

EV Charging Bays
Parrs Wood
Manchester

Planning Design and Access Statement

September 2025



Gravis Planning
1 Pavilions Office Park
Kinnegar Drive
Holywood
BT18 9JQ

T: 028 90425222
F: 028 90422888

www.gravisplanning.com

Contents

1.0 Background.....p.3

2.0 Application Site & Surroundings.....p.3

3.0 Planning History.....p.4

4.0 The Proposed Development.....p.5

5.0 Background: The Government’s Commitment to EV.....p.8

6.0 Planning Policy Assessment.....p.9

7.0 Conclusions.....p.14

1.0 Background

- 1.1 This Planning Design and Access Statement is prepared on behalf of Raw Charging, in support of a full planning application for the *‘Installation of thirteen electric vehicle charging stations, including the installation of a feeder pillar, a substation and underground cabling’*, within an existing car park associated with Parrs Wood Leisure Complex.
- 1.2 The purpose of this report is to describe the proposed development, the application site and surroundings, the relevant planning policy and how the relevant planning policy tests have been addressed.
- 1.3 This statement should be read in conjunction with the planning drawings prepared by the project design team and the Flood Risk Assessment prepared by Evans Rivers and Coastal Ltd, dated July 2025.

2.0 Application Site & Surroundings

- 2.1 The application site is located within an existing car park associated with Parrs Wood Leisure Complex, within South Manchester. There are no listed buildings within or nearby the site and does not lie within a designated zone.
- 2.2 Images are shown below of the application site:

