MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144303/FH/2025
Date registered valid:	17 October 2025
Proposal:	Installation of electrical vehicle charging point
Address:	16 Haymarket Street, Ardwick, Manchester, M13 9JD
Ward(s):	Ardwick Ward
Applicant:	Dr Jayson Moses, Madras Bhavan
Agent (if any):	
Case officer:	Jake Walther Tel: 0161 234 1632 Email: jake.walther@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**05/12/2025**

Application details

Type of application: Full Householder Application

Development type: Householder

Standard consultations:
Printed: 30 October 2025 Expired: 20 November 2025

Neighbour notifications
Printed: 30 October 2025 Expired: 20 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
The application relates to a mid-terrace three storey townhouse on Haymarket Street. The property is finished in beige brick with slate roof tile, boundary treatment is mid-level matching brick with metal railings.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
Haymarket Street is a predominantly residential street in the Ardwick Ward, consisting of terraced two and three storey family dwellings.

Description of development
The applicant is seeking permission for the installation of an electric vehicle (EV) charger to the front elevation.

Consultations & Notification Responses
Highways – 1 objection received to the application on the basis that there will be one less parking bay for residents.

Neighbours, as per appendix 1 – No comments or objections received.

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 T1 – Sustainable Transport

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

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.

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

Given the modest size of the proposed charger unit measuring 330mm in height, 290mm in width, and 167mm 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. 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 – 17 October 2025
b. Supporting information – Technical specs – 17 October 2025

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

20 Haymarket Street, Ardwick, Manchester, M13 9JD
18 Haymarket Street, Ardwick, Manchester, M13 9JD
14 Haymarket Street, Ardwick, Manchester, M13 9JD
12 Haymarket Street, Ardwick, Manchester, M13 9JD
18 Marshfield Street, Manchester, M13 9JB
16 Marshfield Street, Manchester, M13 9JB
20 Marshfield Street, Manchester, M13 9JB

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA