprising:

- Policy T1 – Sustainable Transport
- Policy T2 – Accessible areas of opportunity and need, and
- Policy T3 – Strategic Integration.

36.1.4 Policy T1 focuses on sustainable transport and access for all. The site will be improved in terms of accessibility, and the provision of a secure cycle store will encourage the use of cycling and sustainable public transport.

36.1.5 Policy T2 focuses on good access to the City’s key economic drivers, with easy access via walking, cycling and public transport, the provision of car parking both within the city centre and outside of these districts. The proposed change of use, and the reduction of potential vehicle numbers to the site would significantly exceed the required parking standards.

36.1.6 Policy 3 refers to the strategic integration of proposal in terms of the transport network. The proposed change of use would not prejudice the implementation of any strategic integration projects in the area.

36.2 Greater Manchester Transport Strategy 2040

- 36.2.1 The Greater Manchester Transport Strategy sets out the vision to have ‘World-class connections that support long-term sustainable economic growth and access to opportunity for all’.
- 36.2.2 Policy 3: We will maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods).
- 36.2.3 Policy 4: We will work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.
- 36.2.4 It is considered that the proposed change of use will not have any adverse effects of the sustainable transport network.

37.0 Existing

37.1 Vehicle Movements

- 37.1.1 The property is vacant but appears to have been used as an unlawful HMO for doctors and nurses, with some administrative facilities. The frequency and use of vehicles is unknown.

37.2 People Movements

- 37.2.1 The building is vacant, and so historic movements are unknown.

37.3 Parking Provision

- 37.3.1 The current forecourt is unmarked, and we estimate could accommodate parking for around 8-9 cars.

37.4 Sustainable and Public Transport

- 37.4.1 The site is located in a highly sustainable location with good access to public transport facilities, with the nearest bus stop being very close on Dickenson Road, and more connections from the nearby intersections with Anson Road and Dickenson Road.

38.0 Proposed

38.1 Pedestrian Access

- 38.1.1 The existing pedestrian route to the front will remain, through the lockable metal gate. This will upgrade with a video intercom system, controlled by staff in the office only.
- 38.1.2 A new platform lift provides ambulant disabled access to the upper and lower ground floors.

38.2 Vehicular Access and Movements

- 38.2.1 There will be 2 or 3 staff on site at any given time, 24 hours a day. Two full time staff, and a manager or a supervisor visiting.
- 38.2.2 It is anticipated that most will drive to work though sustainable transport will be encouraged. Staff are likely to swap shifts at morning and in the evening.
- 38.2.3 Additionally, support and social workers will visit residents, typically once per week.
- 38.2.4 There will of course be some contractors and deliveries attending, but little more than generated by a normal dwelling, or the similarly sized adjacent apartment buildings and mosque.

38.3 Parking Provision

- 38.3.1 The forecourt will be marked as indicated, providing six car spaces, one of which will be disabled, including an electric vehicle charger.
- 38.3.2 There is unrestricted on road parking on Dickenson Road. This will be more than adequate for occasional visitors to the site, on occasions when the car park is full.

38.4 Sustainable and Public Transport

- 38.4.1 The proposals provide a secure lockable cycle shed near the main entrance to the building, which will accommodate four bicycles and also a mobility scooter parking provision with power point for charging.
- 38.4.2 Access to public transport will be unaffected by the proposals.

Conclusions

39.0 Summary

- 39.1.1 This Planning Statement relates to a full planning application submitted to Manchester City Council for the re-development of existing buildings into a homeless accommodation centre at 239 Dickenson Road, Longsight, Manchester M13 0YW.
- 39.1.2 Homelessness is a significant problem in Manchester and there is a need for a range of supported accommodation schemes to support people to reintegrate in the community. This scheme will cater for a specific group of people in need, including those with mobility issues and will complement and support existing provisions.
- 39.1.3 The proposed scheme will rejuvenate an underutilised existing building and will be staffed 24 hours a day. The proposals represent a contribution towards meeting this critical need within Manchester to reduce homelessness and will provide 18 self-contained studio units.
- 39.1.4 The scheme will contribute to achieving the aims set out in the city's Homelessness and Rough Sleeping Strategy 2024-7 and will contribute to the City's Our Manchester and Making Manchester Fairer Strategies including increasing the health, well-being and skills of local residents.

40.0 Planning Balance

- 40.1.1 The proposed development must be assessed in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and the presumption in favour of sustainable development under Paragraph 11 of the NPPF.

40.2 Identified Impacts

Matter	Weight
Modest visual alterations (side extension, dormers)	Limited
Intensification of supported accommodation use	Neutral / Managed
Increased residential occupancy compared to vacant state	Limited

- 40.2.1 These impacts are mitigated through design, management controls and site context.

40.3 Public Benefits

Benefit	Weight
Provision of 18 supported accommodation units	Significant
Wheelchair and ambulant accessible units	Significant
Reduction in reliance on unsuitable B&B placements	Significant
Reuse of brownfield land	Moderate
Permanent staffed management model	Significant
Contribution to Homelessness Strategy 2024–2027	Significant
Alignment with Making Manchester Fairer objectives	Significant

- 40.3.1 The social and public benefits of the proposal are substantial and carry significant weight in the planning balance.

- 40.3.2 Any limited visual or localised impacts are clearly and decisively outweighed by the strategic and social benefits delivered.
- 40.3.3 Accordingly, the proposal represents sustainable development and should be approved without delay.
- 40.3.4 The proposal represents the effective reuse and optimisation of previously developed land within an accessible urban location in accordance with Paragraph 118 of the NPPF.
- 40.3.5 The site is currently vacant and underutilised. The development ensures the long-term sustainable reuse of a substantial building that might otherwise deteriorate.

41.0 Design and Character

- 41.1.1 The proposed extensions are deliberately subordinate to the host building:
 - The side extension sits below the principal ridge.
 - Materials match the existing red Accrington brick and Marley Modern tiles.
 - Hardie Plank cladding is limited to dormer cheeks and is recessive in tone.
 - The lift and metal walkway are functional accessibility features required to comply with equality and accessibility objectives.
- 41.1.2 The works preserve the dominant Victorian character and do not disrupt the semi-detached form.

42.0 Transport

- 42.1.1 The proposed development will have minimal impact on the local sustainable transport networks. It is considered that the range of existing transport facilities in the local area are more than sufficient, providing a range of sustainable travel choices for staff, visitors and occupants.
- 42.1.2 The proposals will likely create a net reduction in possible vehicles movements on the site, were it used as a single dwelling, unlawful HMO, offices, or converted to flats.
- 42.1.3 Regardless, vehicles visiting the site other than staff will be minimal, and sufficient parking provision is available on the site for all staff and visitors likely to be in regular attendance.
- 42.1.4 The proposed change of use would have no detrimental impact from a local traffic and transport perspective.

Appendix I –Photographs



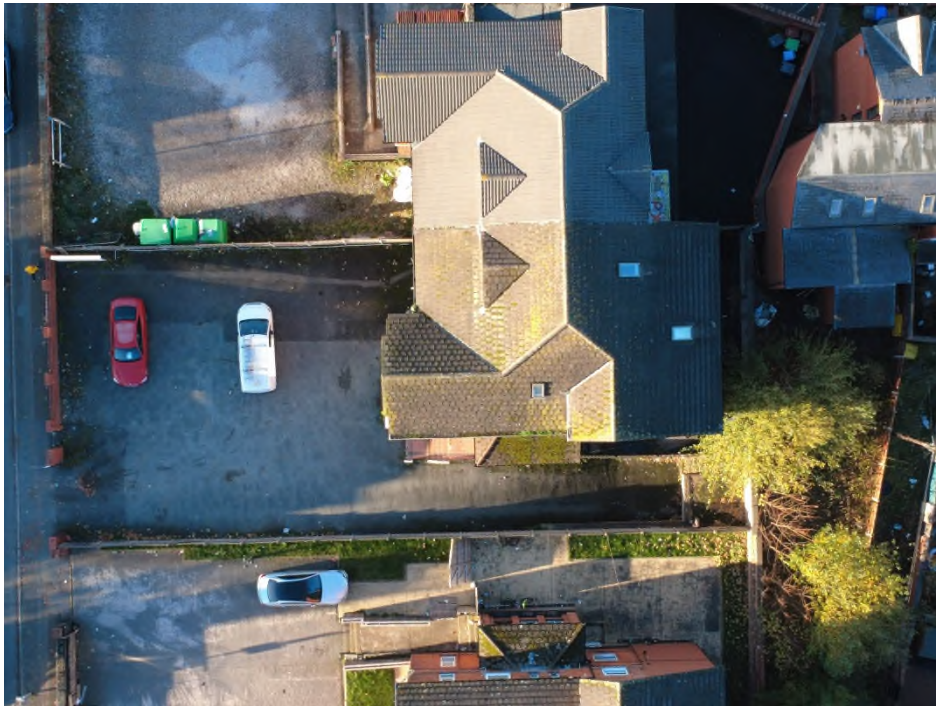
Photograph 1. Front



Photograph 2. Right



Photograph 3. Rear



Photograph 4. Aerial view

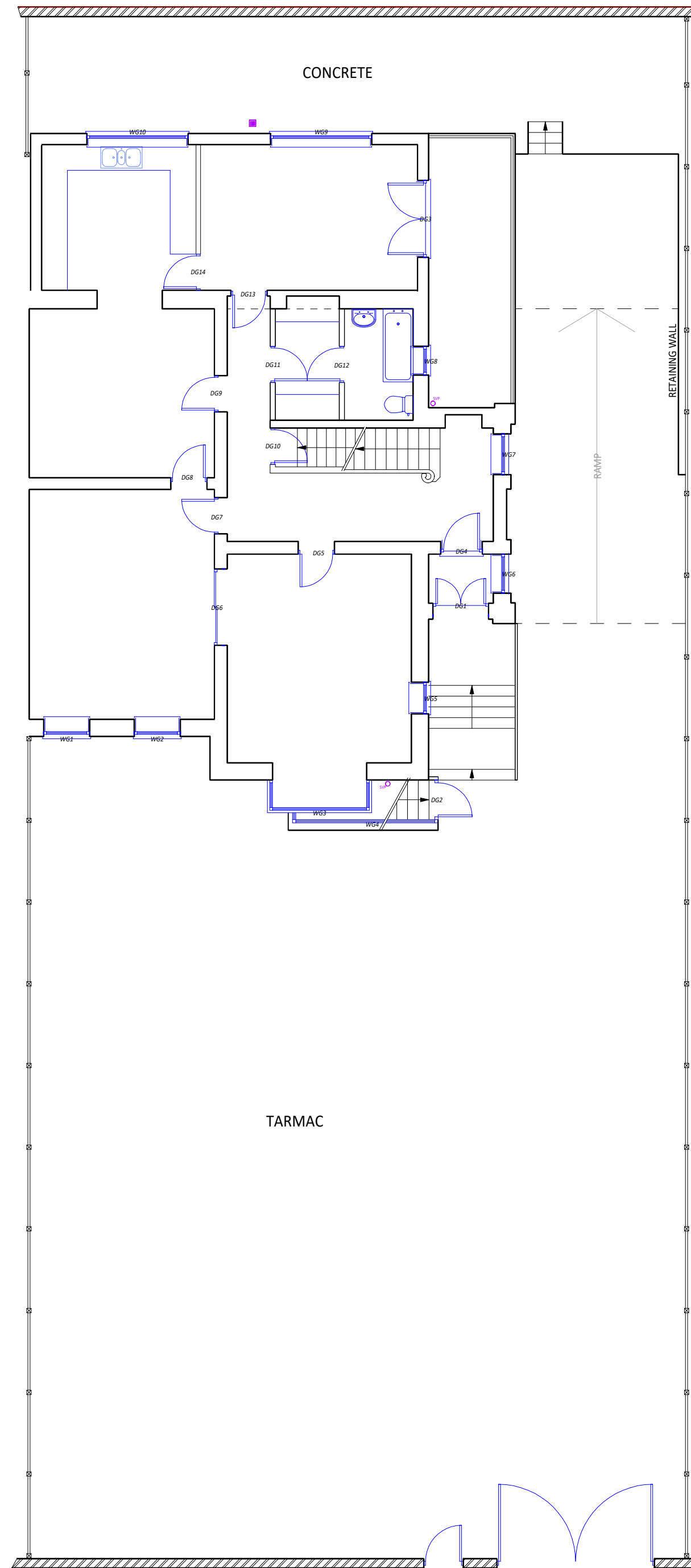


Photograph 5. Street scene

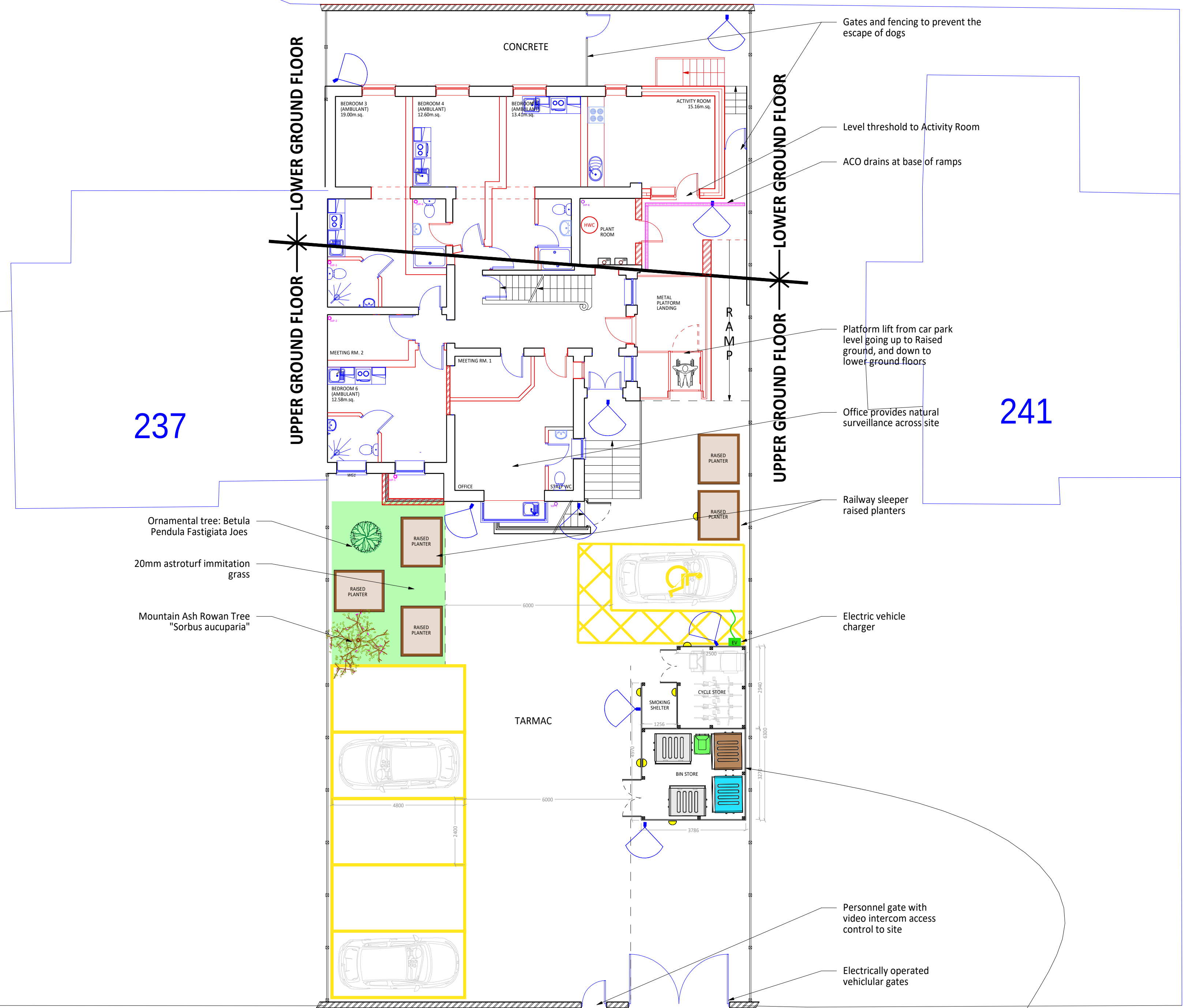


Photograph 6. Back garden

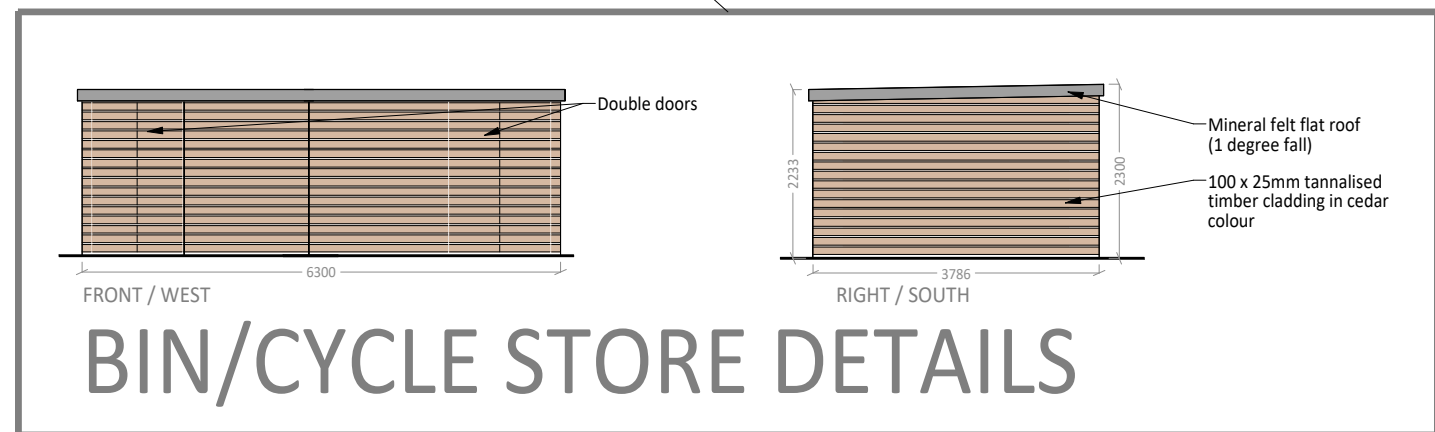
Appendix II – Block Plan



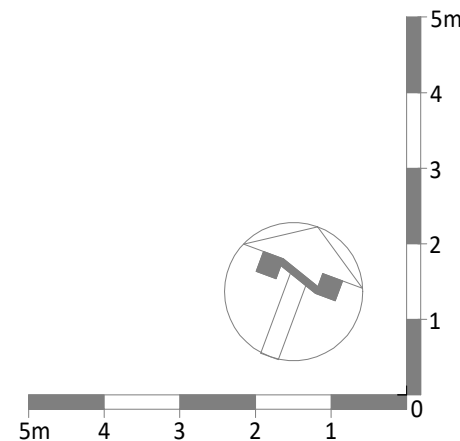
EXISTING
(Showing Upper Ground Floor)



PROPOSED
(Showing Upper and Lower Ground Floor)



KEY	
	EXISTING DRAINAGE
	PROPOSED DRAINAGE
	EXISTING ELEMENTS
	PROPOSED ELEMENTS
	PAINTED LINE
	12W LED BULKHEAD EYELED LIGHT
	CCTV WITH NIGHT VISION



PROJECT: 239 Dickenson Road Longsight Manchester M13 0YW	
CLIENT: Goodier Construction Limited	

TITLE: Site / Block Plan with Bin and Cycle store details		
© 2026 Building Sense Limited		
DRAWN: MKN	CHECKED: MKN	DATE: 18/02/26
SCALE: 1:100 @ A1	DRAWING NO. 25060.PP.03	REV: B

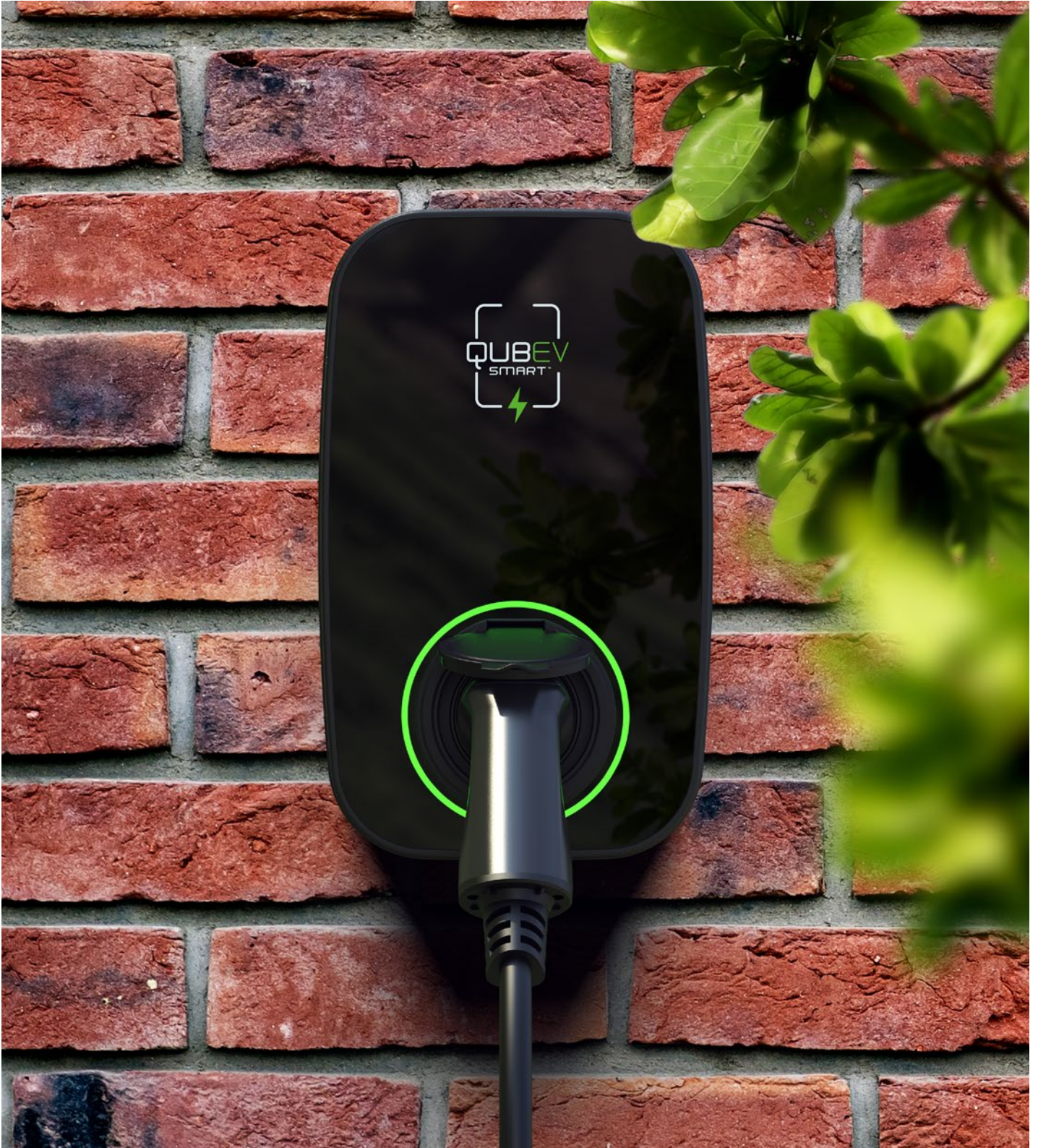
REV	DESCRIPTION	DATE	INITIAL

Do not scale. All dimensions and levels must be verified on site and discrepancies reported to Building Sense Limited, prior to commencing works or preparing site drawings. Any conflicting information must be reported for clarification. If in doubt, ask.	
STAGE: PLANNING	

Building Sense
Chartered Surveyors

T: 0161 215 1229
E: mark.newman@buildingsense.co.uk
W: buildingsense.co.uk

Appendix III – Electric Vehicle Charging Details



ROLECEV

QUBEV

QUBEV SMART

Intelligent EV charging unit



Stocked in
the UK by
ROLECEV

QUBEV SMART

The UK's most affordable intelligent EV charger

The QUBEV Smart charging range offers affordable EV charging points which are packed with the latest features, making them the ideal solution for your home.

With models providing up to 7.4kW or 22kW, these intelligent, modern yet low-cost units have been designed to provide electric vehicle drivers with an affordable charging solution, without compromising on quality. Compatible not only with all EVs and PHEVs on the market, but also with Solar power.

The QUBEV Smart app gives you full control of your charger. From scheduling your charging session for when your electricity is cheapest, adjusting the power rating, monitoring your energy usage and much more.

EV drivers can enjoy a seamless charging experience, ensuring their EV will be ready for their next electrified adventure.



The most **cost-effective** and **reliable** solution for housing developers



Product features

- Universal charging socket or Type 2 tethered lead
- Power rating – Up to 7.4kW or 22kW models
- Adjustable power rating – 10A, 13A, 16A & 32A
- Free QUBEV Smart Wi-Fi app
- Scheduled / off-peak charging
- Solar compatible (single phase models only)
- PEN fault and residual current protection (AC 30mA Type A, DC 6mA)
- Dynamic load balancing (CT clamp(s) & cable(s) included)
- OCPP 1.6 compliant
- Built-in LED charging status indicator
- UK Smart Charge Point Regulations Compliant including tamper security
- Wi-Fi / Ethernet connectivity
- IP54 & IK08 rated
- Corrosion and fire resistant
- CE and UKCA certified
- Easy to install and maintain
- Wall or post mounting options
- OZEV grant fundable



Easy-to-use Wi-Fi app

Enjoy a seamless charging experience, ensuring EV drivers will be ready for their next adventure.



No earth rod required

Equipped with built-in PEN fault detection, saving on installation time and costs.



Office for Zero Emission Vehicles

Eligible for grant funding

The QUBEV Smart range is approved for the OZEV EV Chargepoint Grant.



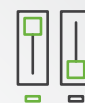
Wi-Fi / Ethernet enabled

Complete with secure Wi-Fi and Ethernet connectivity, ensuring chargers are always online 24/7.



EV regulations compliant

Safe, secure and fully UK Smart Charge Point Regulations compliant including tamper security



Adjustable power rating

The Power rating can be adjusted between 10A, 13A, 16A & 32A using the internal Amp selector.

The details

ADJUSTABLE POWER

Choose from 7.4kW single-phase or 22kW three-phase models which by default are set to 32A – however, if a lower power setting is required, the power rating can be adjusted between 10A, 13A, 16A & 32A using the internal Amp selector.

SLEEK & COMPLIANT

Offering a modern and discreet home electric vehicle charging solution, that's compatible with all EVs and PHEVs on the market, provided that you have the corresponding cable to plug in.

The QUBEV Smart is also tested to meet UKCA & CE standards.

SAFE AND SECURE

The QUBEV Smart range are packed with the latest safety features and fully comply with the latest UK Smart Charge Points Regulations including security logs and alerts.



STRONG & DURABLE

The IP65 weatherproof rated enclosure is made from durable ABS and Polycarbonate ensuring it can withstand the harshest of weather conditions for years to come.

3 YEAR WARRANTY

The QUBEV Smart electric vehicle charging units come with a 3 year warranty and UK support included as standard, for added peace of mind on your investment.

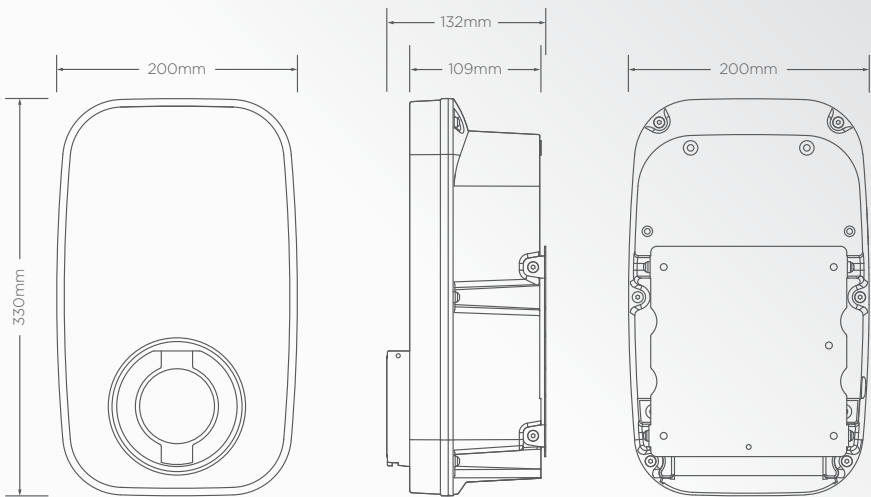
Specifications

Product Overview:

	Connection Type	AC Charging Output(s)	Input Supply(s)	Unit Colour	Product Code
Single Phase Units	Type 2 (IEC 62196) charging socket	Up to 7.4kW (32A)	32A Single Phase 230V AC (±10 %) 50/60Hz	● Black	EVON0090
	Type 2 (IEC 62196) 5m tethered lead*	Up to 7.4kW (32A)	32A Single Phase 230V AC (±10 %) 50/60Hz	● Black	EVON0095
Three Phase Units	Type 2 (IEC 62196) charging socket	Up to 22kW (32A)	32A Three Phase 400V AC (±10 %) 50/60Hz	● Black	EVON0100
	Type 2 (IEC 62196) 5m tethered lead*	Up to 22kW (32A)	32A Three Phase 400V AC (±10 %) 50/60Hz	● Black	EVON0105

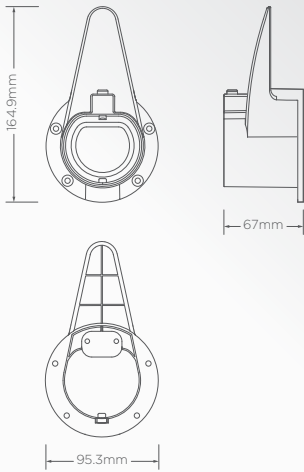
*Tethered cables are approximately 5m total length

QUBEV Smart unit:



Type 2 charge plug holster:

Included with tethered units



Specifications

Technical Data:

User Interface	<ul style="list-style-type: none"> • Mobile app • Plug & charge (manual) • Scheduled • ECO mode (solar) • Push button (limited functions) • RGB LED status indicator halo
Charge Protocol	Mode 3 (IEC 61851-1)
Charging Current	Variable – 10A, 13A, 16A & 32A
Built-in Protection	<ul style="list-style-type: none"> • Residual current protection – AC 30mA Type A & DC 6mA • Lightning surge, over temperature protection • PEN fault detection – No earth electrode/rod required • Supports automatic dynamic load balancing
Required External Protection	<ul style="list-style-type: none"> • Over current protection – A suitably rated MCB or Type-A 30mA device is to be installed at source (dependent on cable type and/or route) • Surge Protection – May be required depending on the installation
Cable Terminals	<ul style="list-style-type: none"> • 3 x 10mm² terminals (1-Phase) • 5 x 10mm² terminals (3-Phase)
Communications	<ul style="list-style-type: none"> • Wi-Fi 802.11 b/g/n 2.4 GHz • RJ45 Ethernet connection • Bluetooth (for installer configuration purposes) • OCPP 1.6J
Standby Power Consumption	< 10W
Enclosure Dimensions	200mm x 330mm x 109mm (W x H x D)
Weight	< 2.8kg (Socket) < 6kg (Tethered)
Environmental	<ul style="list-style-type: none"> • Ingress protection – Enclosure IP65, plug & socket IP54 • Impact protection – IK08 • Security – Tamper and breach protection boundaries with notifications • Operating temperature – -25°C to +50°C • Operating humidity – 3% to 95% • Altitude – < 2000m
Materials	<ul style="list-style-type: none"> • Unit – PC/ABS Alloy, flammability rating UL94-V0 • Mounting back plate – 1.5mm Steel with black powder coated finish
Unit Colour	● Black
Certifications & Compliances	<ul style="list-style-type: none"> • EV Charging Compliance – EN IEC 61851-1:2019, BS EN IEC 61851-1:2019 • Smart Regulations – SI 2021:1467 inc Schedule 1. • EMC Compliance – 2014/30/EU, SI 2016:1091. ETSI EN 301 489-1 V2.2.3 (2019-11) ETSI EN 301 489-3 V2.1.1 (2019-03), ETSI EN 301 489-17 V3.2.4 (2020-09). IEC 61851-21-1:2019. EN IEC 61851-21-2:2021, EN IEC 62311:2020 • Radio Emissions – 2014/53/EU, SI 2021:1467. ETSI EN 300 328 V2.2.2, ETSI EN 300 330 V2.1.1. ETSI EN 301 489-1 V2.2.3, ETSI EN 301 489-3 V2.1.1. ETSI EN 301 489-17 V3.2.4, EN IEC 61851-21-2:2021. EN IEC 61851-1:2019, EN IEC 62311:2020. BS EN IEC 61851-21-2:2021, BS EN IEC 62311:2020. EN IEC 61851-1:2019, EN IEC 62311:2020, BS EN IEC 61851-21-2:2021, BS EN IEC 62311:2020 • Safety Compliance – EN 60950-1:2006+A2:2013, EN 60950-22:2017. IEC 62955:2018. • Low Voltage Directive (LVD) – 2014/35/EU, SI 2016:1101. • Certification Markings – CE, UKCA & WEEE
Warranty	3 years



QUBEV Smart App



The QUBEV Smart app gives you full control of your charger, from scheduling your charging session for when electricity is cheapest, adjusting the power rating, monitoring your energy usage and much more.

Enjoy a seamless charging experience, ensuring your EV will be ready for your next electrified adventure.

 **Choose from charging modes:**
Plug & charge, ECO (solar), scheduled

 **View charging state**

 **Solar compatible**

 **Schedule charging**

 **Multi user access**

 **Monitor usage**

 **Full charging history**

 **Fault notifications**

 **Security log & alerts**



**DOWNLOAD THE FREE
QUBEV SMART APP**



GET IT ON
Google Play



Download on the
App Store

Options & accessories

Product Code	Item Description
EVFP0030	Mounting post – fits up to 2 chargers
EVFP0050	QUBEV Smart plate for mounting post
EVFP0090	QUBEV Smart Holster Plate for Mounting Post
ACSR0380	120A up to 35mm ² CT clamp with 5m cable
EVPP0100	5m 32A Type 2 to Type 2 charging cable
EVPP0107	10m 32A Type 2 to Type 2 charging cable
EVPP0105	5m 32A Three Phase Type 2 to Type 2 charging cable
EVPP0108	10m 32A Three Phase Type 2 to Type 2 charging cable (Other cables are available, including Type 1 options)
EVPP0320	Carrying bag for EV charging cables
EVRS0040	QUBEV Smart remote wall mount for Type 2 plug holster



BIM & CAD PACKAGE DOWNLOADS

- BIM – Revit families/IFC
- 3D models – STEP/IGES
- CAD drawings DWG/PDF

Assets are available to add to development plans and see how these units look in context. To download the assets, please visit:
www.rolecserv.co.uk/downloads-ev-charging





THIS DOCUMENT CONTAINS INFORMATION THAT IS SUBJECT TO CHANGE WITHOUT NOTICE.
The latest version of this publication can be downloaded at <https://www.rolecserv.com/downloads-ev-charging>

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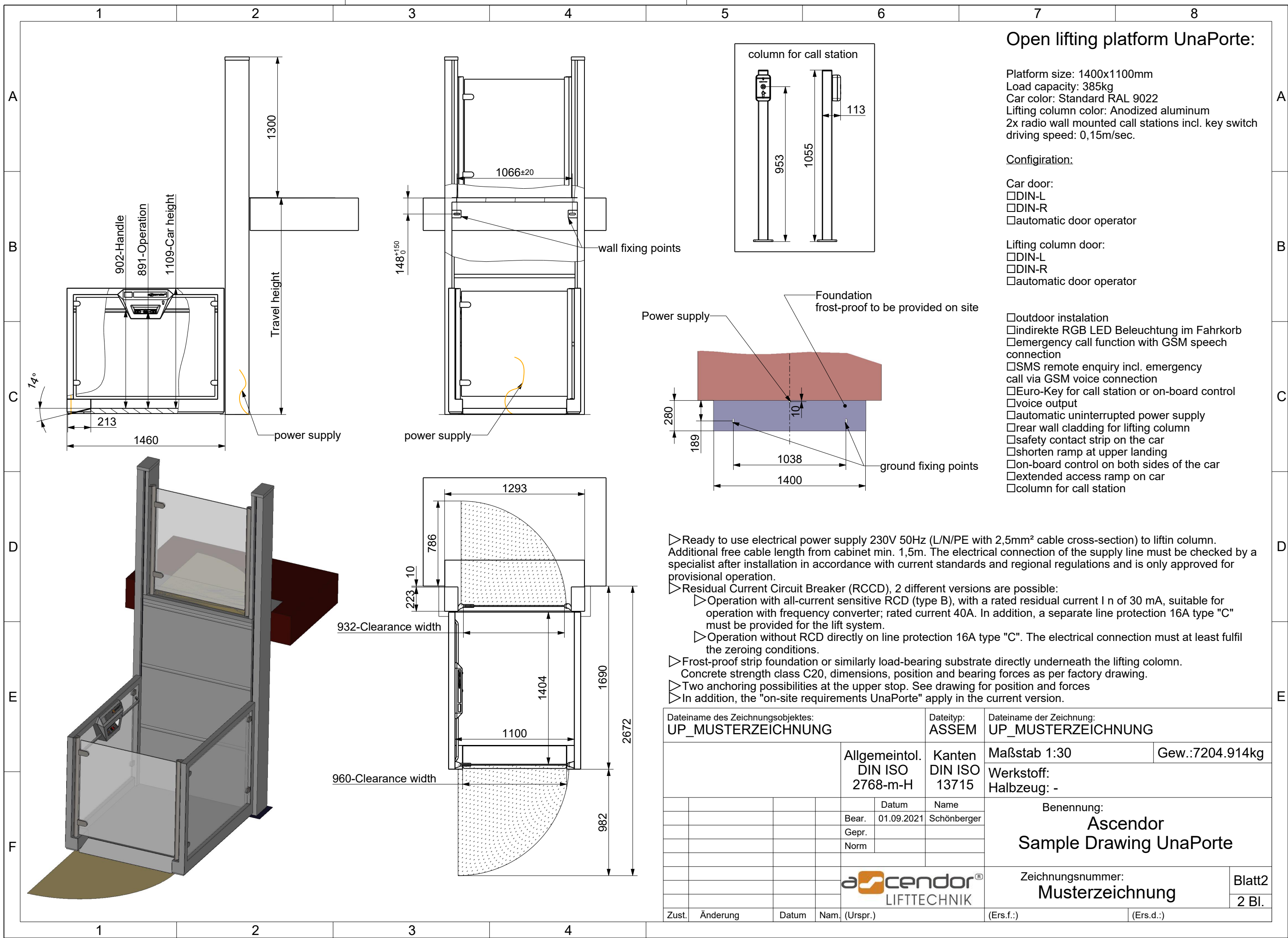
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EVQSD-V01-R3 QUBEV Smart Data Sheet