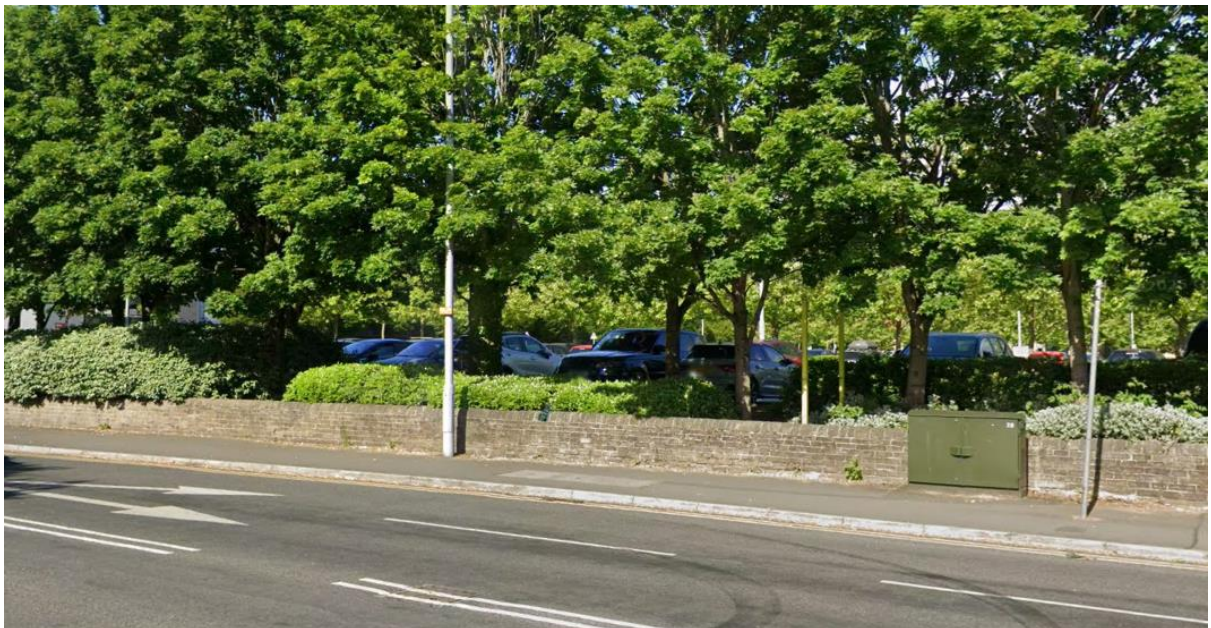


Image to Show Existing Car Park

3.0 Planning History

3.1 The Council website indicated the following relevant planning history:

Ref	Description	Decision
052864/FO/SOUTH1/97	Leisure development including cinema, hotel, food & drink uses and car parking; Construction of new school and assembly/sports buildings and all weather pitch; Associated demolition, landscape and highway works	Approval 20.04.1998
055180/FO/SOUTH1/98	Increase in number of cinema screens from 9 to 11 and cinema seats from 1950 to 2800 from cinema development previously approved under application 052864/FO/SOUTH1/97	Approval 25.02.1999
079432/FU/2006/S2	Change of use of part of existing bingo club to casino use, comprising 846 sq metres of gambling area ancillary accommodation operating from 2pm to 6am Monday to Friday, 2pm to 4am Saturday and 4pm to 6am Sunday	Approval 27.02.2007
082717/FU/2007/S2	Resubmission for change of use of part of existing Bingo Hall to form Casino comprising 846 sq m. of gambling area between the hours of 4 pm. to 6 am. Monday to Friday, 2 pm. to 4 am. Saturday, 2 pm. to 6 am. Sundays and Bank Holidays, for a temporary operating period of 18 months to commence after a specified period to be agreed	Approval 29.06.2007
083752/FO/2007/S2	Creation of roof top smoking terrace including canopy and balustrade	Approval 29.08.2007
088558/FO/2008/S2	Installation of jumbrella and formation of outdoor seating area	Approval 26.01.2009
093286/JO/2010/S2	Variation of Condition No.7 attached to permission 052864/FO/SOUTH1/97 to allow opening until 1.00 a.m Sundays to Wednesdays and 1.30 a.m Thursday to Saturday	19.07.2010 (Refused, Allowed at Appeal)
094403/FO/2010/S2	Elevational alterations to existing building including installation of a balcony overlooking car park to provide terrace	Approval 26.11.2010
098541/FO/2012/S2	Creation of external seating area including the installation of 2no fixed jumbrellas and breeze screens	Approval 03.04.2012

3.2 There are also a number of additional approvals over this period for advertisement consents and exterior alterations to units.

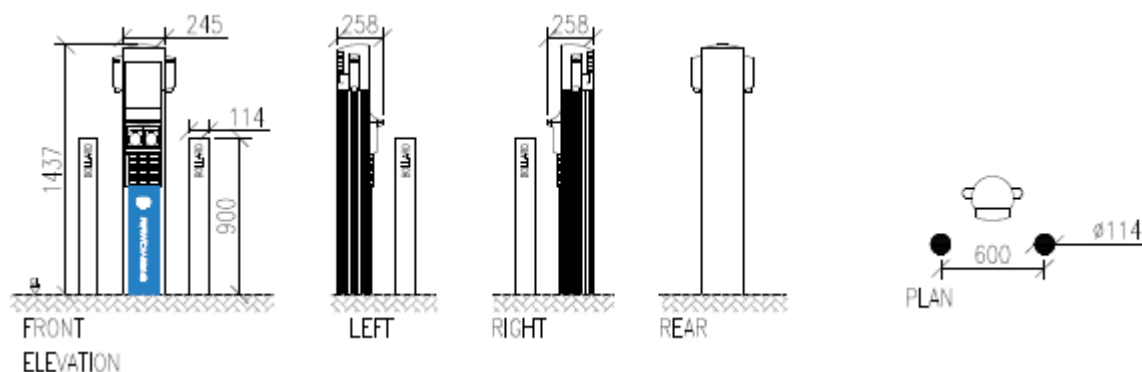
4.0 The Proposed Development

4.1 The proposed development comprises the following:

“Installation of thirteen electric vehicle charging stations, including the installation of a feeder pillar, a substation and underground cabling”

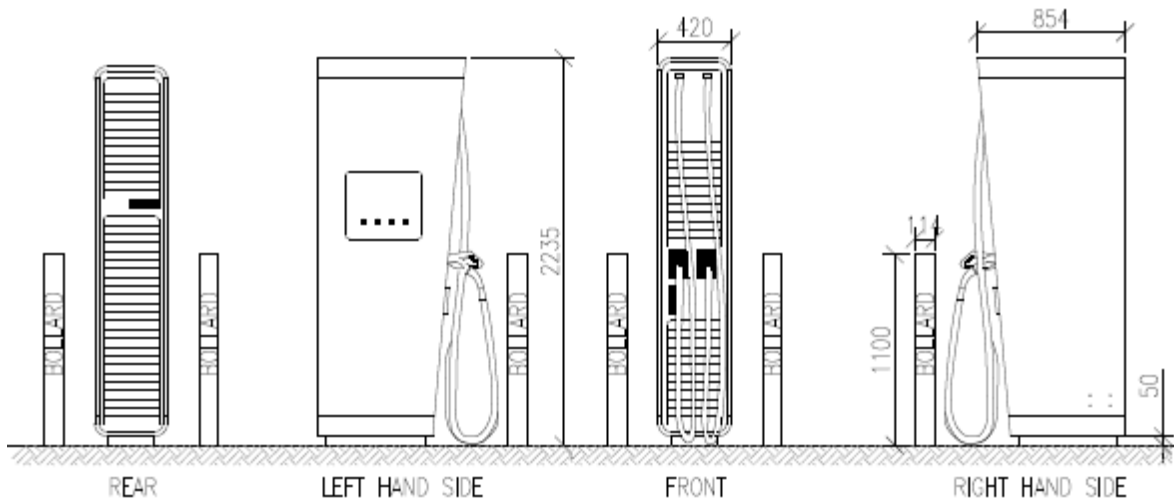
4.2 The proposed development comprises five AC charging stations and eight DC charging stations. The EV chargers are to be located on the site of an existing car park which currently include 36no. car parking bays. The development will utilise the existing parking bays to accommodate 26no. designated EV charging bays, including 4no. disabled spaces.

4.3 5no. AC chargers are proposed. The AC charger measures 0.25m in width x 0.26m in depth x 1.44m in height. Two bollards (0.11m width x 0.9m in height) will be provided at each charger. 5no. signage poles are also proposed to indicate that these bays are for electric vehicle charging only. The proposed signage is small in nature, erected on a 1m high bollard, as shown on drawing A249012 091 05 04.



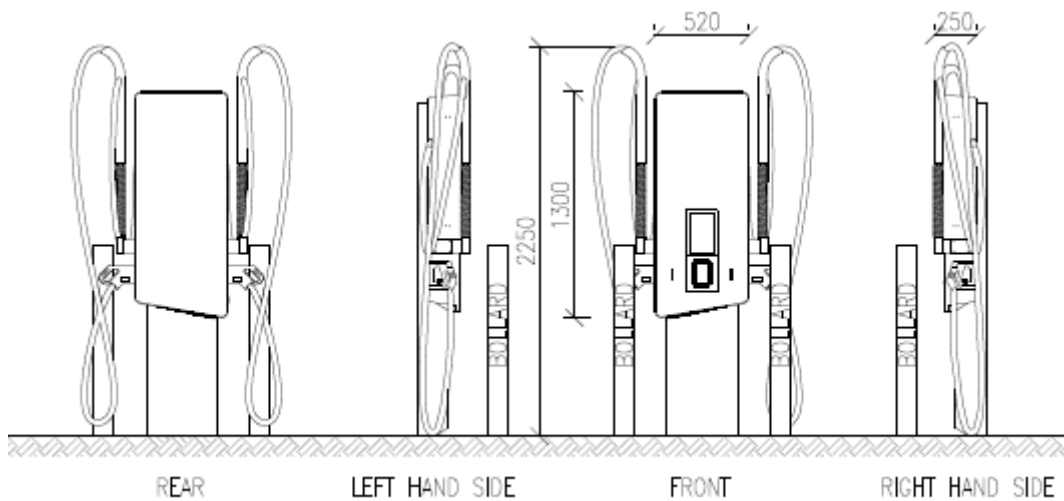
AC Charging Point Visual

4.4 6no. HYC150 DC chargers are proposed. The HYC150 DC charger measures 0.42m in width x 0.85m in depth x 2.24m in height. Two bollards (0.11m in width x 1.1m in height) will also be provided on either side of each charger. Images of the proposed HYC150 DC chargers are shown below:



