



Planning Statement

Proposed EV Charger Installation
Site at Manchester Old Road, Rochdale
August 2024



Powering movement, empowering change



REPORT CONTROL

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1 INTRODUCTION

- 1.1 This document has been prepared to support an application for the proposed installation of EV charging equipment at the site adjacent to Manchester Old Road, Rochdale accessed from Egerton Street.
- 1.2 This Statement details the site and its surroundings, the nature of the development proposed and examines planning policy, at both national and local levels relevant to the determination of the application. In particular, regard has been given to Government advice contained within the NPPF.
- 1.3 It is considered that the application is of significant merit including:
- Providing a low carbon refuelling equipment which will help meet the UK's legally binding target to reduce total CO2 emissions by at least 80% (relative to 1990 levels) by 2050;
 - The new facility will assist in reducing the reliance on oil-based fossil fuels for road transport in accordance with Rochdale MBC aspirations; and,
 - The proposal will contribute to the establishment of a countrywide electric vehicle recharging infrastructure which will assist in increasing the uptake of electric vehicles.
- 1.4 It will be demonstrated that this proposal is fully in accordance with the local planning policies and that there are no material considerations that would justify the refusal of planning permission.
- 1.5 The remainder of this Planning Statement is structured as follows:
- **Section 2: Background Context** – A review of the background context relevant to why the proposals have come forward.
 - **Section 3: Policy Review** – A review of relevant national, regional, and local transport and land use planning policy.
 - **Section 4: The Site and Existing Conditions** – A description of the existing site, planning history and existing conditions.
 - **Section 5: Proposed Development** – A description of the proposed development together with details on how the site will be managed and operated.
 - **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 BACKGROUND TO DEVELOPMENT

- 2.1 This section provides background context for the need and delivery of EV Charger infrastructure.

Climate Change

- 2.2 It is acknowledged that the impact of climate change is universal, and managing the impact of climate change is an enormous task that we can only accomplish collaboratively.
- 2.3 It is calculated that approximately one third of carbon emissions originate in the transport and mobility sector and therefore, part of the solution is to speed up the transition to e-mobility by reducing or even eliminating damaging carbon emissions from transport. To enable this transition, customers require adequate charging infrastructure for the need to drive every day and everywhere, not just in the big cities.
- 2.4 The transition from combustion powered cars to electric vehicles will play a major role in reducing CO2 emissions from the road transport sector and the transition to a low carbon economy.
- 2.5 The transition to the widespread use of electric vehicles from vehicles with a combustion engine will help remove harmful pollutants from our air and improve the health and wellbeing of people across the UK.

The Future is EV

- 2.6 This section provides information on access to and from the site by sustainable modes of transport.
- 2.7 In 2023, approximately 24% of new car sales were EVs, it is forecasted that the remainder of the 2020s will see both a decrease in cost of plug-in vehicles and a corresponding increase in uptake. Some key insights are summarised below:
- By 2030, 20%-50% of all cars on the road will be EV's (FES).
 - Audi expects 25% of the vehicles it sells to be battery electric vehicles or plugin hybrid electric vehicles by 2025.
 - Bloomberg predicts that the 2020s will be the decade of the electric car. By 2040, 35% of all new vehicles sales will be plug-ins globally.
 - The International Clean Council on Transportation review of 16 projections of plug-in vehicle sales in the US, EU, China, Japan, and the world found a wide range of projections.
 - Generally, studies which assumed ongoing technological advancement and policy projected plug-in vehicles to account for more than 50% of sales by 2030.
 - In the UK, the Tesla Model Y was the 3rd best-selling car in 2022.

Current Charging Infrastructure Limitations

- 2.8 One of the greatest obstacles facing widespread adoption of EVs and e-Mobility is a lack of reliable, easy to use, ultra-fast charging infrastructure.
- 2.9 This issue of the limitations of the current infrastructure gains regular coverage in the press. Government figures show nearly a third of charging points are in London, and Westminster has more than Liverpool, Manchester, Newcastle, Leeds, Sheffield, and Birmingham combined. There is one charger available for every mile on average in the capital compared to one every 16 miles in other locations, according to analysis from the County Councils Network (CCN).
- 2.10 While electric vehicle (EV) sales now outstrip diesel sales, there is concern by motoring groups such as the RAC that a lack of infrastructure will hamper further progress. This proposal seeks to assist in delivering new charging infrastructure to assist in the transition to electric vehicles.
- 2.11 ZEST's charging network is open to all EV drivers, regardless of the car brand.

3 POLICY REVIEW

Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The revised NPPF was initially published in July 2018 (and most recently updated in December 2023) and sets out the Government’s planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.
- 3.3 The NPPF reiterates that “the purpose of the planning system is to contribute to the achievement of sustainable development” and “at the heart of the Framework is a **presumption in favour of sustainable development**”.
- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 108 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*
- 3.5 Paragraph 109 states that the planning system should actively manage patterns of growth in support of the above objectives.
- 3.6 Paragraph 114 states that in assessing specific applications for development, the following should be ensured:
- “appropriate opportunities to promote sustainable transport modes can be – or have been - taken up given the type of development and its location;*
- 3.7 Paragraph 115 goes on to state:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Paragraph 157 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Paragraph 161 states that local planning authorities should support community-led initiatives for renewable and low carbon energy, including developments outside areas identified in local plans or other strategic policies that are being taken forward through neighbourhood planning.

Paragraph 162 states that in determining planning applications, local planning authorities should expect new development to comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable.

Paragraph 163 states that when determining planning applications⁵⁷ for renewable and low carbon development, local planning authorities should:

a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to significant cutting greenhouse gas emissions; and,

b) approve the application if its impacts are (or can be made) acceptable.

General Permitted Development Order 2015

- 3.8 Class E, Part 2 of Schedule 2 to the GPDO 2015 permits development without planning permission for the installation, alteration or replacement of an EV charging unit on an upstand, so long as the area is lawfully used for off-street parking.
- 3.9 This deemed permission is subject to the following limitations and conditions on the upstand and the outlet (so that if any of these apply it will not be ‘permitted development’):
 - Exceeds 2.3 metres in height from the level of the surface used for the parking of vehicles (the height limit is lower, at 1.6 metres, where it is within the curtilage of a dwellinghouse or a block of flats)
 - Is within 2 metres of a highway, or
 - Is within a site designated as a scheduled monument, or
 - Is within the curtilage of a listed building, or

- Results in more than one upstand for each parking space

Local Policy

Rochdale Adopted Core Strategy (2016)

- 3.10 The following paragraphs are considered applicable to the proposals and have therefore been extracted.

Environment

- 3.11 *From its many lakes and reservoirs to acres of woodland, the borough's famously beautiful, unspoilt and varied landscape offers a vital resource to support biodiversity, provide energy and host recreation and leisure activities, agriculture and rural businesses. It is also vital for water catchment, flood management and addressing the impacts of climate change.*
- 3.12 Accessibility to quality open spaces will continue to be a priority in areas where deprivation and poor health are issues. There is great potential for the council to pursue its commitment to renewable energy too, with one large wind farm at Scout Moor already generating electricity.
- 3.13 There are many environmental issues that the Core Strategy must address. For example, areas such as east central Rochdale and parts of Littleborough are designated as Flood Zones Two or Three and new development in these areas must take potential flooding risks into consideration. The areas bordering the A58 and the A664 have been designated as an Air Quality Management Zone, where air pollution is likely to exceed national objectives due to road traffic. The borough has some mineral reserves which although not in high demand at present, need to be protected for the future. Dealing with waste is an increasing problem nationally. Although recycling rates in the borough are increasing dramatically, there is a need to identify new sites in the borough for waste management facilities. The key challenges are:
- Promoting sustainable and renewable energy sources;
 - Protecting the borough's mineral reserves for the future;
 - Identifying new sites for waste management to meet targets;
 - Reducing car use through public transport infrastructure improvements; and
 - Improving the quality of many of our urban open spaces.

Middleton

Middleton lies south west of Rochdale, adjoining Manchester (with strong connections to the city in relation to jobs, leisure, culture and shopping) and is surrounded by a green ring of countryside.

Much of the workforce travels outside Middleton for work, particularly to Manchester, and therefore transport improvements to Manchester, including rail connections, must be a priority. Improved access to local jobs in areas like Rochdale and Oldham,

particularly Kingsway Business Park, is also important. Options like improving the park and ride at Mills Hill station and the feasibility of extending Metrolink to Middleton must be explored.

Recent developments, including a large supermarket, in Middleton town centre, will stem the leakage of retail spending to Oldham and Manchester and further development opportunities in the wider centre, including the potential to expand an already established office sector, should be utilised.

Middleton has a large proportion of older terraced housing some of which is in need of improvement. In Langley, a large social housing estate which currently has a mismatch of housing type and tenure, poor connectivity and poor environment is undergoing regeneration through new housing development and the implementation of a masterplan. Across the town access to employment and leisure facilities needs to be improved.

Middleton derives much of its identity and visitor appeal from a fascinating heritage, including Edgar Wood's buildings, and conservation initiatives will be supported by the Core Strategy.

Policy SO4. To Promote a Greener Environment

"To do this we will focus on:

- 1. Minimising Rochdale's contribution to climate change and mitigating and adapting to its adverse effects;*
- 2. Ensuring in particular that development is energy efficient and contributes to carbon reduction;*
- 3. Reducing the likelihood of flooding through appropriate flood risk management, especially in Rochdale town centre and parts of Littleborough and Heywood;*
- 4. Improving our urban open spaces and making them more accessible;*
- 5. Maximising the value of our green open areas and countryside to provide opportunities for recreation, amenity, biodiversity and flood management;*
- 6. Minimising and managing waste and managing minerals resources sustainably; and*
- 7. Ensuring no detriment to the conservation interests of European and other protected natural sites."*

Policy SO5. To improve accessibility and deliver sustainable transport

"To do this we will focus on:

- 1. Directing development to the most accessible locations or those that can be made more accessible by public transport;*
- 2. Improving strategic transport connections including links with Manchester city centre and key destinations in and beyond Greater Manchester;*

- 3. Improving access to the public transport network;*
- 4. Promoting transport improvements that enhance access to town and local centres and employment areas (existing and new) within and outside the borough; and*
- 5. Ensuring new development contributes to transport improvements and the use of public and other sustainable transport.*

4 THE SITE AND EXISTING CONDITIONS

Background

- 4.1 The development site is a cleared site which formally accommodated a place of worship. It is understood that the site has been vacant for over 10 years following the demolition of the place of worship.
- 4.2 The site benefits from an established access point from Egerton Street in the form of a crossover over the footway and dropped kerbs.
- 4.3 **Figure 1**, attached to this report shows the location of the sites in context with the surroundings.
- 4.4 **Image 4.1 below**, shows the present condition of the site.



Image 4.1 indicating the existing condition of the site

5 THE PROPOSED DEVELOPMENT

- 5.1 This section of the report provides a description of the proposed development.
- 5.2 It is proposed to install 6.no new rapid charging units that would serve 12.no rapid EV charging bays along with 4.no new fast charging units serving 8.no fast charging bays, more suited to use by nearby residents.
- 5.3 The bays would be supported by the installation of ancillary electrical equipment including a substation.
- 5.4 It is additionally proposed to provide a coffee pod unit as part of the development to accommodate users of the EV charging facility. A postage locker is also proposed, for the convenience of users and the local community.
- 5.5 A proposed layout, showing the arrangement of proposed bays, together with ancillary electrical equipment has been uploaded to the portal.
- 5.6 Zest proposes to equip the site with up-to-date charging technology to enhance user experience and promote the efficient and sustainable use of electric vehicles.

Pedestrian Access

- 5.7 Pedestrian access will take place from the existing footway network.