ROLECEV

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Appendix IV – Unaporte Platform Lift Details

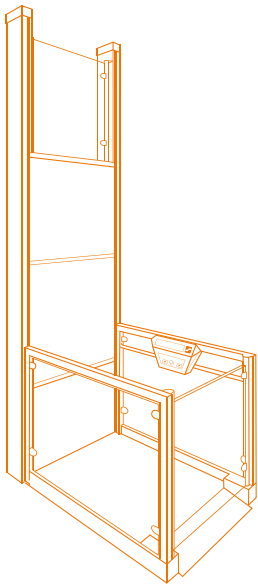




- CHAIRLIFT
- PLATFORM STAIRLIFT
- ENCLOSED ELEVATOR
- CABIN ELEVATOR
- VERTICAL PLATFORM LIFT

VERSATILE IN USE

The Ascendor UnaPorte® is a welcome addition to any public building or private residence. The use of high quality materials combined with user friendly technologies, make it the perfect solution for people who need assistance in overcoming vertical barriers.



VERTICAL PLATFORM LIFT



UNAPORTE®
WEATHERPROOF
FOR
OUTDOOR USE

What others call luxury is standard for us. Our goal is to make your daily routine as pleasant as possible. Experience user-friendliness at the highest level and a new way of living.



INTERIOR
A REAL
EYE-CATCHER IN
EVERY ROOM

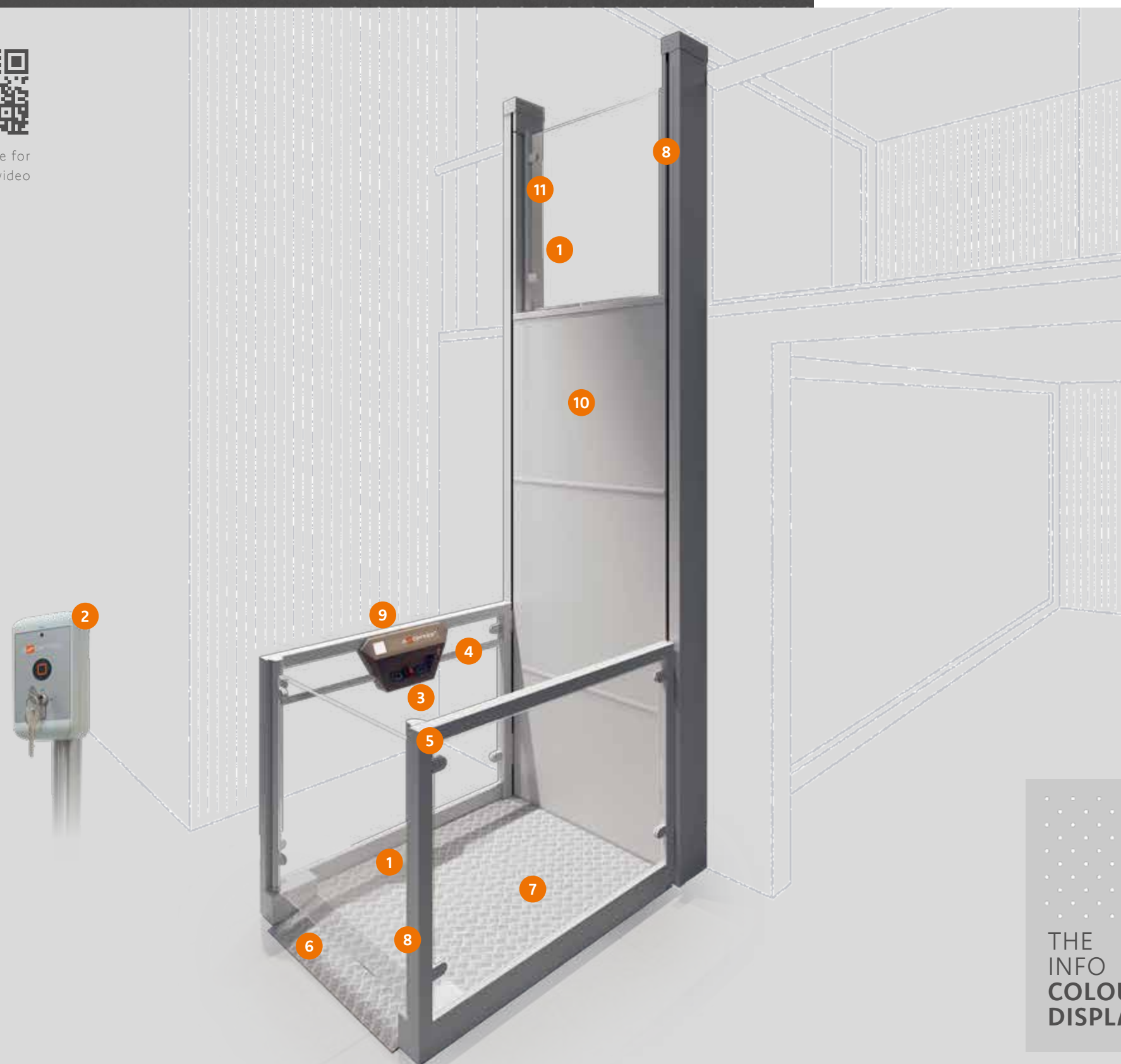


EXTERIOR
HIGH-QUALITY
MATERIALS
GUARANTEE A LONG
SERVICE LIFE



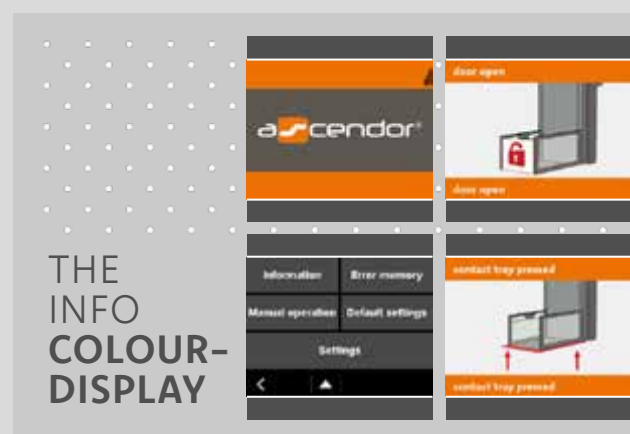


Click here for
product video



DETAILS AT A GLANCE

- ① frameless glass safety door - manually operated (optional automatic operation also available)
- ② wireless call buttons (surface mounted) at each landing as standard
- ③ lift operation console + up and down (touch sensitive) buttons + emergency stop button + emergency call button
- ④ hand rail
- ⑤ drive unit in standard colour grey metallic
- ⑥ integrated, flexible access ramp for ease of access (no pit required)
- ⑦ platform with anti-slip surface
- ⑧ patented door lock unique design ensures optimum safety and reliability
- ⑨ LED colour display - intuitive graphics enhance the user experience, whilst instilling confidence thanks to real-time status updates
- ⑩ rear wall cladding made of lightweight aluminium
- ⑪ electrical emergency lowering



**FROST-PROOF
OPERATION
DOWN
TO -20°**



UnaPorte® in
winter conditions

EQUIPMENT

- + for indoor and outdoor use
- + due to a flexible access ramp, no pit required
- + perfect solution for both existing and new buildings

MATERIALS

- + platform with anti-slip surface
- + drive unit in grey metallic (as standard)
- + lifting column in anodised aluminium

TECHNICAL DATA

- + load capacity 385 kg
- + driving speed 9 m/min (0.15 m/sec)
- + travel height from 600mm (0.6 m) to 3000mm (3 m)

In the unlikely event of a malfunction, the **colour display** provides useful information regarding the possible fault and how to fix it. This intuitive graphical display helps to solve approx 80% of all possible errors, without the need for an Engineers attendance. The display also provides useful information about the general operating status.



PRODUCT HIGHLIGHTS

LED platform lighting (optional) – select from an infinitely adjustable array of colours to mirror your mood or blend in with your surroundings. Turn your lift into an attractive eye-catcher. Mobility from ASCENDOR is just beautiful.



A **patented door lock** from Ascendor guarantees maximum safety.



High-quality materials from powder-coated steel to anodised aluminium guarantee maintenance-free and trouble-free operation.

