MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	145199/FH/2026
Date registered valid:	20 February 2026
Proposal:	Installation of electric vehicle charging point.
Address:	32 Victoria Road, Manchester, M16 8DP
Ward(s):	Whalley Range Ward
Applicant:	Mr Abid Abouhawas
Agent (if any):	
Case officer:	Jake Walther Tel: 0161 234 1632 Email: jake.walther@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**17/04/2026**

Application details

Type of application: Full Householder Application

Development type: Householder

Standard consultations:
Printed: 27 February 2026 Expired: 20 March 2026

Neighbour notifications
Printed: 27 February 2026 Expired: 20 March 2026

Site notice
Posted: 25/03/2026 Expired: 16/04/2026

Press advert
Published: 3 March 2026 Expired: 24 March 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building
The application relates to a two-storey semidetached class C3 dwelling on Victoria Road. The property is finished in red brick, with mid-level matching brick and hedgerow boundary treatment.

Listed building: Not applicable

Conservation area: Whalley Range Conservation Area 1992

Tree Preservation Order: Not applicable

Description of area
Victoria Road is a residential street in the Whalley Range Ward, consisting of semidetached and detached dwellings in varying architecture styles. It is within the Whalley Range Conservation Area.

Description of development
The applicant is seeking permission for the installation of an EV charger to the front elevation of the property.

Consultations & Notification Responses
Neighbours, as per appendix 1 – No comments or objections received.

Highways - No objection to the proposal, advise informative on safe charging practices.

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

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 SP1 – Spatial Principles
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN3 – Heritage
- Policy T1 – Sustainable Transport

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.

- DC18 – Conservation Areas

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
- JP-S2 – Carbon and energy
- JP-P2 – Heritage

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 8. Promoting healthy and safe communities.
- Chapter 12. Achieving well-designed and beautiful places.
- Chapter 16. Conserving and enhancing the historic environment

Given that the site lies within a Conservation Area, the policies in Chapter 16 of the NPPF are of particular relevance. These include:

- Paragraph 208 – Local planning authorities should take this assessment into account when considering the impact of a proposal on a heritage asset and should avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.

The National Planning Policy Framework December 2025 DRAFT-

The Government published a draft update to the National Planning Policy Framework (NPPF) in December 2025. While the draft has not yet been formally adopted, it is a material consideration and weight can be afforded to its policies. The following emerging policies from the draft NPPF are considered relevant to this application:

- Chapter 3 – Decision-making policies
    - DM1: Preparing development proposals

- Chapter 4 – Achieving Sustainable Development
    - S3: Presumption in favour of sustainable development

- Chapter 12 – Making Effective Use of Land

- Chapter 20 – Conserving and enhancing the historic environment.
    - HE9: Conservation Areas

Principle
The installation of an electric vehicle charger on the front elevation of the property is acceptable in principle and aligns with the objectives of Policy T1 of the Core Strategy, which supports low-carbon modes of transport. However, careful consideration must be given to the potential impact of the charger on visual amenity and public safety.

Visual Amenity and Impact on Conservation Area
Given the modest size of the proposed charger unit measuring 230mm in height, 170mm in width, and 100mm in depth and its placement on the front elevation of the property, it is not considered that the installation adversely affects the visual amenity of the area.

The proposal entails no loss of historic architectural detail and is fully supported in national and local planning policy for its contribution to improved air quality, promoting carbon reductions and supporting Manchester's 2038 carbon neutrality target. As such, the charger is deemed to have a minimal impact on the street scene and visual character and is therefore considered to be in accordance with Policies DM1 and EN1 of the Core Strategy.

Highways Safety
The charging unit is proposed to be wall mounted, within the curtilage of the property and would not pose any risk to public safety as it does not project directly onto the public highway. However, the trailing of the cable over the public highway does pose risks to public safety, subsequently Manchester City Council Highways Services have published guidance in relation to the safe use of cables across the public highway which should be adhered to as stated in the informative attached with this decision notice.

Parking
Any approval of an EV charger to the front of a property does not change the nature of the on-street parking arrangements, it does not give the resident priority to park in front of the charger does not limit other vehicles parking nearby. It will therefore have no impact on parking.

Conclusion
Given the above issues, it is considered that the proposed EV charger is acceptable in terms of its impact upon visual amenity and public safety in accordance with policies SP1, DM1 and T1 of the Core Strategy, and chapters 8 and 12 of the National Planning Policy Framework.

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. 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:

   a. Supporting information, Photos – 20 February 2026
   b. Supporting information – Technical specs – 20 February 2026

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.

Informative:
Residents are recommended to park adjacent to the location of the charging point and required to use matting on the adopted highway to maintain safe pedestrian movement. Once the vehicle has been charged, residents will be required to remove the matting.

Further information on EV charging can be found on the council's website using the below link:

https://www.manchester.gov.uk/info/500370/zero_carbon_and_climate_change/8437/electric_vehicle_charging/2

Appendix 1 – List of consultees & neighbours notified

Highway Services
Whalley Range Conservation Area Group
Whalley Range Forum

30 Victoria Road, Whalley Range, Manchester, M16 8DP
2 Russell Road, Manchester, M16 8DL
2 Whitby Avenue, Whalley Range, Manchester, M16 8WY
39 Victoria Road, Whalley Range, Manchester, M16 8DQ
41 Victoria Road, Whalley Range, Manchester, M16 8DQ
34 Victoria Road, Whalley Range, Manchester, M16 8DP

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Conservation Area - Whalley Range Conservation Area 1992
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA