

## Planning

## Growth & Development

### Delegated officer report for planning application

**Application no.** 142053/FO/2025

**Date registered valid:** 3 February 2025

**Proposal:** Installation of four rapid electric vehicle charging stations and ancillary equipment within the car park, including one fully accessible EV charging bay.

**Address:** Mcdonalds, 312 - 316 Barlow Moor Road, Manchester, M21 8AY

**Ward(s):** Chorlton Park Ward

**Applicant:** Miss Emily Hawkins, InstaVolt Ltd

**Agent (if any):**

**Case officer:** Jake Walther  
Tel: 0161 234 1632  
Email: [jake.walther@manchester.gov.uk](mailto:jake.walther@manchester.gov.uk)

**Recommendation:** Approve

**Date of recommendation:** 27/03/2025

## **Application details**

**Type of application:** Full Application Consent

**Development type:** Minor Other

**Date of site visit:** 27/03/2025

### **Standard consultations:**

Printed: 12 February 2025 Expired: 5 March 2025

### **Neighbour notifications**

Printed: 12 February 2025 Expired: 5 March 2025

### **Site notice**

No site notice has been produced

### **Press advert**

No press advert had been published

**Departure from Development Plan:** No

**Environmental Statement:** Not required

### **Description of site/building**

The application relates to the car park at the back of a McDonalds Drive Thru restaurant on Barlow Moor Road in Chorlton.

**Listed building:** Not applicable

**Conservation area:** Not applicable

**Tree Preservation Order:** Not applicable

### **Description of area**

The site is located towards the south edge of the District Centre in Chorlton. This section of Barlow Moor Road is mixed with residential, commercial and sui generis uses and various building types.

### **Description of development**

The applicant is seeking permission for the installation of four rapid electric vehicle charging stations and ancillary equipment within the car park, including one fully accessible EV charging bay.

### **Consultations & Notification Responses**

Highways – No objection to the proposal.

Environmental Health – No objection to the proposal.

Neighbouring residents, as per Appendix 1 – No comments or objections received

### **Policy**

**The Manchester Core Strategy Development Plan Document 2012-2027 –**

The City Council adopted the core strategy on July 11, 2012. It is the key document in the Manchester Local Plan. The plan determines how Manchester will grow and forms the framework that planning applications are assessed against. We consider the following Core Strategy Policies relevant to this proposal.

- Policy DM1 – Development Management
- Policy EN8 – Adaptation to Climate Change
- Policy EN16 – Air Quality

### **Extant Unitary Development Plan (UDP)**

The Core Strategy replaced much of the UDP, but some UDP Development Control policies are extant (remain). The following extant policy is still considered relevant to this proposal.

- E3.3 – Environmental Improvement and Protection

### **Places for Everyone**

Places for Everyone (2022-2039) – Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The following policies are relevant:

- JP-S1- Sustainable development

### **The National Planning Policy Framework (December 2024)**

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- an economic objective
- a social objective and
- an environmental objective.

The following specific policies are considered to be particularly relevant to the proposed development:

- Chapter 9. Promoting sustainable transport
  - o 112(e) – the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

### **Principle**

The UK Government has committed to reducing greenhouse gas emissions by 28% by 2035 and moving to Net Zero by 2050. As part of the Net Zero strategy (October 2021), the UK Government have placed a new emphasis on electric vehicle charging infrastructure in the UK.

The proposed development would provide 4no. EV parking bays to allow for low-emission vehicle charging. The provision of these charging points would meet the Governments agenda and overarching planning policy guidance which seeks to enable low emission travel.

Paragraph 112(e) of the NPPF states that:

*'New development should be designed to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles'*

The development would meet this objective and would contribute positively to the existing EV charging network, to the benefit of those using the highway. On this basis, the proposal is considered to accord with the aforementioned policy and guidance.

### **Residential and Visual Amenity**

To the rear of the site there are residential properties that would overlook the charger bays and associated equipment. Given the current use of the site as a car park already, and the commercial nature of the surrounding area along this section of Barlow Moor Road, the introduction of the proposal on this plot is unlikely to have any detrimental impact to the nearest residential occupiers.

In addition, given the nature of the area and the small scale of the proposal, it is considered that the impact to visual amenity would be negligible.

### **Impact to the Highway**

Highway services raise no objection to the proposed development.

The proposals retains the existing access points, and there are no concerns with the regard to the loss of 2no. standard parking bays to provide 4no. EV parking bays, one of these being a disabled EV bay.

### **Air Quality and Climate Change**

The provision of a facility to encourage electric vehicle charging is considered to have a positive impact in terms of air quality.

Any impact during construction would be limited and temporary in duration.

### **Other Legislative Requirements**

#### **Equality Act 2010**

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

#### **Human Rights Act 1998 considerations**

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation:** Approve

**Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. No significant problems have arisen during the consideration of this application and the application has been determined in a timely manner, in accordance with the policies with the Development Plan.

**Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse**

**1. 3-year time limit:**

The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

**2. Specified plans:**

The development hereby approved shall be carried out in accordance with the following drawings and documents:

- Location Plan – 03 February 2025 - 10376 - 0350\_02 - Received 03 February
- Proposed Drawing - FEEDER PILLAR - RMC2100 (WITH SPACER) – Received 03 February 2025
- Proposed Drawing - BYD 160KW CHARGER – Received 03 February 2025 – Ref: 001\_29
- Proposed Drawing - BYD 160KW SINGLE ARM CHARGER - Received 03 February 2025 – Ref: 001\_58
- Proposed Drawing – Site Layout Plan – Received 03 February 2025 – Ref: 10376 - 0350\_01-PL

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM1, SP1 and EN1 of the Core Strategy.

## **Appendix 1 – List of consultees & neighbours notified**

Highway Services  
Environmental Health

Flat 7, 324C Barlow Moor Road, Manchester, M21 8AY  
Flat 6, 324C Barlow Moor Road, Manchester, M21 8AY  
Flat 2A, 324C Barlow Moor Road, Manchester, M21 8AY  
Flat 10, 324C Barlow Moor Road, Manchester, M21 8AY  
Flat 9, 324C Barlow Moor Road, Manchester, M21 8AY  
Flat 8, 324C Barlow Moor Road, Manchester, M21 8AY  
Flat 5, 324C Barlow Moor Road, Manchester, M21 8AY  
Flat 4, 324C Barlow Moor Road, Manchester, M21 8AY  
Flat 3, 324C Barlow Moor Road, Manchester, M21 8AY  
Flat 2, 324C Barlow Moor Road, Manchester, M21 8AY  
Flat 1, 324C Barlow Moor Road, Manchester, M21 8AY  
Flat Above, 318 Barlow Moor Road, Manchester, M21 8AY  
Flat 4, 324 Barlow Moor Road, Manchester, M21 8AY  
Flat 3, 324 Barlow Moor Road, Manchester, M21 8AY  
Flat 2, 324 Barlow Moor Road, Manchester, M21 8AY  
Flat 1, 324 Barlow Moor Road, Manchester, M21 8AY  
318 Barlow Moor Road, Manchester, M21 8AY

## **Appendix 2 – Planning constraints**

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4  
Area Team Boundary - Name: SOUTH AREA