

# TECHNICAL NOTE

**Job Name:** Bp Pulse - EV charging proposals

**Job No:** 333101444

**Date:** 27<sup>th</sup> September 2024

**Prepared By:** Gary Heard / Hannah Wenman / Leon Stublely

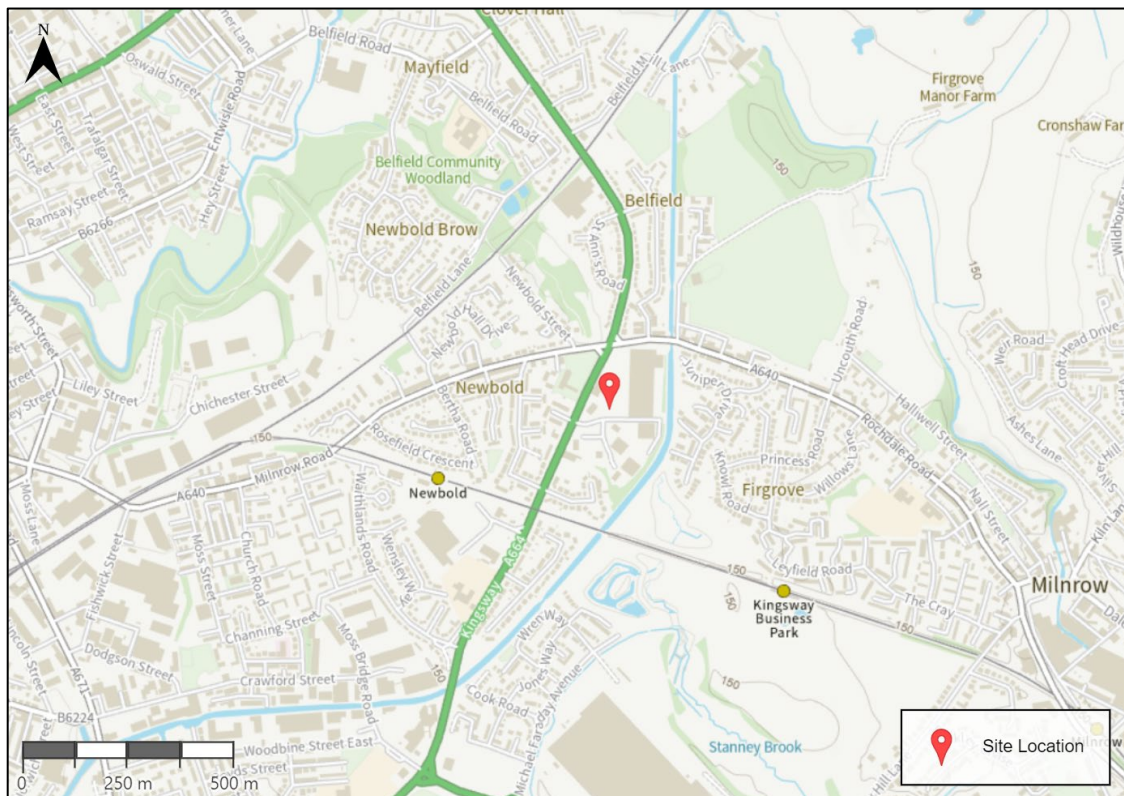
**Subject:** **Proposed EV charging points at Kingsway Retail Park, Rochdale (OL16 5AF)**

## 1. Introduction

- 1.1. Stantec have been appointed by bp Pulse to provide support to a planning application at the Kingsway Retail Park, OL16 5AF.
- 1.2. The appointment is a desktop study to provide a transport planning understanding of the development proposals to convert existing car parking spaces into EV charging bays.

## 2. Site location

- 2.1. The Site is located at the Kingsway retail park on Wallhead Road, Rochdale. The approximate site location is shown in the figure below.



- 2.2. It is noted that the Site is bounded by the A664 Rochdale Bypass to the west, retail units and the Rochdale Canal to the east, A640 Rochdale Road to the north and further retail units to the south.

