MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144080/FO/2025
Date registered valid:	7 October 2025
Proposal:	Installation of 13 vehicle charging stations, including the installation of a feeder pillar, a substation and underground cabling
Address:	Parrs Wood, Manchester, M20 5PG
Ward(s):	Didsbury East Ward
Applicant:	Raw Charging
Agent (if any):	Miss Kara Johnston, Gravis Planning
Case officer:	Holly Wright Tel: 0161 219 6381 Email: holly.wright@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**5th January 2026**

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 28 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

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application relates to a portion of the car parking area associated with Parrs Wood Entertainment Centre located in the Didsbury East ward of Manchester, close to Kingsway (A34), Heaton Mersey Valley, and the River Mersey.

The application site is located to the south of the Entertainment Centre, along the western edge of the car parking area. The site features a number of demarcated parking bays, none of which appear to be accessible bays, and is situated adjacent to a row of trees.

The surrounding area is mixed in terms of its character with commercial facilities present to the north, Parrs Wood High School to the east, playing fields to the south, and residential properties to the west.

The site is not listed, nor is it sited within a Conservation Area.

Citipeak
Wingstop Parrs Wood
Chicken Wings
Autodextrade
Allego
Barker's Bridge
Grosvenor Casino
The Village School
Parrs Wood High School
Northern Krav Maga
Kixx Manchester
- Didsbury Football...
The Gateway -
JD Wetherspoon
Wilmslow Rd
Kingsway
Free Parking
HFE Pilates Training
Courses Manchester...
Gaws worth Ave
34

NO ENTRY
MT72 NOH

WD19 NWR

Description of development

The applicant is seeking planning permission for the installation of 13 vehicle charging stations, including the installation of a feeder pillar, a substation and underground cabling.

Consultations & Notification Responses

Local residents – no representations received.

MCC's Highways Services made the following comments in response to the application:

- It is proposed that 26no. EV charging bays including 4no. disabled bays are to be provided at the car park. *Noted that there will be a loss of 10no. car parking bays – Does this include the bays removed to accommodate the proposed substation?
- *Further Information is required regarding the total number of car parking spaces provided at the car park serving the Leisure Complex.
- Plans indicate that the dimensions of standard EV charging bays are 2.4m x 4.8m. This is in line with MCC requirements.
- *Disabled parking bay dimensions should be a minimum of 3.6m x 6.0m - Confirmation is required and should be clearly demonstrated on an updated plan.
- A minimum 6-metre aisle width should be provided to allow vehicles to safely manoeuvre within the car park.
- *Clarification is sought on the retained aisle width between the proposed EV charging bays, standard parking bays and the substation. This should be illustrated on an updated plan with dimensions included.
- Highways recommend that the EV charging points have minimum charging unit of 7kW.
- *In situations where the car park is operating near full capacity and non-EV occupy EV bays how will this be managed?
- *Signage poles are proposed to indicate that the bays are for EV charging only - Clarification is required on the location of the poles and should be shown on an updated dimensioned plan.
- *2no. bollards are to be provided at each charger - Will this affect access particularly in terms of door clearance when vehicles are parked?
- *It would be useful to understand the frequency of maintenance and vehicle type associated with the proposed substation.
- *Proposed Plans indicate that the doors to the feeder pillar open outwards affecting access to the proposed EV charging bay.
- Access to the car park should be maintained during any construction works associated with the development.
- A full/detailed CMP will need to be conditioned with any planning approval.

The agent of the application submitted additional information to address Highways' queries. Following this, Highways made no objection to the proposal, requesting a full construction management plan be secured via condition.

MCC's Environmental Health Services made no objection, requesting a condition relating to the control of external plant, equipment, and servicing be attached in the event of an approval.

MCC's Arborist initially objected to the proposal, advising that an Arboricultural Method Statement was required to assess the potential impact of the proposed charging stations on the high-value trees fronting Wilmslow Road. Following the submission of the requested arboricultural information, including an Arboricultural Impact Assessment (AIA), the Arborist confirmed that they could support the proposal, subject to the works being carried out in accordance with the submitted AIA and under appropriate on-site arboricultural supervision.

Policies

Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require that decisions must be made in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework (2024) reinforces this requirement in paragraphs 2 and 47, whilst paragraph 12 indicates that the presumption in favour of sustainable development does not alter the statutory status of the development plan as a starting point for decision-making and that, where a planning application conflicts with an up-to-date development plan, permission should not normally be granted.

The following policies are considered relevant in the consideration of this application.

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:
- Policy DC26 – Development and Noise

The Manchester Core Strategy – Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on the 11th of July 2012:
- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy T1 – Sustainable Transport
- Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN16 – Air Quality

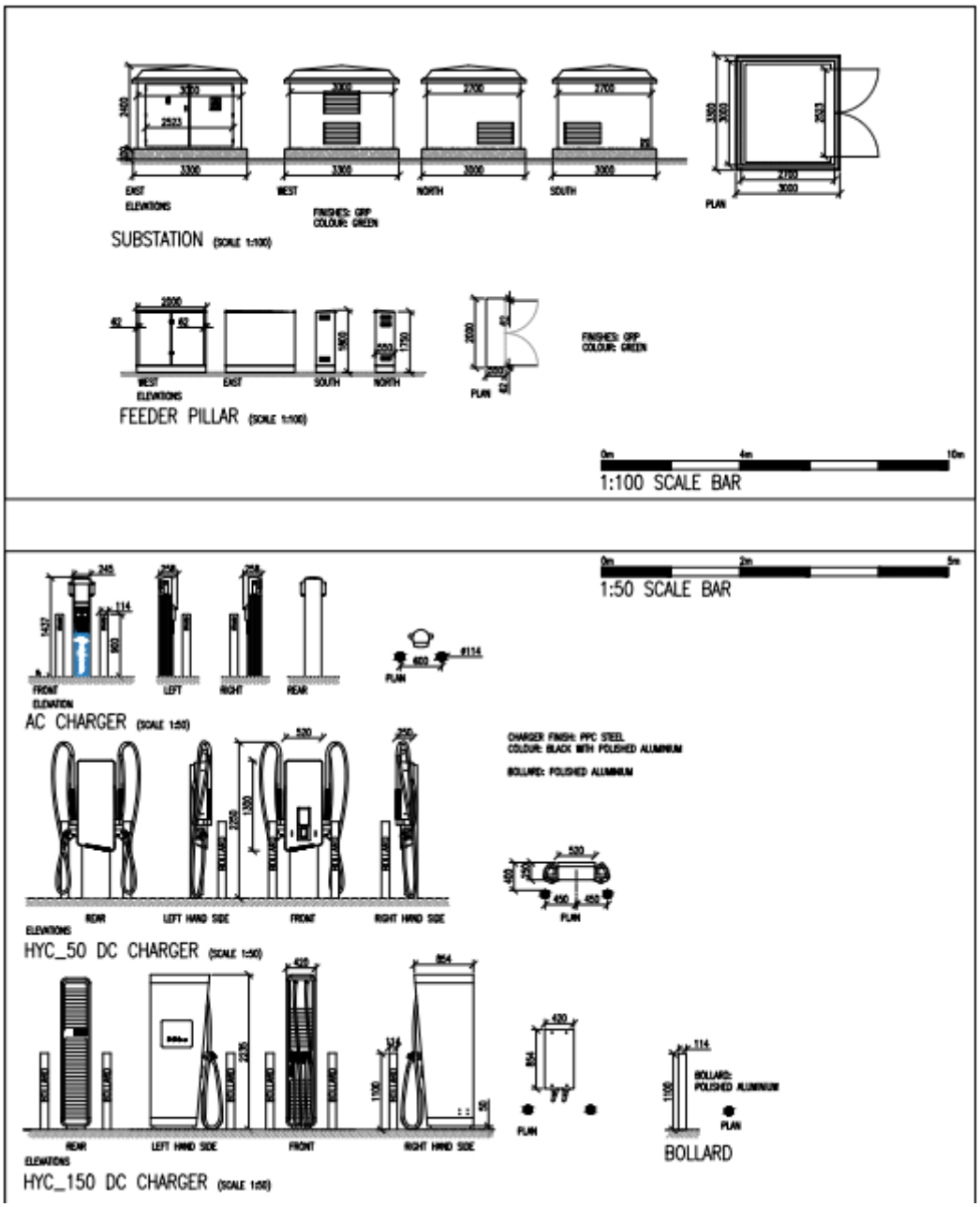
The National Planning Policy Framework (NPPF, 2024)
- Chapter 2 – Achieving Sustainable Development
- Chapter 9 – Promoting Sustainable Transport
- Chapter 12 – Achieving Well-Designed Places

