

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143877/FH/2025
Date registered valid: 2 September 2025
Proposal: Installation of electric vehicle charging point to the front of the house
Address: 23 Woodland Road, Levenshulme, Manchester, M19 2GW
Ward(s): Levenshulme Ward

Applicant: Mr Laurence Norton
Agent (if any):
Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 17 October 2025

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 9 October 2025

Standard consultations:

Printed: 12 September 2025 Expired: 3 October 2025

Neighbour notifications

Printed: 12 September 2025 Expired: 3 October 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: No

Tree Preservation Order: No

The application site relates to 23 Woodland Road within the south Manchester ward of Levenshulme. The application site relates to a semi-detached, red brick, two storey, Victorian dwellinghouse characterised by bay windows, timber patterned gable feature and black fenestration. Amenity space to the front of the property consists of a small courtyard bounded by a low brick wall with stone piers for the property's entrance.

Description of area

The immediate area is residential in nature. The rear of the property backs onto the railway line and further to the west and south of the site sits Cringle Park.

Description of development

The submitted application seeks planning permission for the installation of electric vehicle charging point to the front of the house.

The EV charger would be sited underneath the small window to the front of the property, next to the entrance door for the property.

The product to be installed would be a Zaptec Go charger. A product specification was provided during the course of the application for review. The unit would have dimensions of Height: 242 x Width: 180 x Depth: 75mm.

During the course of the application, the applicant confirmed the unit would be in an asphalt black colouration.

Negotiations during the Course of the Application

Within the Supporting Information- Zaptec Go product sheet provided, 6 colours are available. Via email on 13 October 2025, the agent confirmed the colouration of the unit would be an asphalt black colouration.

Planning History

No planning history exists for this site.

Consultations & Notification Responses

Local Residents

No comments were received from local residents.

Highway Services

Highway Services were consulted on the application and supplied the following comments: The proposed EV charger is to be installed to the frontage of the property, within the site's curtilage - Acceptable to Highways.

EV charging point will have a charging unit of 7.4kW - Acceptable to Highways.

It should be ensured that any cables associated with the EV charger reaches the vehicle. Use of matting is required for cables to protect pedestrians along the footway.

The matting/cable protector should be non-slip and suitable for outdoor use. It should have contrasting colour markings for visibility. It should also have sloped, anti-trip sides, and be of a tough construction.

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

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

https://www.manchester.gov.uk/info/500113/city_centre_growth_and_infrastructure/8437/electric_vehicle_ev_charging

Issues

POLICY

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):

- a) an economic objective
- b) a social objective and
- c) an environmental objective.

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 8. Promoting healthy and safe communities.
- ii. Chapter 12. Achieving well-designed places.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Of relevance are:

Policy DM1 (Development Management),
Policy SP1 (Spatial Principles) and
Policy EN1 (Design Principles and Strategic Character Areas)
Policy T1 (Sustainable Transport).

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 Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance.

The following policies are relevant:

- i.JP- S1- Sustainable development
- ii.JP-S2 – Carbon and energy

ISSUES

Principle of Development

The current application seeks consent for the installation of electric vehicle charging point to the front of the house. The principle of development in this instance can be supported, as installing an electric vehicle charger to the front elevation of a property to provide vehicle charging facilities 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, design and scale and public safety.

Visual Amenity

The EV charger would be sited underneath the small window to the front of the property, next to the entrance door for the property. The unit would have dimensions of Height: 242 x Width: 180 x Depth: 75mm. Given the limited size of the proposed unit and given the unit would be set back from the public footpath of this element of Woodland Road, such feature would not be easily visible from the streetscene. As such, it is not considered the installation of such unit would cause any harm to the visual amenity of the area. It is therefore considered the installation of the charger would have minimal detrimental impact upon the street scene and visual amenity of the area, thereby according with policies DM1 and EN1 of the Core Strategy.

Design and Scale

The proposal would be small in scale and would be commensurate with the proposed use. The product to be installed would be a Zaptec Go charger. A product specification was provided during the course of the application for review. During the course of the application, the applicant confirmed the unit would be an asphalt black colouration. The product chosen does not give rise to any concern, and the black colouration of the unit would ensure the equipment would relate well to the existing black fenestration of the front elevation of the host property. Such details are considered acceptable and a materials condition to this effect would be attached to any approval granted.

Highways Safety

Highway Services reviewed the application and accepted the 7.4 kW capacity of the proposed unit. The charging unit would be wall mounted, within the curtilage of the property 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 should be adhered to as stated in the informative attached with this decision notice. With the use of an informative, the scheme can be considered acceptable, pursuant to Policy T1 of the Core Strategy.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner and additional information has been supplied as requested. Appropriate conditions have been attached to any approval granted.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

- Application Form, received by the City Council as Local Planning Authority on 2 September 2025.
- Location Plan, received by the City Council as Local Planning Authority on 2 September 2025.
- Supporting Information- Zaptec Go Product Specification, received by the City Council as Local Planning Authority on 2 September 2025.
- Proposed Location of Charger (Photo), received by the City Council as Local Planning Authority on 5 September 2025.
- Correspondence- Email with Applicant- Colouration of EV Charger Confirmed, received by the City Council as Local Planning Authority on 13 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) The materials to be used throughout the proposal hereby permitted shall be implemented in accordance with the approved details as set out in the 'Supporting Information- Zaptec Go Product Specification', received by the City Council as Local Planning Authority on 2 September 2025 and 'Correspondence- Email with Applicant- Colouration of EV Charger Confirmed', received by the City Council as Local Planning Authority on 13 October 2025.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

Informatives

1) 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

25 Woodland Road, Levenshulme, Manchester, M19 2GW
24 Woodland Road, Levenshulme, Manchester, M19 2QP
22 Woodland Road, Levenshulme, Manchester, M19 2QP
26 Woodland Road, Levenshulme, Manchester, M19 2QP
21 Woodland Road, Levenshulme, Manchester, M19 2GW

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Area Team Boundary - Name: NORTH AREA