

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136457/FO/2023

Date registered valid: 10 March 2023

Proposal: Installation of 2 no. rapid electric vehicle charging stations and associated equipment within the existing car park

Address: McDonalds Restaurant , 643 Altrincham Road, Manchester, M23 9AA

Ward(s): Baguley Ward

Applicant: Miss Rachael Kendrew InstaVolt

Agent (if any):

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 4 May 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 30 March 2023

Standard consultations:

Printed: 28 March 2023 Expired: 18 April 2023

Neighbour notifications

Printed: 28 March 2023 Expired: 18 April 2023

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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site relates to McDonalds Restaurant located within the south Manchester ward of Baguley. The McDonalds relates to the branch at Wythenshawe and can be accessed from Altrincham Road. The McDonalds building is a single storey building with a mansard roof and advertisement signage is positioned across the building. The site benefits from an extensive car park. The application site is sited behind/ to the south of the McDonalds building and located to the west of the row of car parking sites to the south of the site. The application site would encompass two car parking spaces.

Description of development

The submitted application seeks planning permission for the installation of 2 no. rapid electric vehicle charging stations and associated equipment within the existing car park.

Existing parking spaces would become EV charging bays, along with associated equipment. The EV charging points would be BYD 160kw Chargers and would be positioned to the north of the car parking spaces. The charging points would have the following materials and finishes: Feeder Pillar - 14 C 39 Green Charging Unit – external colour grey - RAL 7040 Fenstergrau, with InstaVolt imagery. The units would, at the largest point, have approximate dimensions of

Height: 2.2 x Width: 1.3 x Depth: 0.6 metres. In addition, a Ritherdon RMC2100 enclosure would be installed to the west of the two charging units and would have dimensions of Height: 2 x Width: 2.1 x Depth: 0.8 metres. Existing vegetation would be removed where necessary within the site boundary to allow for the installation of the charging equipment and the existing ground finish of the tarmac would be extended to the new kerb line, allowing for chargers to be flush to the ground level. The existing kerb would be removed and re-configured.

Planning history

125752/AO/2019- Installation of 4no internally illuminated 2.1 metre high digital menu boards.
Approved 10 February 2020.

119345/AO/2018- Installation of five internally illuminated fascia signs and relocation of existing signage.
Approved 1 May 2018.

119344/FO/2018- Alterations to roof and installation of automated sliding entrance door.
Approved 1 May 2018.

CDN/17/0358- Discharge of condition 6 (acoustic fence maintenance) from planning approval reference 115326/FO/2017.
Approved 6 July 2017.

115326/FO/2017- Reconfiguration of drive-thru to include alterations to the access/egress, associated works to the car park and installation of two customer ordering points; installation of acoustic fence and retaining wall; elevational alterations to building, including installation of new entrance door.
Approved 16 June 2017.

114815/AO/2016- Installation of 1 no. non illuminated directional sign and 4 no. relocation of internally illuminated rotating signs.
Approved 28 February 2017.

Further planning history exists for the application site prior to the implementation of the Development Plan of 2012.

Consultations & Notification Responses

Local residents

Local residents were consulted, and no responses were received.

Environmental Health

Environmental Health were consulted on the application and had no comments/ objections to make.

Highway Services

Highways provided the following comments on the application:

The proposals include the conversion of 2no. standard parking bays to provide 2no. rapid (160kw) electric vehicle charging bays within the existing McDonalds car park. The associated equipment will be situated within an area of existing grassed landscaping and so would not impact on surrounding vehicle or pedestrian movement.

The proposals include retention of the existing parking bay dimensions (2.4m x 4.8m) and so Highways request that the applicant confirms that sufficient clearance would be provided to allow the charging of two vehicles to take place concurrently.

Highways request that the applicant provides details of proposed grid connection works to understand the extent of associated groundworks and potential impacts on car park, pedestrian and/or highway operations.

HIGHWAYS RESPONSE 25.04.2023

Additional information has been provided by the applicant.

Plans demonstrate that the grid connection works will not impact on the adopted highway and will connect to an existing substation within the site without impacting on vehicle or pedestrian routes.

Highways is now satisfied on the proposed EV parking bay dimensions.

Highways has no further comments.

Cadent Gas

No objection

HSE Padhi+

Do not Advise Against.

Issues

POLICY

The National Planning Policy Framework (NPPF) (July 2021)

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):

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.

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

i. Chapter 12. Achieving well-designed places- Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Of relevance are:

Policy DM1 (Development Management); which states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. The relevant issues are the appropriate siting, layout, scale, form, massing, materials and detail. The impact; on the surrounding areas; in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. The effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Policy SP1 (Spatial Principles); which sets out the City Council's Core Development Principles and states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, amongst these include: 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.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development); states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:

All development must follow the principle of the Energy Hierarchy, being designed:

- to reduce the need for energy through design features that provide passive heating, natural lighting and cooling
- to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies
- Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.

Policy EN5 (Strategic Areas for low and zero carbon decentralised energy infrastructure); aims to achieve an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies); provides a Framework for CO2 reductions from low or zero carbon energy supplies.

Policy EN7 (Energy Infrastructure opportunities low and zero carbon decentralised energy schemes); states that there will be a general presumption in favour of low and zero carbon decentralised energy Schemes.

Policy EN8 (Adaptation to Climate Change); states all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change.