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.

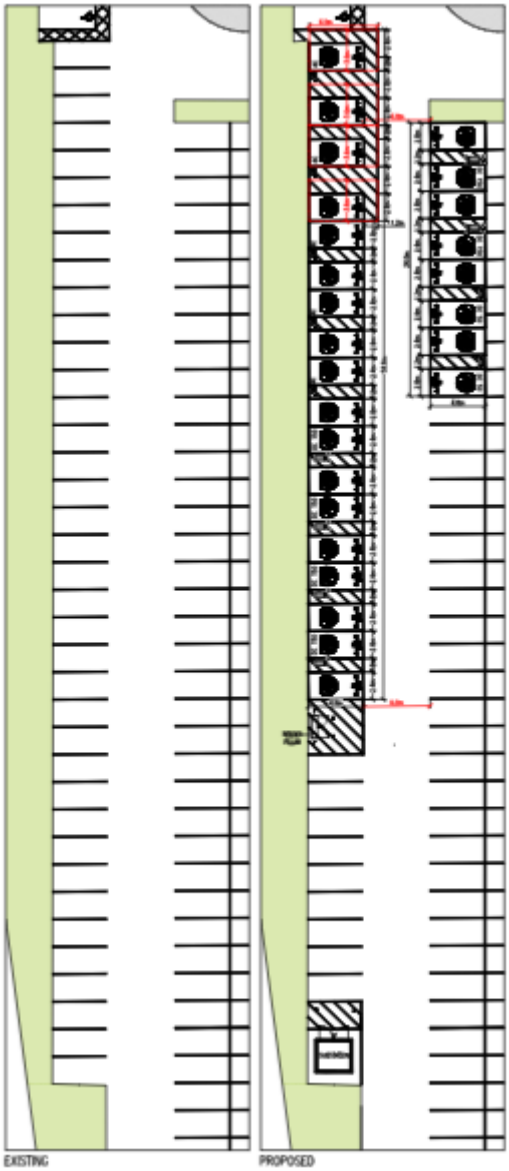
- Policy JP-P1: Sustainable Places

Draft National Planning Policy Framework (NPPF, 2025)
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.

- Chapter 4 – Achieving Sustainable Development
    - Policy S3: Presumption in favour of sustainable development
- Chapter 14 – Achieving Well-Designed Places
    - Policy DP3: Key principles for well-designed places
- Chapter 15 – Promoting Sustainable Transport



Submitted proposed elevations of substation, feeder pillar, and chargers



Submitted existing and proposed plans of vehicle charging stations

Issues

Principle – the principle of the proposal, to install 13 vehicle charging stations, including the installation of a feeder pillar, a substation and underground cabling, is acceptable. Notwithstanding this, consideration must be given to the proposal's appearance and impact upon visual and residential amenity, parking arrangements, highways implications, and trees.

Appearance and visual amenity – the proposal would be sited adjacent to the western boundary of the existing car parking area (featuring 38no. parking bays) of Parrs Wood Entertainment Centre, next to Wilmslow Road. The proposed development comprises 5no. AC charging stations and 8no. DC charging stations. The development will utilise the existing parking bays to accommodate 26no. designated EV charging bays, including 4no. disabled spaces.

5no. AC chargers are proposed. The AC charger measures to 0.25m in width, 0.26m in depth, and 1.44m in height. Two bollards (measuring to 0.11m in width and 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.