## TECHNICAL NOTE

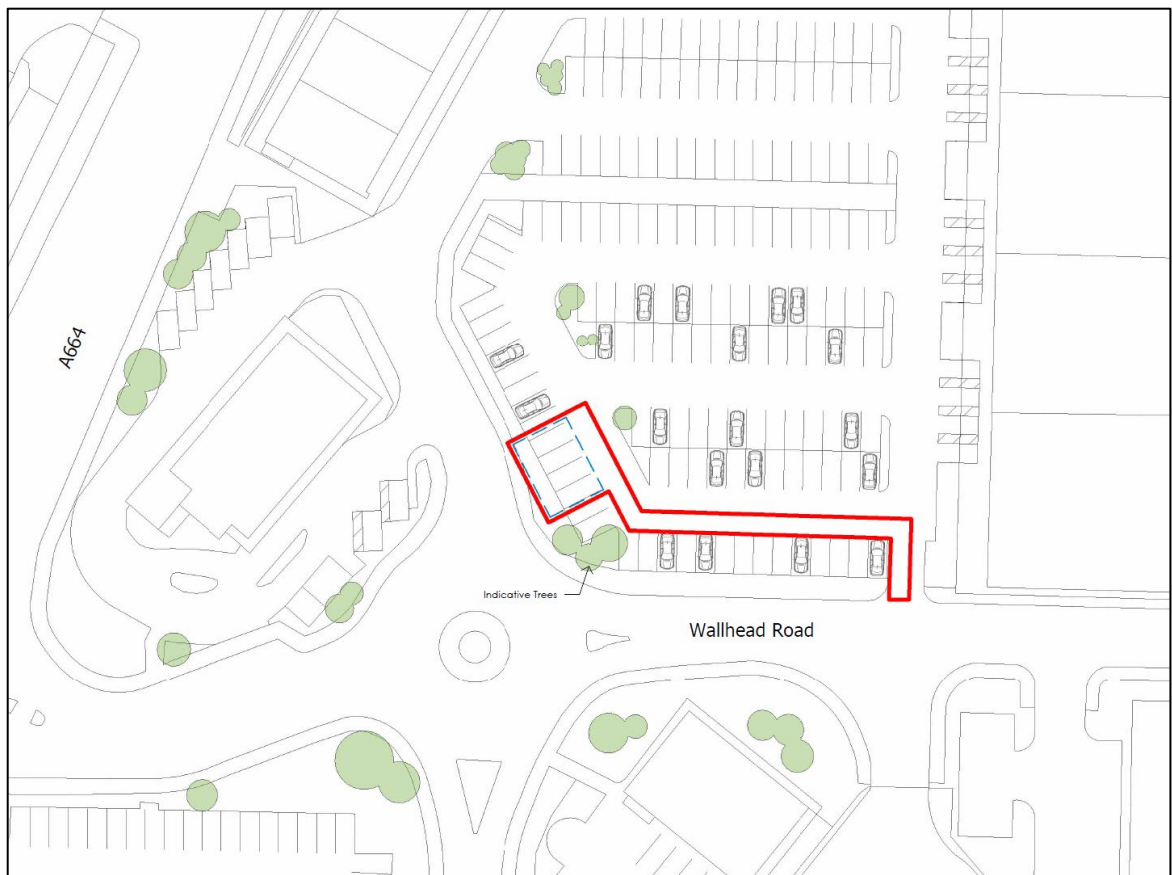
### 3. Existing access and parking

- 3.1. The Site is accessed from the A664 Rochdale Bypass, via Wallhead Road, and comprises an existing car park within an established retail park. The existing car park is used by six retail warehouse companies.
- 3.2. The car park entrance / exit forms a four arm roundabout with Wallhead Road, whilst Wallhead Road forms a four arm signal controlled junction with the A664 Rochdale Bypass to the west of this.
- 3.3. The existing car park has 342 vehicle parking spaces (counted from satellite imagery), including 26 disabled spaces. The existing car park layout is shown below.

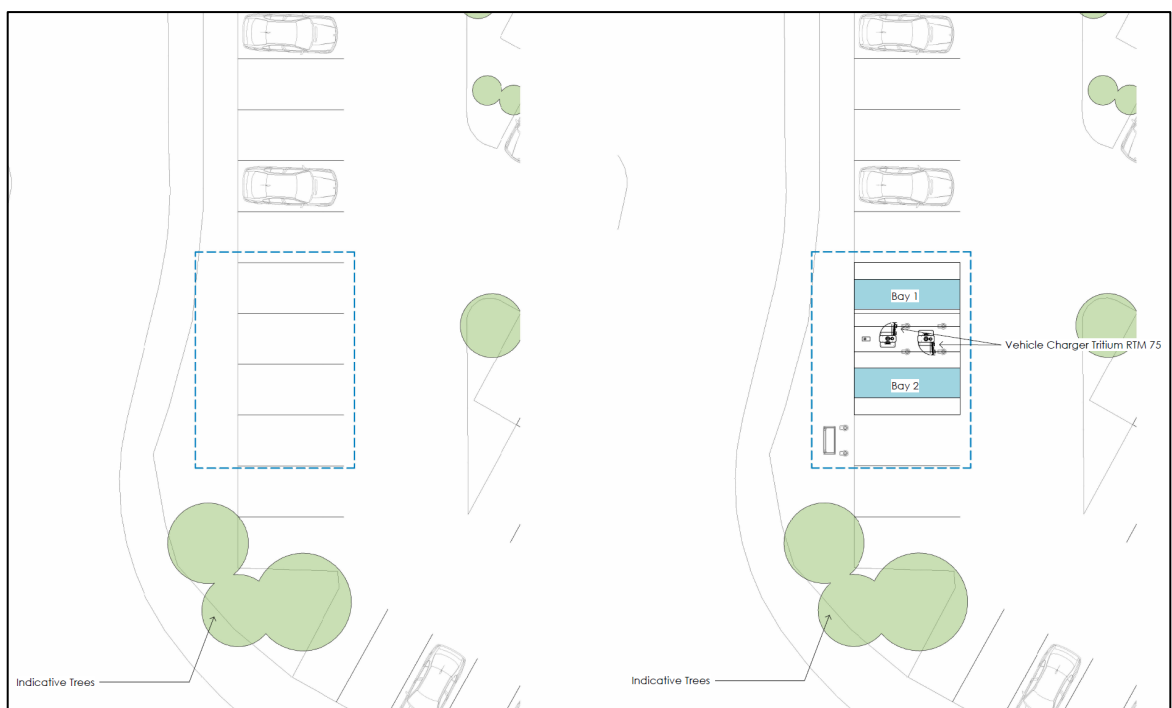


### 4. Proposed development layout

- 4.1. It is proposed that 3 existing car parking spaces will be repurposed to 2 EV charging bays, including new lighting column, four bollards, and 2 EV chargers.
- 4.2. The location for the proposed EV charging bays is shown in the figure below as a blue dashed line.



- 4.3. The proposed layout of the new EV charging bays is shown below (existing shown on left and proposed shown on right). The EV charging bays are noted to be served by a Tritium RTM 75 vehicle charger.



## TECHNICAL NOTE

- 4.4. Swept path analysis has not been undertaken due to the layout (aisle width and parking space length) not being altered from the existing layout and hence the use of the existing surrounding spaces is not compromised.
- 4.5. The development does not propose any off-site highway improvement works that would result in works on the public highway managed by the highway authority. Any point of connection works will require a permit from the Highways Authority.

### 5. Recent planning history

- 5.1. The Site is currently used as a car park. With respect to recent planning history (from reference to the Rochdale Borough Council planning website) it is noted that there is a recent planning application for the Churchill Retail Park (ref: 17/00742/FUL) that proposed “Alterations to the existing car park including the formation of 9 additional spaces and removal of two trees with replacement landscaping” which was granted subject to permissions on the 22<sup>nd</sup> of August 2017.

### 6. Planning Policy

#### National Planning Policy Framework (NPPF)

- 6.1. With respect to EV charging, the adopted NPPF (December 2023) states in paragraph 116 that applications for developments should be designed to provide facilities for the charging of EV vehicles in safe accessible and convenient locations.
- 6.2. The draft NPPF (July 2024) does not provide any additional commentary on the provision of EV charging facilities.

#### DfT Circular 01/22

- 6.3. With respect to EV charging, the DfT Circular 01/22 (paragraphs 109-112), in summary states that a high powered, open access, EV charging network should be provided to meet future EV charging demand.
- 6.4. Paragraph 112 states that applications for roadside facilities must show how they can support the conversion of normal parking spaces to EV charge points in the future.

#### Rochdale Borough Council Local Plan – Core Strategy (2016-2028)

- 6.5. The Rochdale Borough Council local plan has been reviewed. With respect to electric charging bays Policy T1 advises that the council will support strategies that incorporate electric charging points to increase the use of advancing technologies.
- 6.6. However, no specific policy on EV charging or retrofitting EV parking bays was noted.

#### Rochdale Borough Council Local Transport Plan (LTP4)

- 6.7. The Rochdale Borough Council Local Transport Plan 4 has been reviewed. No specific policy on retrofitting EV parking bays to existing car parks was noted.
- 6.8. However, reference is made to EV charging provision as part of an action plan, advising “a network of EV charging points will be established across the borough” on page 42 of the LTP4.