HYC150 DC Charging Point Visual

- 4.5 2no. HYC50 DC chargers are proposed. The HYC50 DC charger measures 0.52m in width, 0.4m in depth and 2.25m in height. Two bollards (0.11m in width x 1.1m in height) will also be provided on either side of each charger. Images of the proposed HYC50 DC chargers are shown below:

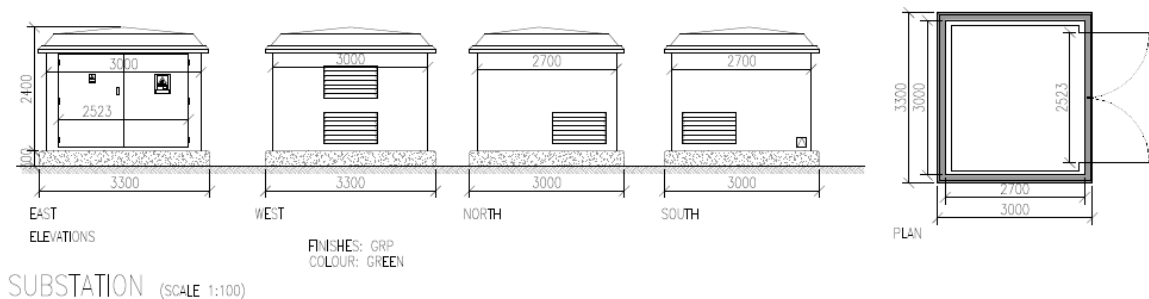


HYC50 DC Charging Point Visual

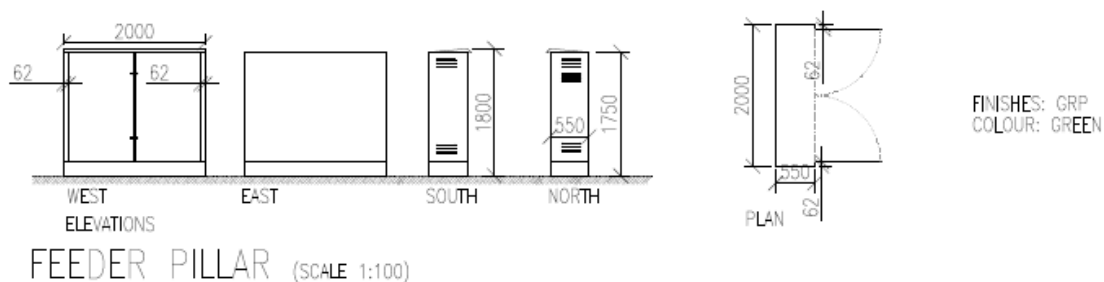
- 4.6 5no. AC chargers are proposed. Power from the grid is always AC. The difference between AC charging and DC charging is the location where the AC power gets converted, inside or outside the car. With AC charging, the converting process only starts inside of the car. Electric vehicles have a built-in AC-DC converter called an 'onboard charger' that converts AC power to DC power. After converting the power, the cars battery is charged. AC charging is suitable on this site, given that visitors to the site

will stay for several hours or indeed overnight allowing charging to take place within that time. AC charging allows the applicant to provide a beneficial EV charging service with low impact infrastructure.

- 4.7 The HYC150 and HYC50 chargers proposed are DC Chargers. DC chargers offer fast recharging times can often be the ideal opportunity to top-up quickly. In 10 minutes or less, charging could offer a top-up of 100 miles.
- 4.8 A substation is also proposed. The purpose of a substation is to reduce electricity voltage from high to low voltage, so that it is easier and safer to deliver electricity to homes and businesses. The proposed substation measures 3m in width, 3m in depth and 2.4m in height and will be manufactured from GRP (glass reinforced plastic), finished in the colour green. These are of a standard design approved by the District Network Operators (DNOs) and widely used through the UK for the distribution of electricity. An image of the substation is shown below:



- 4.9 In addition to this, a feeder pillar is also proposed. The purpose of a feeder pillar is a cabinet used to house low voltage electrical supply equipment. Feeder pillars consist of a central distribution board that controls and distributes electricity to outgoing circuits downstream to the EV Chargers. This setup provides each EV charger with a separate electrical supply that is fault protected and that can be separately maintained. The feeder pillar cabinet provides a casing that prevents people from encountering live electrical wires, as well as protecting wires and components from dust and dampness. The proposed feeder pillar will measure approximately 2m in width, 0.55m in depth and 1.8m in height and will be manufactured in GRP (glass reinforced plastic), finished in the colour green. An image of the proposed feeder pillar is shown below.



Feeder Pillar Visual

- 4.10 The proposed development also includes the installation of underground cabling from the proposed chargers to the point of connection. All proposed cabling will be buried underground. The underground cabling will run in a shallow trench along the carpark hardstanding to the underground point of connection. The proposed location of the underground cabling was determined on what works best from an operational perspective. The hardstanding will be reinstated as existing following installation.

5.0 Background: The Government's Commitment to EV

- 5.1 The Government has made a long-term commitment to tackle climate change. The introduction of the Climate Change Act, 2008 sets a legally binding target of at least 34% reduction in greenhouse gas emissions by 2020 and 80% reduction by 2050. The Act also created a framework for climate change adaptation, with the production of the first National Climate Change Risk Assessment, in 2012.
- 5.2 The Planning Act, 2008 introduced the requirement for development plans to include policies designed to ensure that development contributes to the mitigation of and adaptation to climate change.
- 5.3 In November 2020, the Prime Minister put the UK on course to be the fastest nation in the G7 to decarbonise cars and vans. On 25th March 2022, The Department for Transport published a policy paper 'Taking charge: the electric vehicle infrastructure strategy'. The strategy sets out the vision and action plan for the rollout of electric vehicle charging infrastructure in the UK, ahead of the phase out dates.
- 5.4 The Government recognises that a focus on vehicles is only half of the challenge. A world-class charging infrastructure is fundamental to delivering net zero road transport. The strategy document sets out the strategic approach in delivering this charging infrastructure out to 2030. The vision for 2030 is to remove charging infrastructure as both a perceived, and a real, barrier to the adoption of electric vehicles (EVs).
- 5.5 In any scenario, rollout must progress at pace to provide sufficient charge points ahead of demand and to ensure that the UK is a place where:
- Everyone can find and access reliable public charge points wherever they live;
 - Effortless on and off-street charging for private and commercial drivers;
 - Fairly priced and inclusively designed public charging;
 - Market-led rollout for the majority of charge points;
 - Infrastructure is seamlessly integrated into a smart energy system; and
 - Continued innovation to meet drivers' needs.
- 5.6 Transport is the UK's largest emitting domestic sector and 91% of UK transport emissions come from road transport. If the UK economy is to achieve net zero emissions by 2050, it

must decarbonise road transport. The recent rapid increase in both the supply of, and the demand for, EVs means that charging infrastructure now stands as the single biggest challenge to that decarbonisation. Delivering the world class charging infrastructure the UK needs will not be easy and cannot be delivered by Government alone. It requires commitment and investment across the energy, charge point, automotive and public sectors.

- 5.7 The final consultation on a zero-emission vehicle (ZEV) mandate and carbon dioxide (CO₂) emissions regulation for new cars and vans in the UK ran from 30th March 2023 to 24th May 2023. The summary of responses and joint government response was published on 28th September 2023. The Zero Emission Vehicle (ZEV) Mandate is a government policy tool that requires car manufacturers to sell a certain percentage of electric vehicles each year. Its goal is to reduce the number of internal combustion engine (ICE) cars on the road in order to reduce greenhouse gas emissions (GHG) from transport and help fight climate change. The ZEV mandate applied to England, Scotland, and Wales from January 2024. It provides certainty to manufacturers, ChargePoint operators, and consumers. In setting out a clear pathway to achieve ending the sale of new non-ZEV cars and vans in 2035, the UK is perfectly positioned to reap the economic, societal and health benefits of net zero.
- 5.8 On 24th December 2024, Transport Secretary Heidi Alexander launched a consultation to ask views from industry on how to deliver on the manifesto commitment to restore the 2030 phase out date for new purely petrol and diesel cars and make the transition to zero emissions vehicles a success. The consultation proposes updates to the Zero Emission Vehicle (ZEV) Mandate. The consultation is part of a wider push to make it easier and cheaper for drivers to charge their electric cars. It follows over £2.3 billion investment from the UK government to support domestic manufacturers and consumers switch to EVs. Data shows that one in four new cars sold in November 2024 was an EV, according to the Society of Motor Manufacturers and Traders (SMMT) – a 58% increase on November 2023. EV owners are seeing the benefits too, as 97% of electric car drivers say they do not want to go back to petrol and diesel cars.
- 5.9 This proposal is in line with the Government strategies and objectives mentioned above. The applicant's commitment to sustainability is clear, will benefit customers who have already made the switch to electric vehicles and encourage those who haven't, to come on board in provision of accessible EV charger points for all.

6.0 Planning Policy Assessment

Introduction

- 6.1 The proposal is subject to the government’s plan-led approach for the determination of planning applications. This is set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004. It states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

- 6.2 Manchester’s Core Strategy was adopted on the 11 July 2012 and is the key document in the Manchester Local Plan. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027.

- 6.3 The Council must also have regard to other material considerations when reaching its decision. In particular, it is necessary to have regard to guidance and policies in the National Planning Policy Framework (NPPF), the latest version of which was published in December 2024.

National Planning Policy Framework (NPPF) – December 2024

- 6.4 Paragraph 7 of the NPPF identifies that:

“The purpose of the planning system is to contribute to the achievement of sustainable development.”

- 6.5 Paragraph 8 sets out the three overarching objectives to achieve this purpose. The third objective is most relevant to the principle of the development:

“a) 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;

b) 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 well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy”

- 6.6 Paragraph 85 concerns building a strong, complete economy and states: *“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”*
- 6.7 Section 9 of the NPPF concerns promoting sustainable transport. Paragraph 114 confirms that *“in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.”*
- 6.8 Paragraph 116 states that *“applications for development should: (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*
- 6.9 Section 14 of the NPPF considers the objective of meeting the challenge of climate change, flooding and coastal change. Paragraph 157 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.”*
- 6.10 The proposed development is in accordance with the NPPF in that it is fully aligned with Government objectives and legislation relating to climate change, decarbonisation of development and reduction in the use of fossil fuels. The key driver of the National Planning Policy Framework is to contribute towards the achievement of sustainable development. The proposed development is considered sustainable development and supports the Councils aim of tackling climate change and reduce carbon emissions. Furthermore, given that the proposed development is small in scale and minor in nature, no adverse impacts on the historic park and garden or setting of the nearby listed buildings is anticipated.

The Manchester Local Plan

- 6.11 **Policy SP1: Spatial Principles** states that new development will maximise the potential of the City's transport infrastructure. Development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including:
 - creating well designed places that enhance or create character.
 - making a positive contribution to the health, safety and wellbeing of residents.
 - considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - protect and enhance the built and natural environment.
 - Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
 - Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.
- 6.12 The proposal is fully aligned with Government objectives and legislation relating to climate change, decarbonisation of development and reduction in the use of fossil fuels. We have set out the government's support for electric vehicles and the key driver of the National Development Framework, which is to contribute towards the achievement of sustainable development. The Council is also seeking to tackle climate change and reduce carbon emissions.
- 6.13 Moreover, the site relates to an existing car park and so the proposal comprises previously developed lands. Therefore, there will be a presumption in favour of development on these lands. On that basis, the proposed development is in accordance with Policy SP1.
- 6.14 **Policy T1: Sustainable Transport** states that the Council will support proposals that facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location, and that would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- 6.15 This commitment to reduce carbon emissions is further upheld by **Policies EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development, EN7: Energy Infrastructure Opportunities** and **EN8: Adaptation to Climate Change**.
- 6.16 As previously discussed, the proposal is fully aligned with Government objectives and legislation relating to climate change, decarbonisation of development and reduction in the use of fossil fuels. The proposals support the provision of much needed electric vehicle infrastructure whilst supporting the transition to low carbon travel.

