

PLANNING

GROWTH & DEVELOPMENT

DELEGATED OFFICER REPORT FOR PLANNING APPLICATION

Application no. 144258/FO/2025

Date registered valid: 13 October 2025

Proposal: Installation of two rapid electric vehicle charging stations, ancillary equipment and two motorcycle bays within the car park of McDonald's Fallowfield

Address: McDonald's, 336 Wilmslow Road, Manchester, M14 6XQ

Ward(s): Old Moat Ward

Applicant: Mr Louie Howard, InstaVolt Ltd

Agent (if any):

Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 22 December 2025

APPLICATION DETAILS

Type of application:	Full Application Consent	
Development type:	Minor Other	
Date of site visit:	30 October 2025	
Standard consultations:	Printed: 23 October 2025	Expired: 13 November 2025
Neighbour notifications	Printed: 23 October 2025	Expired: 13 November 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	
Listed building:	Not applicable	
Conservation area:	Not applicable	
Tree Preservation Order:	Not applicable	

Description of site/building

The proposal relates to a single storey drive thru restaurant (McDonalds) on Wilbraham Road. The site is predominantly hardstanding for drive through and demarcated car parking.

Description of area

The site is in a mixed commercial/residential area of the Old Moat ward of Manchester just outside the Fallowfield District Centre boundary (de jure) but forming part of the commercial activity of the district centre (de facto). Residential dwellings are to the north and west boundaries.

Description of development

Installation of two rapid electric vehicle charging stations, ancillary equipment and two motorcycle bays within the car park of McDonald's Fallowfield.

- The two rapid EV chargers and associated equipment would be placed at the northern boundary in the main car park area.
- The main charger units are 2202x850x660mm with the feeder cabinet 1770x2002x830mm
- The chargers support up to 160kw rapid charging.
- 4x existing bays utilised to provide 2x wider EV charging bays and 2x motorcycle bays.
- Chargers to be installed flush to ground on existing tarmac, level with bays.
- Feeder pillar to be installed on existing tarmac, level with bays.
- Existing metal bay markings to be removed and replaced with line painting within site boundary
- All measurements to be taken from the centre point of a line, unless stated otherwise.
- Site Area = 47.6m²

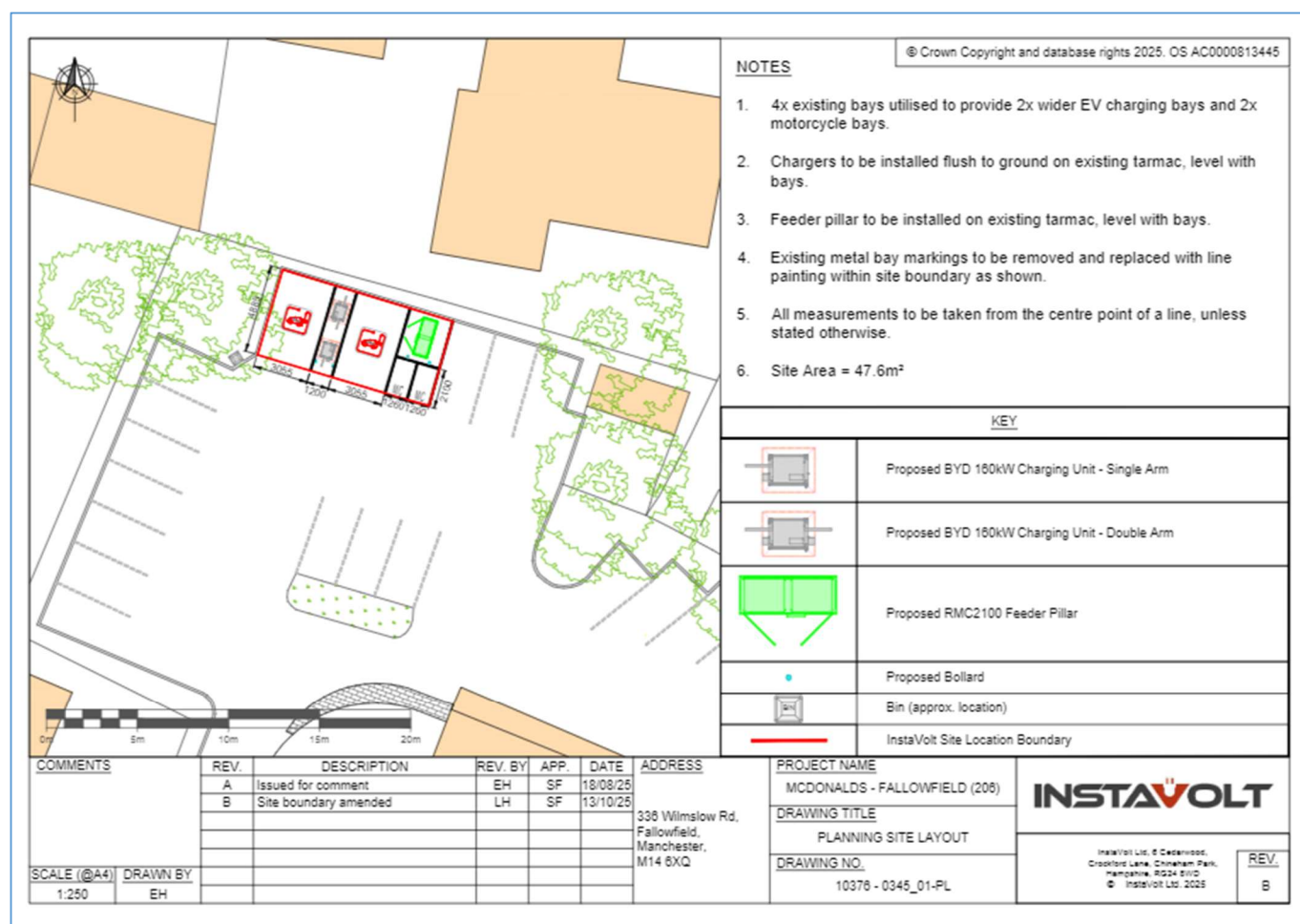


Figure 1. Proposed site layout

PLANNING HISTORY

143766/LP/2025

Description: Installation of two electrical upstands and associated feeder pillar for recharging vehicles.
Decision: Refused 10/10/2025

The installation of two electrical upstands and an associated feeder pillar for vehicle recharging fails to meet the requirements under Schedule 2, Part 2, Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), specifically paragraph E.1(3)(iv), as the equipment housing unit would be located within 10 metres of the curtilage of a block of flats known as Morris Court, 1 Wynnstay Grove, Manchester, M14 6XG, which contains 17 flats.

132039/FO/2021

Description: Refurbishment of restaurant including installation of new roof and elevational alterations, and installation of covered shelter within car park

Decision: Approved 17/01/2022

132040/AO/2021

Description: Advertisement consent for the installation of 3 no. internally illuminated fascia signs

Decision: Approved 20/12/2021

125764/AO/2019

Description: Installation of 3no. internally illuminated 2.1-metre-high freestanding digital signs, and 1no. digital booth screen

Decision: Approved 12/02/2020

119780/FO/2018

Description: Installation of two ANPR cameras to roof of restaurant

Decision: Approved 25/06/2018

104022/JO/2013/S1

Description: Variation of condition no. 7 attached to planning permission ref: 23447 to allow extended opening hours of Sunday to Thursday 6am to 1am and Fridays and Saturdays 6am to 3am

Decision: Refused 20/12/2013

Appeal: Dismissed 28/05/2014

ENF/12022/13

Description: Intention to operate outside permitted hours

Decision: Closed 04/06/2013

094535/JO/2010/S1

Description: Variation of condition 8 of planning permission 23007 to allow the restaurant to open between the hours of 06:00 to 00:00 (Midnight) seven days a week.