6no. HYC150 DC chargers are proposed. The HYC150 DC charger measures to 0.42m in width, 0.85m in depth, and 2.24m in height. Two bollards (measuring to 0.11m in width and 1.1m in height) will also be provided on either side of each charger.

2no. HYC50 DC chargers are proposed. The HYC50 DC charger measures to 0.52m in width, 0.4m in depth and 2.25m in height. Two bollards (measuring to 0.11m in width and 1.1m in height) will also be provided on either side of each charger.

A substation is also proposed. The proposed substation measures to 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.

In addition to this, a feeder pillar is also proposed. The proposed feeder pillar will measure to 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.

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 hardstanding will be reinstated as existing following installation.

The proposed development is considered to be relatively standard in terms of its design and appearance for developments of this type and would meet the operational requirements of the car park and surrounding facilities. The proposals make efficient use of land, as the proposed chargers, feeder pillar, and substation will be located within an existing surface-level car park. The 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. Given the presence of mature trees along the western boundary, the proposal should not form an overly prominent visual feature along Wilmslow Road and is therefore unlikely to cause significant harm to the visual amenity of the area.

It should also be noted that any perceived visual harm would be outweighed by the strong benefits of the scheme, including the decarbonisation of development and the reduction in fossil fuel use, supporting the Council's aim of tackling climate change and reducing carbon emissions.

Residential amenity – given the minor scale and nature of the proposed works, together with its considerable distance from the nearest residential properties, located approximately 20m away on the opposite side of Wilmslow Road, the development is not considered to give rise to issues of overshadowing, loss of light, outlook, or privacy, nor would it introduce an overbearing feature into the locality. To safeguard the amenity of neighbouring occupiers from an unduly harmful increase in noise levels associated with external plant, a condition requiring the control and management of such equipment has been attached.

Parking and highways impact – MCC Highways Services have reviewed the proposal and confirmed that the leisure complex is currently served by approximately 774 car parking spaces. The development would result in the loss of 12 spaces to accommodate 13 EV charging stations, one feeder pillar, and one substation. This level of reduction has been assessed as acceptable.

The submitted plans indicate that the dimensions of the proposed disabled EV charging bays are 3.6m x 6.0m, which accords with MCC standards. A 6m aisle width will be retained within

the car park, ensuring adequate manoeuvrability. Each EV charger will provide a charging capacity of 22kW, split between two bays. The proposed signage poles are shown on the plans and do not appear to impede access to or from the EV bays.

It is understood that maintenance visits to the substation will be infrequent. The plans also show that the doors to the feeder pillar open outwards; therefore, appropriate management measures should be in place during any maintenance activities to ensure safety and avoid obstruction within the car park.

Trees – initial concerns were raised regarding the potential impact of the proposal on the mature trees located to the west of the application site, with MCC's Arborist objecting on the basis of possible harm. However, following submission and review of an Arboricultural Impact Assessment (AIA) and Method Statement, the Arborist has confirmed that they are able to support the proposal, subject to all works being undertaken in accordance with the submitted AIA and under appropriate on-site arboricultural supervision.

The AIA identifies that one tree is scheduled for removal due to fungal infection and basal damage, while all remaining trees will retain existing soil levels and experience no drainage changes. Any encroachment into root protection areas (RPAs) will be carried out under the supervision of the consulting arborist, and any damage to roots, stems, or branches must be reported promptly. The removal of the unsuitable tree will allow increased light to the retained trees, and materials and machinery will be stored at the front of the site, away from the designated no-construction zone. Provided the attached Arboricultural Method Statement is adhered to, no significant harm to the retained trees is anticipated. This has been conditioned accordingly.

CMP – Highways Services requested that a full, detailed Construction Management Plan be secured by condition in the event of an approval. However, given the limited scale and nature of the proposed development, which is to be undertaken within the confines of an existing private surface-level car park, it is considered that imposing such a condition would be disproportionate and unnecessarily onerous. The site characteristics and proposed works do not present significant highway or traffic management concerns that would justify the requirement for a comprehensive CMP.

Conclusion - given the above issues, it is considered that the proposal is acceptable in terms of its principle, impact upon the visual and residential amenity of the area, parking arrangements, highways implications, and trees, amongst other issues, as it broadly complies with saved policy DC26 of the Unitary Development Plan for the City of Manchester policies DM1 , EN1, and SP1 of the Manchester Core Strategy, chapter 12 of the National Planning Policy Framework, and policy JP-P1 of Places for Everyone

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 polices 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. Issues have arisen during the consideration of this application and the officer negotiated with the agent to reach a satisfactory resolution.

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 permission.

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

2) Specified plans:

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

Proposed plan shown on the drawing titled ‘BLOCK PLANS EXISTING AND PROPOSED’, numbered ‘A249012 091 05 02 REV A’, received by the City Council as Local Planning Authority on the 16th December 2025.
Proposed plan shown on the drawing titled ‘DETAIL PLANS EXISTING AND PROPOSED’, numbered ‘A249012 091 05 03 REV B’, received by the City Council as Local Planning Authority on the 16th December 2025.
‘SUBSTATION, FEEDER PILLAR AND CHARGERS’, numbered ‘A249012 091 05 04’, received by the City Council as Local Planning Authority on the 26th September 2025.
‘BAY SIGNAGE’, numbered ‘A249012 091 05 05 REV A’, received by the City Council as Local Planning Authority on the 17th December 2025.
Details provided on pages 5 to 8 of the document titled ‘Planning Design and Access Statement’, received by the City Council as Local Planning Authority on the 26th September 2025.
Details provided in the document titled ‘Construction Health & Safety Phase Plan (Short Project)’, received by the City Council as Local Planning Authority on the 30th October 2025.

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

3) External plant:

a) Prior to any above ground works, either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall then be carried out in accordance with the approved details.

b) Prior to the first use of the substation and louvres, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

4) Tree protection during works:

In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard BS 5837:2012 (Trees in relation to construction)
(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

5) British Standard for tree work:

All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998:2010 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

6) Arboricultural survey:

The works shall be carried out in accordance with the details specified in the document titled 'AN ARBORICULTURAL IMPACT ASSESMENT AND METHOD STATEMENT AT PARRSWOOD LEISURE COMPLEX , WILMSLOW ROAD, DIDSBURY', received by the City Council as Local Planning Authority on the 3rd December 2025.

Reason - To avoid damage to trees and shrubs adjacent to and within the site which are of important amenity value and to protect the character of the area, in accordance with Policies EN9 and EN15 of the Manchester Core Strategy.

Informatives:

1) 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) 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)

We Buy Any Car, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
Megabowl, Parrswood Entertainment Centre, Wilmslow Road, Manchester, M20 5PG
VIRGIN ACTIVE, Unit 8, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
Nandos, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
Flat At, Gateway Hotel, 882 Wilmslow Road, Manchester, M20 5PG
808A Kingsway, Manchester, M20 5WY
892 Wilmslow Road, Manchester, M20 5PG
886 Wilmslow Road, Manchester, M20 5PG
First Floor, 806A Kingsway, Manchester, M20 5WY
Flat Above, 810 Kingsway, Manchester, M20 5WY
Cineworld Cinema, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
Grosvenor G Casino Didsbury, Parrswood Entertainment Centre, Wilmslow Road, Manchester, M20 5PG
806A Kingsway, Manchester, M20 5WY
810 Kingsway, Manchester, M20 5WY
Frankie And Bennys, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
Gateway Hotel, 882 Wilmslow Road, Manchester, M20 5PG
894 Wilmslow Road, Manchester, M20 5PG
888 Wilmslow Road, Manchester, M20 5PG
884 Wilmslow Road, Manchester, M20 5PG
Burger King, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
812 Kingsway, Manchester, M20 5WY
808 - 810 Kingsway, Manchester, M20 5WY
804 Kingsway, Manchester, M20 5WY
804A Kingsway, Manchester, M20 5WY
806 Kingsway, Manchester, M20 5WY
Pizza Hut, Parrswood Entertainment Centre, Kingsway, Manchester, M20 5PG
896 Wilmslow Road, Manchester, M20 5PG
890 Wilmslow Road, Manchester, M20 5PG

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