ISSUES

Principle of Development

The submitted application seeks planning permission for the installation of 2 no. rapid electric vehicle charging stations and associated equipment within the existing car park. The proposal would allow McDonalds to offer electric vehicle charging points to both customers and employees, and in turn would help contribute to Manchester's target of becoming carbon neutral by 2038. As such, the proposal is considered acceptable. However, consideration must be given to the proposal's appearance, impact on the visual amenity of the area and impact on any neighbouring properties' residential amenity.

Visual/ Residential Amenity

The application site is located behind/ to the south of the McDonalds building and located to the west of the row of car parking spaces to the south of the site. The application site would be located within two of the car parking spaces within the site, and the two charging points would be located on the grass verge to the north of the spaces. A space would be used for each station.

Users of McDonalds would not easily see the proposal if using the drive-thru or if parking in the spaces to the east of the site. Furthermore, from where the proposal is visible, it would be read in conjunction with the existing storage sheds to the north of the application site and so would fit the commercial nature of the immediate area.

In addition, although residential properties surround the applicant site, they would be sited considerable distance from the site to not be impacted by the proposal. Within the application, photos of the proposal were provided and the design proposed is considered standard with appropriate colouration and would not cause any harm in terms of amenity.

As the proposal would encompass only two of the parking spaces within the site, ample spaces in the car park would still remain for customers/ employees who do not have electric vehicles.

As such, it is considered the proposed development is acceptable in terms of amenity and is pursuant to the National Planning Policy Framework (NPPF), Manchester's Core Strategy, including policies DM1, EN4, EN5, EN6, EN7 and EN8, and saved Unitary Development Plan policy DC26.

Design and Appearance

The 2 rapid electric vehicle charging stations and associated feeder pillar equipment are considered utilitarian in appearance and would have a similar appearance to the storage sheds directly to the north of the application site.

The colouration for the proposal has been listed within the application form- the feeder pillar would be of a green colouration and the charging units would have a grey colouration. The two colours are considered appropriate- the feeder pillar in green would match the shed at the site and the grey would match other external equipment in relation to McDonalds at the site.

The proposal would not appear incongruous within its setting and would be viewed in connection with the use of the car park. The benefits associated with the 2 no. rapid electric vehicle charging stations and associated equipment cannot be achieved without the structure and it is sited in a suitable location within the site. Therefore, the design and appearance is considered pursuant to Policy DM1 of the Core Strategy.

Sustainability and Carbon Emission Reduction

Pursuant to policies EN4, EN5, EN6, EN7 and EN8, rapid electric vehicle charging stations would allow customers and employees of McDonalds to charge electric cars whilst visiting the restaurant, offering another local location in the immediate area to do so. This would benefit customers and employees and allow McDonalds to help reach their targets in terms of carbon neutrality.

Highways Considerations

Highway Services were consulted as part of the application and requested that the agent supplied additional information. This included:

The proposals include retention of the existing parking bay dimensions (2.4m x 4.8m) and so Highways request that the applicant confirms that sufficient clearance would be provided to allow the charging of two vehicles to take place concurrently.

Highways request that the applicant provides details of proposed grid connection works to understand the extent of associated groundworks and potential impacts on car park, pedestrian and/or highway operations.

The agent responded to the requests of Highways. To address the first point, an additional plan was provided showing the proposed grid connection. To address the second point, the agent stated *"they were not amending the spaces, so two vehicles will be able to be parked and charge concurrently with no trouble at all. It is very standard practice for stations to be installed this way. There are two charging stations being installed, so a station for each space"*.

This information was provided to Highways and they confirmed they were happy with the arrangements and had no issues with the proposal.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. Officers have worked with the applicant/agent in a positive and proactive manner and appropriate conditions have been placed on the approval granted.

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

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

-Application for Planning Permission, stamped as received by the City Council as Local Planning Authority on 10 March 2023.

-Drawing- Location Plan, stamped as received by the City Council as Local Planning Authority on 10 March 2023.

-Supporting Information- BYD 160KW Charger, stamped as received by the City Council as Local Planning Authority on 10 March 2023.

-Supporting Information- Equipment Elevations, stamped as received by the City Council as Local Planning Authority on 10 March 2023.

-Supporting Information- Parameters of the Manual, stamped as received by the City Council as Local Planning Authority on 10 March 2023.

-Drawing- Site Plan, stamped as received by the City Council as Local Planning Authority on 10 March 2023.

-Drawing- Electric Construction Plan, stamped as received by the City Council as Local Planning Authority on 24 April 2023.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to saved policies DC26 of the Manchester City Councils Unitary Development Plan and policy DM1 & SP1 of Manchester's Local Development Framework: The Manchester Core Strategy.

3) The materials to be used throughout the proposal hereby permitted shall be implemented in accordance with the approved details as set out in the Application Form specified in Condition 2 of this approval.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services

645 Altrincham Road, Manchester, M23 9AA
22 Spark Road, Manchester, M23 1DR
436 Altrincham Road, Manchester, M23 9AB
The Bideford Centre, Bideford Drive, Manchester, M23 0QN
28 Spark Road, Manchester, M23 1DR
641 Altrincham Road, Manchester, M23 9AA
26 Spark Road, Manchester, M23 1DR
24 Spark Road, Manchester, M23 1DR
20 Spark Road, Manchester, M23 1DR
18 Spark Road, Manchester, M23 1DR
16 Spark Road, Manchester, M23 1DR

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 45M
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Area Team Boundary - Name: SOUTH AREA