description	UnaPorte®	Competitor M	Competitor B	Competitor L
full graphic colour display with status indicator	✓			
integrated fault memory/event history	✓			
flexible access ramp	✓	✓		
LED RGB lighting on platform floor (optional)	✓			✓
rust-proof aluminium lifting columns (multi-piece for travel heights in excess of 1.3m)	✓		✓	✓
reliable door locking system	✓	✓		
robust powered door operator with slipping clutch (optional)	✓			
simple installation (without the need for a crane)	✓			
travel height can be adjusted (downwards) on site if required	✓			
easy access for maintenance	✓			✓
minimal width required due to a clever and compact design	✓			
2-way emergency call system	✓			
uncomplicated transport	✓			



TECHNICAL DATA

ADVANTAGES

- 1 for indoor and outdoor use
- 1 soft start/soft stop via a frequency-controlled drive system
- 1 perfect ratio between required floor space and usable platform area

COLOUR

- 1 drive unit in grey metallic
- 1 lifting column in anodised aluminium

CONTROL & OPERATION

- 1 push-buttons on the platform / remote controlled buttons for call stations
- 1 full graphic colour display
- 1 integrated fault memory
- 1 numerous adjustment parameters
- 1 electrical emergency lowering

TYPE OF DRIVE

- 1 guide chain system with electric drive 0.75 kW
- 1 safety gear with integrated speed limiter

STOPS

- 1 2 stops

POWER SUPPLY

- 1 220-240V, 1 phase, 10A

DRIVING SPEED

- 1 9 m/min (0.15 m/sec)

LIFTING CAPACITY

- 1 385 kg

ASCENDOR LIFTTECHNIK



On-site requirements



Click here for the Assembly video



FAST ASSEMBLY

ASSEMBLY

- 1 easy retrofitting
- 1 divided rail when > 1.3 m
- 1 due to a flexible access ramp, no pit required (but possible)



The UnaPorte® can be **assembled in less than 4 hours** without the need for a crane. The lift can even be transported through doors with a passage width of 90 cm.

PLATFORM SIZE

- 1 1400 x 1100 mm (length x width)

TRAVEL HEIGHT

- 1 3000mm max / 600mm min

REQUIRED FLOOR SPACE / FOOTPRINT

- 1 1690 x 1333 mm (length x width) with closed door

DOOR

- 1 930mm clear opening width

OPTIONS

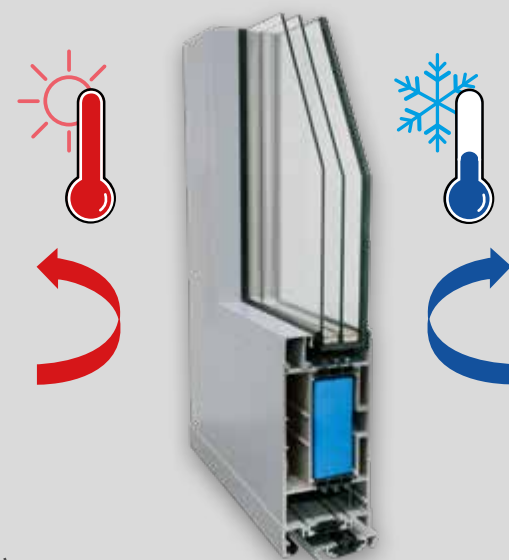
- 1 voice output
- 1 emergency phone
- 1 automatic door operators
- 1 LED RGB lighting
- 1 automatic emergency power supply
- 1 SMS remote query of operating status
- 1 thermal door (for more info see p. 10-11)



THERMAL DOOR

CROSS-SECTION THERMAL DOOR

- ✓ highly thermally insulated frame and sash profile in flush design (total $U_d = 1.21 \text{ W/m}^2\text{K}$)
- ✓ triple insulating glazing with VSG safety glass ($U_g = 0.6 \text{ W/m}^2\text{K}$)
- ✓ insulation insert for improved U-value (thermal transmittance)
- ✓ roller hinges for a visually appealing design
- ✓ air- and wind-tight insulation
- ✓ Increased burglar resistance due to triple locking system



ADVANTAGES

- ✓ no shaft necessary
- ✓ quick installation possible within one day
- ✓ direct access into the living space



Easy retrofitting of a lift with thermal door.



TOP FACT

UnaPorte® for the private and public sector. Already proven in use worldwide.