Decision: Approved 18/11/2010

094501/FO/2010/S1

Description: Refurbishment of restaurant to include elevational alterations

Decision: Approved 15/11/2010

094502/AO/2010/S1

Description: ADVERTISEMENT CONSENT for installation of 2 internally illuminated roof signs, 1 customer order display unit and freestanding canopy to side.

Decision: Approved 15/11/2010

094503/AO/2010/S1

Description: ADVERTISEMENT CONSENT for the installation of 1 internally illuminated height restrictor, 7 freestanding internally illuminated signs and 1 banner unit.

Decision: Approved 16/11/2010

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES

Consultations

Manchester City Council Highways Services

Manchester City Council Highways Service were consulted on this application and had no objections to the proposed development. They recommended a construction management plan be attached.

Manchester City Council Environmental Health

Manchester City Council Environmental Health were consulted on this application and had no objection recommending a condition limiting construction hours.

Manchester City Council Arboriculture Officer

In the absence of an Arboricultural impact assessment and associated method statement, it was difficult to determine level of impact the proposed installation will have on the neighbouring trees. The Officer recommended moving the proposal to ensure that there was sufficient clearance from the trees.

Notifications

Local Residents

No representations received.

NEGOTIATIONS

Issues have arisen in the consultation phase which required negotiations in positive and proactive manner.

The applicant was asked to move the proposal away from the adjacent tree or provide an impact assessment which shows there is no impact.

Updated proposed development

The applicant has provided a Tree protection plan.

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES TO UPDATED DESCRIPTION OF DEVELOPMENT

Consultations

Manchester City Council Arboriculture Officer

Given the existing hard surfacing, root activity is likely minimal; any exposed roots should be cut cleanly and protected in accordance with BS 5837

RELEVANT POLICIES

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, decisions on planning applications must be made in line with the statutory development plan, unless material considerations indicate otherwise.

For Manchester, the development plan comprises:

- The Core Strategy (2012–2027)
- Saved policies of the Unitary Development Plan (UDP)
- The Places for Everyone Joint Development Plan Document (2022–2039)

These documents are considered up to date and carry substantial weight in decision-making. Supplementary Planning Documents (SPDs) and other local guidance may also be relevant.

National planning policy, including the National Planning Policy Framework (NPPF), is a material consideration and provides overarching guidance.

The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.

Where applicable, the Council must give special regard to preserving the character of conservation areas and the setting of listed buildings, in line with statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990.

The policies referenced in this report are those considered most relevant to the nature, scale and location of the proposed development as follows:

- [The Manchester Core Strategy Development Plan Document 2012-2027](#)
 - Development Management and Planning Obligations
 - DM 1 - Development Management
 - Objective 1 - Spatial Principles
 - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
 - Objective 2 - Economy and the City Centre
 - EC 1 - Employment and Economic Growth in Manchester
 - EC 2 – Existing Employment Space
 - EC 9 – South Manchester
 - Objective 5 – Transport
 - T 1 – Sustainable Transport (partially replaced by PfE Policy JP-C 1)
 - T 2 - Accessible areas of opportunity and need
 - T 3 - Strategic Integration
 - Objective 6 Environment
 - EN 1 - Design Principles and Strategic Character Areas
 - EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Deletions replaced by PfE Policy JP-S 2)
 - EN 8 – Adaptation to Climate Change (partially replaced by PfE Policies JP-S 2, JP-S 4 and JP-G 8)
 - EN 9 – Green Infrastructure
 - EN 16 - Air Quality (partially replaced by PfE Policy JP-S 5)
- [Guide to development in Manchester](#) - supplementary planning document and planning guidance, April 2007
- [Extant Unitary Development Plan \(UDP\)](#) –
 - Citywide Development Control Policies
 - DC26 - Development and Noise
 - Environmental Improvement and Protection
 - E3.3 – City major radial and orbital roads and rail routes.
- [Places for Everyone Plan Joint Development Plan Document 2022-2039-](#)
 - Strategy
 - JP-Strat9: Southern Areas
 - JP-Strat14: A Sustainable and Integrated Transport Network
 - Sustainable and Resilient Places
 - JP-S1: Sustainable Development
 - JP-S2: Carbon and Energy
 - JP-S5: Clean Air
 - Places for Jobs
 - JP-J1: Supporting Long-Term Economic Growth
 - JP-J2: Employment Sites and Premises
 - Greener Places
 - JP-G7: Trees and Woodland
 - Places for People
 - JP-P1 Sustainable Places
 - Connected Places
 - JP-C1: An Integrated Network
- [National Planning Policy Framework \(NPPF\)](#) December 2024–
 - Section 2 - Achieving sustainable development
 - Section 4 – Decision-making
 - Section 6 – Building a strong, competitive economy
 - Section 8 – Promoting health and safe communities
 - Section 9 – Promoting sustainable transport
 - Section 12 – Achieving well-designed places
 - Section 15 - Conserving and enhancing the natural environment
- [National Planning Policy Framework Draft for Consultation December 2025](#) - National decision-making policies
 - Chapter 3 – Decision-making policies

- DM1: Preparing development proposals
- DM2: Information requirements
- DM3: Determining development proposals
- DM6: Use of planning conditions and obligations
- DM7: Relationship with other regulatory regimes
- Chapter 4 - Achieving sustainable development
 - S3: Presumption in favour of sustainable development
 - S4: Principle of development within settlements
- Chapter 5 - Meeting the challenge of climate change
 - CC2: Mitigation of climate change
 - CC3: Adaptation to climate change
- Chapter 7 - Building a strong, effective economy
 - E2: Meeting the need for business land and premises
- Chapter 10 - Securing clean energy and water
 - W3: Renewable and low carbon energy development and electricity network infrastructure
- Chapter 12 - Making effective use of land
 - L2: Making effective use of land
- Chapter 14 - Achieving well-designed places
 - DP3: Key principles for well-designed places
 - DP4: The Design process
- Chapter 15 - Promoting sustainable transport
 - TR3: Locating development in sustainable locations
 - TR4: Street design, access and parking
 - TR5: Roadside facilities
- Chapter 16 - Promoting healthy communities
 - HC4: Proposals for new and improved community facilities and public service infrastructure
- Chapter 19 - Conserving and enhancing the natural environment
 - N2: Improving the natural environment

ASSESSMENT

Principle of development

The proposed installation of two rapid electric vehicle (EV) charging stations, ancillary equipment, and two motorcycle bays within the McDonald's car park in Fallowfield is considered acceptable in principle.

The development supports the strategic objectives of the Manchester Core Strategy, particularly policies that promote sustainable transport and reduce carbon emissions. It also aligns with the Places for Everyone (PfE) Joint Development Plan Document, which encourages infrastructure that facilitates the transition to low-emission vehicles across Greater Manchester.

The Manchester Electric Vehicle Charging Strategy 2024–2035 identifies the expansion of accessible and affordable EV infrastructure as a key priority to support the city's target of becoming zero carbon by 2038. The strategy emphasises the role of commercial landowners in delivering public charging facilities, particularly in areas where residents lack off-street parking.

By utilising existing hardstanding within a commercial site, the proposal contributes to the wider network of public charge points, helping to overcome barriers to EV adoption and improve air quality in line with local and regional climate objectives.

It is noted that the proposal would have been accepted as a permitted development if not for the proximity to local residential buildings.

As stated in Policy DM 1 of the Manchester Core Strategy, all development should have regard to the following specific issues:

Appropriate siting, layout, scale, form, massing, materials, and detail

The proposed additions are appropriately sized and designed, consistent with other rapid EV charging infrastructure.