- 6.17 In addition to this, the proposals will not generate any additional traffic and will utilise the existing access, therefore will not result in any adverse impact on the local highway network. Whilst the proposed development involves the net loss of 10no. car parking spaces, we consider that there is sufficient car parking capacity in the existing car park to cater for parking demand. In addition, the proposal is located in a sustainable location with ease of access to public transport provision. The provision of 26no. electric charging points will result in improved sustainability, in accordance with Policies T1, EN4, EN7 and EN8.
- 6.18 **Policy EN1: Design Principles and Strategic Character Areas** states that new development 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, listed below:
- Character: a place with its own identity
 - Continuity and enclosure: a place where public and private places are clearly distinguished
 - Quality of the public realm: a place with attractive, and successful outdoor areas
 - Ease of movement: a place that is easy to get to and move through
 - Legibility: a place that has a clear image and is easy to understand
 - Adaptability: a place that can change easily
 - Diversity: a place with variety and choice
- 6.19 Not all of the criteria listed within the policy are relevant to the proposal. Notwithstanding this, the proposed development comprises a high-quality design which meets operational requirements. The proposals make efficient use of land, given that the proposed chargers, feeder pillar and substation will be located within an existing surface level car park. The proposed development is minor in scale and has been sensitively designed in terms of scale, height, appearance, form, siting and layout to respect the character of the surrounding area, the context of the site and its place within the local landscape. The development is not considered to have an unacceptable adverse impact on the natural, historic or built environmental context, and has been sensitively designed to be in accordance with Policy EN1.
- 6.20 **Policy EN14: Flood Risk** states that development should be directed away from sites at the greatest risk of flooding.
- 6.21 A Flood Risk Assessment has been submitted alongside the application, concluding that the site is located within Flood Zone 1 and is at low/very low risk of flooding. Please refer to the submitted FRA for further details. Accordingly, the development complies with Policy EN14.

- 6.22 **Policy EN15: Biodiversity and Geological Conservation** states that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City.
- 6.23 It is acknowledged that Biodiversity Net Gain (BNG) is now mandatory on certain sites from 12 February 2024. Although, there are some developments that are exempt from BNG rules. This includes ‘Developments below the threshold’ where a development that does not impact a priority habitat and impacts less than 25 square metres of on-site habitat.
- 6.24 As demonstrated on the proposed block plan, Drawing No. A249012 091 05 02, the development would affect 19.82sqm. Given the area affected would measure less than 25sqm, and would not impact upon priority habitat, the development is considered to qualify for the ‘de minimis’ exemption and therefore a Biodiversity Net Gain Assessment is not required in this instance.
- 6.25 Moreover, while a thick band of trees lies to the west of the site, acting as a buffer between the car park and B5095 roadside, as demonstrated by the note Drawing No. A249012 091 05 03, the tree root protection areas have been carefully considered as part of the development to ensure there is no harm to the nearby trees. It is noted that there are no TPOs on or near the site.
- 6.26 The proposal will therefore not have a detrimental impact on biodiversity and geological conservation, in accordance with Policy EN15.
- 6.27 **Policy EN16: Air Quality** states developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.
- 6.28 In line with Policy EN16, the proposed development supports initiatives to promote behavioural change in travel choices, by encouraging electric vehicle uptake and the provision of essential infrastructure to support the transition to ultra-low emission vehicles. This transition improves air quality by providing critical infrastructure in reducing carbon emissions.

7.0 Conclusions

- 7.1 This Planning Statement has been prepared to support of a full planning application relating to the installation of thirteen electric vehicle charging stations, including the installation of a feeder pillar, a substation and underground cabling, within an existing car park associated with Parrs Wood Leisure Complex.

- 7.2 The proposal is fully aligned with Government objectives and legislation relating to climate change, decarbonisation of development and reduction in the use of fossil fuels. We have set out the government's support for electric vehicles and the key driver of the National Development Framework, which is to contribute towards the achievement of sustainable development. The Council is also seeking to tackle climate change and reduce carbon emissions. The proposals will clearly support both key visions.
- 7.3 This Statement has assessed the proposed development and its accordance with relevant national and local planning policies. The proposal supports all relevant policy areas when accounting for all relevant material planning considerations. The overall planning balance is one that can be seen to clearly support the environmental commitments of the Local Plan and the government's drive to support the shift towards the use of electric vehicles. We therefore respectfully request planning permission is granted for the proposed development.