

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144208/FH/2025
Date registered valid: 7 October 2025
Proposal: Installation of EV charger on outside wall.
Address: 5 Holmwood Road, Manchester, M20 3JY
Ward(s): Didsbury West Ward

Applicant: Mr Joseph Cheminais
Agent (if any):
Case officer: Ciara Gettinby
Tel: 0161 234 3048
Email: ciara.gettinby@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 20 November 2025

Application details

Type of application: Full Householder Application

Development type: Householder

Standard consultations:

Printed: 20 October 2025 Expired: 10 November 2025

Neighbour notifications

Printed: 20 October 2025 Expired: 10 November 2025

Site notice

Posted: 29 October 2025 Expired: 19 November 2025

Press advert

Published: 28 October 2025 Expired: 18 November 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The property that is subject of this householder application is a semi-detached C3 dwellinghouse. The property features white uPVC windows with a red brick and white render. To the front of the property is a small front garden bordered by a low-rise red brick wall with shrubbery.

Listed building: Not applicable

Conservation area: Ballbrook Conservation Area 1992

Tree Preservation Order: No

Description of area

Holmwood Road is a residential street situated within the Didsbury West Ward located in the Ballbrook Conservation Area. The Conservation Area was established in 1991, bounded by Palatine Road, Wilmslow Road and Lapwing Lane. The houses within the Conservation Area are mostly two- storey, largely smooth red brick, many with render or pebble-dash panels at first floor level. Holmwood Road resembles a typical road for Ballbrook Avenue, it is a tree lined street fronted by garden walls and located east of the West Didsbury Metrolink tram stop and sits southeast to Lapwing Lane.

Description of development

The applicant is seeking planning permission for the installation of an EV charger on the outside wall.

Consultations & Notification Responses:

Neighbours as per appendix 1- no comments or objections.

Highway services- no objections but guidance is given in the preceding section in relation to safely using the electric charger and associated cable.

POLICY

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 DC18- Conservation Areas

The Manchester Core Strategy- Development Plan Document 2012-2027 (The Core Strategy) was adopted by the City Council on the 11th of July 2012, it is a key document for the local plan which provides a framework that planning applications are assessed against.

Policy DM1-Development Management

Policy SP1- Spatial Principles

Policy EN1- Design Principles and Strategic Character Areas

Policy EN3- Heritage

Policy T1- Sustainable Transport

The National Planning Policy Framework (December 2024)- The Government's own planning policies for England and how they are expected to be applied.

-Chapter 8- Promoting healthy and safe communities

-Chapter 12- Achieving well-designed and beautiful places

-Chapter 16- Conserving and enhancing the historic environment

Places for Everyone- 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 (Bolton, Bury, Rochdale, Oldham, Tameside, Stockport, Manchester, Trafford, Salford, Wigan) and took into effect and become part of the statutory development plan on March 21, 2024.

-Policy JP-P1: Sustainable Places

-Policy JP-S2: Carbon and energy

-Policy JP-P2: Heritage

Principle- The principle of installing an electric vehicle charger to the front elevation of a property to provide vehicle charging facilities is acceptable and will directly contribute towards the aim of facilitating modes of transport which reduce carbon emission as stipulated in Policy T1 of the Core Strategy. However, consideration must be given to the proposals impact upon existing levels of visual amenity, public safety and the impact on the Ballbrook Conservation Area.

Highways and Safety -The charging unit would be wall mounted, within the curtilage of the site and would not pose any risk to public safety as it would not project 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 would be adhered to as stated in the informative attached with this decision notice.

Appearance and Visual Amenity- Given the modest size of the charger unit, 256mm (H) x 193mm (W) x 106mm (D) and its placement on the side elevation of the house, it is not

considered that the installation adversely affects the visual amenity of the area. As such, the charger is deemed to have 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.

Impact on Ballbrook Conservation Area 1992- Development control in Ballbrook Conservation Area is aimed at encouraging development which enhances the prosperity of the area whilst paying attention to its special architectural and visual qualities.

Property owners in the area are encouraged to retain the original character and detail of their houses. This should include the details, colour and materials of window frames, doors and other elements of the buildings. Substantial development proposals will require planning permission, and some minor works may also require prior approval from the City Council.

It is envisaged that small scale development and refurbishment will take place from time to time. The main aim of designation is to ensure that the character and quality of both the buildings and spaces between them is retained. As with all Conservation Areas, attention must be paid to maintaining harmony regarding building heights, the type and colour of materials. The owners of properties will be encouraged to replace like for like when considering repairs to walls, roof, windows and mouldings.

The EV charger would be placed on the side elevation of the property and set back approximately 3.5m from the pavement, it is considered to be a small addition to the property and overall street scene. The EV charger would provide benefits by contributing towards the aim of facilitating modes of transport which would reduce carbon emissions. In this instance, the proposal is considered to outweigh any less than substantial harm caused to the Ballbrook Conservation Area.

This proposal is therefore considered to accord with paragraph 215 of the National Planning Policy Framework, which stipulates 'where development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighted against the public benefits of the proposal including where appropriate, securing its optimum viable use' as well as Policy DC18 of the UDP, Policy EN3 of the Core Strategy and Policy JP-P2 of Places for Everyone.

Conclusion- Given the above issues, it is considered that the proposed EV charger is acceptable in terms of its impact upon visual amenity, public safety and impact upon the conservation area in accordance with policies SP1, DM1, EN1, EN3 and T1 of the Core Strategy, and chapters 8, 12 and 16 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 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 applicant 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)** The development must have begun no 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 documents:

Location Plan, ref- PP-14388500v1
Indicative Photo Location
Supporting Information, Technical Specs

Received on 7 October 2025

Reason- to ensure that the development is carried out in accordance with the approved plans, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester 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:

[Installing chargers | Electric vehicle \(EV\) charging | Manchester City Council](#)

Appendix 1 – List of consultees & neighbours notified

Highway Services

Flat 9, Holmwood Court, Holmwood Road, Manchester, M20 6AE

Flat 7, Holmwood Court, Holmwood Road, Manchester, M20 6AE

1 Lyndhurst Road, Manchester, M20 3JU

3 Holmwood Road, Manchester, M20 3JY

7 Holmwood Road, Manchester, M20 3JY

Flat 10, Holmwood Court, Holmwood Road, Manchester, M20 6AE

Flat 8, Holmwood Court, Holmwood Road, Manchester, M20 6AE

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Conservation Area - Ballbrook Conservation Area 1992

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH AREA