#### Local parking standards

## TECHNICAL NOTE

- 6.9. The local parking standards are set out in Appendix 5 of the Rochdale Borough Council local plan core strategy. The standards for a retail development are shown in the extract below.

| Development Type                      | Maximum Standard for Car Parking Provision          | Minimum Standard for Cycle Space Provision   | Minimum Standard for Powered Two Wheeled Vehicle Parking Provision |
|---------------------------------------|-----------------------------------------------------|----------------------------------------------|--------------------------------------------------------------------|
| <b>A1: Retail</b>                     |                                                     |                                              |                                                                    |
| Food Retail (<900m <sup>2</sup> )     | 1 space per 25m <sup>2</sup> Gross Floor Area (GFA) | 1 space per 100m <sup>2</sup> (min 2 spaces) | Considered Individually                                            |
| Food Retail (>900m <sup>2</sup> )     | 1 space per 16m <sup>2</sup> GFA                    | 1 space per 200m <sup>2</sup> (min 2 spaces) | 1 space per 600m <sup>2</sup> (min 2 spaces)                       |
| Non Food Retail (<900m <sup>2</sup> ) | 1 space per 25m <sup>2</sup> GFA                    | 1 space per 100m <sup>2</sup> (min 2 spaces) | Considered Individually                                            |
| Non-Food Retail (>900m <sup>2</sup> ) | 1 space per 22m <sup>2</sup> GFA                    | 1 space per 200m <sup>2</sup> (min 2 spaces) | 1 space per 900m <sup>2</sup> (min 2 spaces)                       |
| Retail Warehouses                     | 1 space per 45m <sup>2</sup> GFA                    | 1 space per 200m <sup>2</sup> (min 2 spaces) | 1 space per 900m <sup>2</sup> (min 2 spaces)                       |

- 6.10. It is noted that the existing standards do not specify requirements for EV charging points.

### Building Regulations - Part S

- 6.11. Part S of the Building Regulations have been reviewed for relevant information on EV charging bays. Part S of the Building Regulations is predominantly for EV charging infrastructure in new developments.
- 6.12. Section 3 sets out the standards for electric vehicle charge points for new buildings, other than residential or mixed-use buildings, with more than 10 parking spaces as follows.

| Requirement                                              |                                                                                                                                                    |
|----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Residential buildings undergoing major renovation</b> |                                                                                                                                                    |
| <b>S3.</b>                                               | Where a residential building undergoing major renovation will have more than 10 associated parking spaces after the major renovation is completed— |
|                                                          | (a) at least one associated parking space for the use of each dwelling must have access to an electric vehicle charge point;                       |
|                                                          | (b) cable routes for electric vehicle charge points must be installed in all additional associated parking spaces.                                 |

- 6.13. Although not a new development, the proposals will help to bring the car park in line with part a) of the standards mentioned above.
- 6.14. Section 6 sets out the standards for electric vehicle charge points and cable routes. In summary:
- The location of the EV charge point should be suitable for vehicles with charging inlets in different places.
  - If the EV charge point serves more than 1 parking space, space should be allowed to have every parking space used at the same time.
  - Technical requirements: minimum of 7kW output, fitted with a universal socket, charge indicator, be a minimum of a Mode 3 specialised system for electric vehicle charging running from a dedicated circuit, or equivalent.

## 7. Potential effect of development proposals

- 7.1. Consideration has been given to the potential effect of the proposed development.

## TECHNICAL NOTE

### Loss of parking

- 7.2. It is proposed that 3 of the parking spaces will be converted to allow for 2 commercial EV charging points under the ownership of bp Pulse. Hence, the existing parking provision will be reduced by a net 1 space from a total of 342 spaces. This represents a loss of less than 0.3% of the parking stock on site.
- 7.3. A review of historic planning applications for the Site confirms that there is no publicly available historic parking data available to demonstrate current parking demand / utilisation of the existing car park.
- 7.4. However, the net loss of 1 parking space is very low and, on that basis, it is anticipated that the effect of the net loss in parking provision would not be discernible.
- 7.5. Due to the location of Kingsway Retail Park in an area close to major roads and other retail and industrial units, it is not anticipated that the net loss of one parking space would result in any parking overspill into nearby residential areas.

### Vehicle movements

- 7.6. It is anticipated that many users of the EV charging points will be visitors to the Kingsway Retail Park taking the opportunity to charge their electric vehicle whilst they browse the various retail stores.
- 7.7. On this basis there is unlikely to be additional vehicle movements or parking demand associated with the provision of EV charging points. Instead, customers are likely to use the time they have available to charge their vehicle whilst they are shopping.

## 8. Summary

- 8.1. Bp Pulse are proposing EV charging facilities at Kingsway Retail Park, Rochdale, comprising 2 EV charging points. The proposals will remove 1 net existing parking space.
- 8.2. The removal of one parking space would not be expected to lead to have a discernible effect on the availability of parking provision at the Kingsway Retail Park.
- 8.3. In addition, the provision of EV charging facilities as proposed is not expected to have a discernible effect on the number of vehicle movements associated with the Kingsway Retail Park.
- 8.4. On this basis, the provision of the EV charging points as proposed is not expected to generate a discernible difference in traffic movements on site or the local and surrounding highway network.