When viewed in the context of the wider restaurant building, the visual impact on the site is minimal. The EV chargers would be located near the boundary with residential flats at Morris Court. Given their height (2202mm), which is comparable to the existing boundary treatment, the impact on neighbouring residents is limited and no greater than that of existing structures on site.

Due to their size, siting, and relationship to nearby properties, the proposal would not result in an over-dominant or overbearing feature

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.

Only minimal views of the EV chargers would be visible from the street. Given their siting within the car park, limited massing, and the use of appropriate materials, the installation would not unduly affect the character of the street scene, particularly when viewed in the context of the existing restaurant building.

Effects on amenity

Noise

The charging units are not expected to generate any noise that would adversely affect residential amenity, particularly given the wider site context and the presence of existing plant associated with the restaurant.

A condition was recommended for construction hours limitation however given the scale of the works and context of the site; this was considered to be onerous in this instance.

Air Quality

Although indirect, the installation would contribute positively to local air quality by supporting the uptake of zero-emission electric vehicles.

Road Safety and Traffic Generation

A minimum aisle width of 6.0 metres would be retained adjacent to the proposed EV charging bays and motorcycle spaces, ensuring sufficient manoeuvrability for vehicles. The submitted plans indicate that the doors to the feeder pillar open outwards but do not obstruct access to the adjacent parking bays. Nonetheless, appropriate operational management should be in place during servicing to avoid any temporary obstruction or safety concerns.

Highways Services recommended a construction management plan to assess potential impacts on the road network during installation. However, given the modest scale of the development, its location to the rear of the site away from public highways and access points, it is considered disproportionate to require a formal CMP. Instead, an informative has been attached advising the applicant to liaise with Manchester City Council's Highways Licensing and Traffic Management teams regarding any temporary works or access arrangements.

The proposal is not expected to have an adverse impact on road safety or traffic generation.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposal would enable rapid charging of electric vehicles, thereby enhancing sustainable transport options for customers and supporting the transition to low-emission travel modes.

Vehicular access and car parking

The site accommodates 36 car parking bays and 2 motorcycle bays following the proposed development. The net loss of two standard car bays is considered acceptable given the overall provision

and the nature of the use. The proposed EV charging bays measure 3.055m x 4.885m, which accords with Manchester City Council's parking bay dimension guidelines, ensuring usability and accessibility.

Effects relating to biodiversity, landscape, archaeological or built heritage

Biodiversity

The proposal is exempt from Biodiversity Net Gain requirements under the de minimis exemption, as set out in the Environment Act 2021 and associated regulations, due to its limited scale and location on existing hardstanding.

Green Infrastructure including open space, both public and private

Root activity beneath the existing hardstanding is expected to be minimal. Although an Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) are normally required to assess potential impacts, experience from similar sites suggests that significant roots are unlikely beneath established car parking areas. Therefore, the installation is anticipated to have a negligible effect on tree health, provided that protective fencing is erected and maintained throughout the works.

If any roots are encountered, they must be cut cleanly with a sharp saw and, if exposed for more than 24–48 hours, wrapped in wet hessian to prevent desiccation. A condition has been included requiring compliance with BS 5837: Trees in Relation to Design, Demolition and Construction – Code of Practice and the provided Tree Protection plan.

Flood risk and drainage.

The site is not located within a designated flood risk area and therefore does not require a flood risk assessment. The proposal would have a negligible impact on drainage, utilising the existing drainage infrastructure on site.

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.

PLANNING BALANCE & CONCLUSION

The proposal delivers clear public benefits by supporting Manchester's transition to low-emission transport, consistent with Core Strategy policies on sustainable development and carbon reduction, as well as the Manchester EV Charging Strategy and PfE objectives. The modest scale and siting within an existing hardstanding area ensure limited visual and amenity impacts. While the Arboriculture Officer raised concerns about proximity to trees, the 5-metre separation would make the development appropriate. On balance, the environmental and sustainability benefits outweigh any minor impacts, and the scheme accords with the development plan and national policy and is recommended for approval.