Vehicular Access

- 5.8 Vehicular access will occur to the site in the same way as present using the existing dropped kerb and crossover from Egerton Street.
- 5.9 The dimensions of the vehicle parking bays have been designed in accordance with recommended guidelines.
- 5.10 Zest have undertaken a swept path analysis exercise which demonstrates that the bays to be equipped with EV charging equipment are accessible. The outputs of the swept path analysis is provided as part of the planning package uploaded to the planning portal.

Operation and Maintenance

- 5.11 In order to maintain their infrastructure, Zest use a Chargepoint Management System (CMS). This enables the fast monitoring and effective management of our charging network 24/7, including providing information on the availability and downtime of charging units. It monitors key data in real time, including:
- Charger ID & locations
 - Vehicle/Card ID – allowing us to identify unauthorised users.
 - Total revenue (gross or net)
 - Number, location and time of charging events (including start & end)

- Total electricity by user
- Fault and repair response reports (active chargers and chargers that are in fault)
- Average session duration – allowing us to identify overcharging.
- Average session energy consumption
- Average energy consumption per user

5.12 Our bespoke CMS is a digital innovation that enables the fast monitoring and effective management of our charger network 24/7. Having maintained 99.99% network availability in 2023, the CMS is a reliable tool ensuring we will always have full visibility the operation of the network.

5.13 To maintain our 99%+ network uptime, we implement Planned Preventative Maintenance to ensure any potential issues are proactively identified and resolved. As part this process, we provide bi-annual PPM services to ensure the chargers remain in good working condition. Copies of the PPM plan, established at the outset of the contract, will be uploaded onto our ERP System SimPRO ensuring reminders are automatically generated for each site.

5.14 As part of the bi-annual service, the engineer will complete:

- A comprehensive external physical inspection including the charger cover, LEDs, sockets, signage, labels and bay marking, and any damage to the structural integrity of the charger.
- An internal inspection that checks for any signs of discoloration, arching, water or dust ingress, RCD test, condition of wiring looms.
- Modem testing and overall unit testing including a load test of the socket, RFID activation, remote start, and an RCD remote auto close operation.
- Charger cleaning.
- Signage repairs, ensuring all information e.g., the contact number for customer support is clearly visible.

About Zest

5.15 Zest provides EV charge point infrastructure for public and commercial landowners. We take away all the cost and hassle of installing charge points and create assured revenue opportunities. We are backed by the government's Charging Infrastructure Investment Fund (CIIF) for long-term stability.

5.16 Our mission is to make the shift to EV a realistic option for everyone, by rapidly growing a network that makes charging easy, convenient, and available for all.

People First

5.17 EV charging infrastructure is not there to serve electric vehicles, it's there for the people who drive them. Zest is committed to developing the infrastructure that the public and communities need today, and for the new ways they want to live their lives in the future.

Social Equity

- 5.18 Most EV drivers today can charge at home, but nearly 40% of UK drivers don't have a driveway. Zest believes that to reach mainstream adoption and to meet climate goals, EV access must be an option for everyone in society. We are working towards this goal.

'Doing it Right'

- 5.19 Zest believe that it is no good rolling out low carbon infrastructure if we are not pushing ourselves to meet our own climate targets. Carbon literacy training, full carbon offsetting and regular carbon audits ensure that we transparently practice what we preach.
- 5.20 Zest is passionate about reaching net zero and believe delivering the infrastructure to promote a transition to electric vehicles is essential to achieve this goal.