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. The proposal is considered to be acceptable and therefore determined within a timely manner.

CONDITIONS TO BE ATTACHED TO DECISION FOR APPROVAL

1. 3-year time limit

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

Reason - Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Specified plans

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

a.	Drawing - Site Plan	13 Oct 2025	10376 - 0345_02	BLOCK PLAN OF THE SITE
b.	Drawing - Site Plan	13 Oct 2025	10376 - 0345_01-PL	SITE LAYOUT
c.	Drawing - Proposed ELEVATIONS	13 Oct 2025	001_58	SINGLE ARM CHARGER
d.	Drawing - Proposed ELEVATIONS	13 Oct 2025	001_29	BYD 160KW CHARGER
e.	Drawing - Proposed	13 Oct 2025	001_27	FEEDER PILLAR ELEVATIONS
f.	Design & Access Statement	13 Oct 2025		DESIGN AND ACCESS
g.	Supporting Information	13 Oct 2025		PLANNING STATEMENT
h.	Supporting Information DETAILS	13 Oct 2025		EVD160KU/C01 CHARGING UNIT
i.	Supporting Information DETAILS	13 Oct 2025		EVD160KU/C05 CHARGING UNIT

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone.

3. Arboriculture

All work on this site must be conducted in accordance with BS:5837 and the Tree Protection Plan (Drawing ref: 10376 - 0345_04), as received 22 December 2025.

Reason - To safeguard the arboriculture of the site and surrounding area pursuant to policies EN 9, and DM1 of the Manchester Core Strategy.

INFORMATIVE(S)

1. Highways Licenses

The applicant is required to discuss and agree any requirements for licensing, hoarding scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

2. Temporary Traffic Management

The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via: Email to highwaynetworkmanagement@manchester.gov.uk.

APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

Highway Services

Environmental Health

Neighbourhood Team Leader (Arboriculture)

Flat 2, 3A Wynnstay Grove, Manchester, M14 6XG

Flat 1, 3A Wynnstay Grove, Manchester, M14 6XG

Flat 12, 2 Willow Bank, Manchester, M14 6XP

Flat 11, 2 Willow Bank, Manchester, M14 6XP

324 - 326 Wilmslow Road, Manchester, M14 6XQ

320A Wilmslow Road, Manchester, M14 6XQ

318A Wilmslow Road, Manchester, M14 6XQ

Flat Above, 326 Wilmslow Road, Manchester, M14 6XQ

326 Wilmslow Road, Manchester, M14 6XQ

320 Wilmslow Road, Manchester, M14 6XQ

Flat 16, 2 Willow Bank, Manchester, M14 6XP

Flat 15, 2 Willow Bank, Manchester, M14 6XP

Flat 14, 2 Willow Bank, Manchester, M14 6XP

Flat 17, 2 Willow Bank, Manchester, M14 6XP

Flat 10, 2 Willow Bank, Manchester, M14 6XP

Flat 9, 2 Willow Bank, Manchester, M14 6XP

Flat 8, 2 Willow Bank, Manchester, M14 6XP

Flat 7, 2 Willow Bank, Manchester, M14 6XP

Flat 6, 2 Willow Bank, Manchester, M14 6XP

Flat 5, 2 Willow Bank, Manchester, M14 6XP

Flat 4, 2 Willow Bank, Manchester, M14 6XP

Flat 3, 2 Willow Bank, Manchester, M14 6XP

Flat 2, 2 Willow Bank, Manchester, M14 6XP

Flat 1, 2 Willow Bank, Manchester, M14 6XP

318 Wilmslow Road, Manchester, M14 6XQ

Basement, 320 Wilmslow Road, Manchester, M14 6XQ

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