6 SUMMARY & CONCLUSIONS

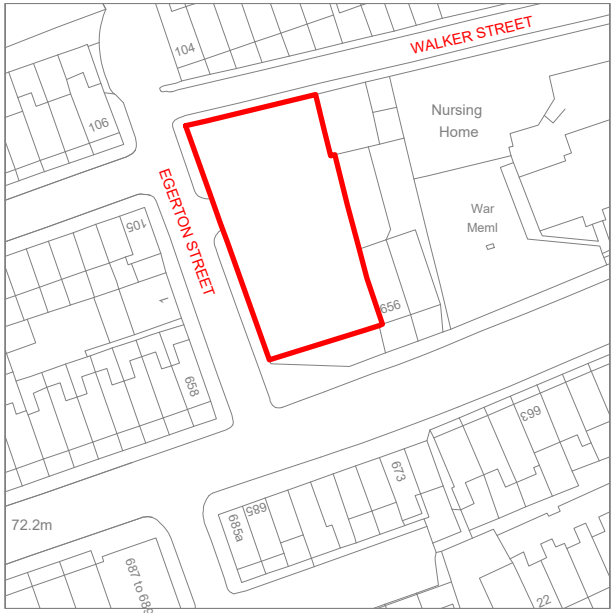
- 6.1 This document has been prepared to support a planning application proposal for the installation of an EV vehicle recharging hub and associated infrastructure.
- 6.2 The application seeks to provide 12.no new EV rapid charging bays, supported by 6.no rapid chargers together with 8.no new fast charging bays supported by 4.no new fast chargers. This infrastructure will be supported by a coffee pod and postage locker for the convenience of the users together with ancillary electrical equipment.
- 6.3 The facility will provide a strategically located electric vehicle charging hub for EVs, reducing Co2 emissions from road transport and reducing oil dependency as a transport fuel.
- 6.4 This proposal provides the opportunity to meet targets for greenhouse gas reduction from road transport, improving air quality standards and increasing the use for alternative fuels by road users. It is hoped that with the provision of additional infrastructure on the highway network, the uptake of electric vehicles will continue to increase with the associated environmental benefits.
- 6.5 The proposal has been considered against the relevant planning policy and it is considered to be in accordance with national, regional and local planning policy and objectives. Material considerations, in the form of the National Planning Policy Framework and general climate change policy weigh heavily in favour of the development, supporting the installation of technology for low carbon alternative fuel technologies.
- 6.6 In conclusion, and on the basis of the above, the proposed development is considered aligned with Rochdale MBC objectives and therefore should not be resisted.



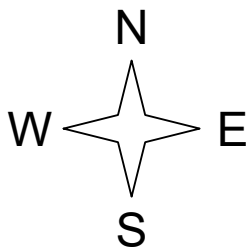
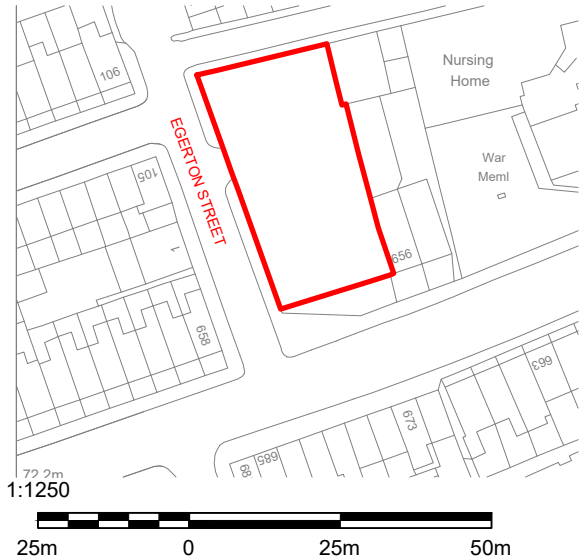
FIGURES

KEY

- AREA OF INTERVENTION
- EXISTING



SITE LOCATION PLAN - 1:1250



B	13/06/24	MM	Changed Elevation/Duct Design/BYD 160kW			
A	29/04/24	MM	New Design			
REV	DATE	BY	DESCRIPTION	CHK	APD	

ZEST

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CLIENT
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DESIGN
ZEST

SCALE
1:1250

DATE
APR'24

DRAWN
MM

CHECKED

APPROVED

SHT
A3

DRAWING No.
ZST-0000-01

PROJECT
MANCHESTER ROAD, MANCHESTER
M24 4QD

TITLE
SITE LOCATION PLAN

Powering movement, empowering change



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