Planning

Growth & Development

Delegated officer report for planning application

Application no.	143092/FH/2025
Date registered valid:	2 June 2025
Proposal:	Retention of wall mounted Electrical Vehicle Charging point.
Address:	16 Ethel Avenue, Manchester, M9 6RR
Ward(s):	Higher Blackley Ward
Applicant:	Mr Paul Smither
Agent (if any):	
Case officer:	Harriet Aidoo Tel: 0161 234 4532 Email: harriet.aidoo@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	27 July 2025

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 25 June 2025

Standard consultations:
Printed: 5 June 2025 Expired: 26 June 2025

Neighbour notifications
Printed: 5 June 2025 Expired: 26 June 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

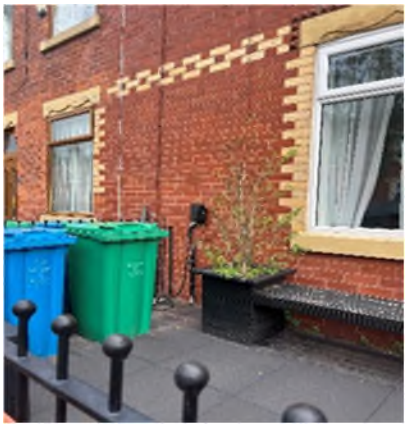
Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of site / building / area

The application relates to a traditional two-storey mid-terraced dwellinghouse of brick construction with tiled roof.


(Site visit 25.06.2025)

The site is within a predominantly residential setting of the Higher Blackley ward of north Manchester and benefits from existing amenity space along the front and rear, together with boundary treatment along the perimeter. The existing front amenity space measures approximately (2.8 metres deep x 4.6 metres wide).

Given the nature of the property, car parking is along the street and wheeled bins are stored within curtilage, along the front.

Immediately along the rear alleyway is E-ACT Blackley Academy site (an educational institute).

Site Planning History

- 079535/VO/2006/N1 - CITY COUNCIL DEVELOPMENT Installation of 2.4m high weld mesh fencing to the side and rear of 2 -38 Ethel Avenue, The installation of railings adjacent to 38 Ethel Avenue together with the erection of 38 sets of double gates to enclose the alleyways, APPROVED 14.07.2006

Description of development

The applicant proposes the retention of wall mounted Electrical Vehicle Charging point.

The installation of an Electrical Vehicle (EV) Charging point to a dwellinghouse generally constitutes Householder General Permitted Development, and therefore an application for planning permission would not generally be required, provided some requirements and limitations can be met.

In terms of the submitted plan, as the planning rules for installing charge points does depend on whether the dwelling has off-street parking or on-street parking.

In the case of this application, as permitted development rights do not extend to on-street parking, hence the requirement to apply for planning permission.

The (EV) Charging point to be retained is wall mounted and sited along the front building line of the host dwelling and measures approximately (256mm high x 193mm wide x 106mm high). In the case of this application, the overall proposed height would be 123cm from ground level. It would maintain a distance of approximately 881mm from the common shared boundary with no. 18 Ethel Avenue. The product model is a "7.4kW Easee One" comprising of front cover, chargeberry and backplate,

Consultations & Notification Responses

1. Local residents/public opinion

Occupiers of properties surrounding the application site were notified of the proposal. No objections, comments, or representations were received.

2. Highways officers have made the following comments:

CONTEXT:
The site is located adjacent to the adopted Ethel Avenue, with adoption extending to the back of the footway.

There is existing on-street car parking along Ethel Avenue.

Observation indicates that there is a demarcated on-street disabled car parking space in close proximity to the site.

HIGHWAYS RESPONSE:
The proposed EV charger is installed to the wall located to the frontage of the property, within the site's curtilage. This is acceptable in principle.
The EV charger will have a maximum charging capacity of 7.4kW. This is acceptable in principle.

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:
Charging at home | Electric vehicle (EV) charging | Manchester City Council

POLICY

The following guidance and policies are considered to be relevant to the proposed development.

1. The National Planning Policy Framework (NPPF), (December 2024)

The central theme to the revised NPPF is to achieve sustainable development. The government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role. The Framework underlines a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF. Relevant to this application is:

- Chapter 4 - Decision-making

- Chapter 12 - Achieving well-designed places
- Chapter 8 - Promoting healthy and safe communities
- Chapter 2 - Achieving sustainable development
- Chapter 14 - Meeting the challenge of climate change, flooding and coastal change

2. Places for Everyone (2022 - 2039)

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies in relation to jobs, new homes and sustainable growth for nine of the 10 boroughs which make up Greater Manchester. The Plan and its policies are a material planning consideration in the determination of planning applications and therefore be given significant weight in the planning balance. The following polices are considered to be relevant:

- JP-S1: Sustainable development
- JP-P1: Sustainable Places
- JP-S2: Carbon and Energy
- JP-S5: Clean Air
- JP-S6: Resource Efficiency

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

- Policy DM1 (Development Management)
- Policy SP1 (Spatial Principles)
- Policy EN4 (Reducing CO2 emissions by enabling low and zero carbon development)
- Policy EN5 (Strategic Areas for low and zero carbon decentralised energy infrastructure)
- Policy EN6 (Target Framework for CO2 reductions from low to zero carbon energy supplies)
- Policy EN7 (Energy Infrastructure opportunities low to zero carbon decentralisation energy schemes)
- Policy EN8 (Adaptation to climate change)

4. Unitary Development Plan (UDP), (1995) - The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance to this application.

- Saved Policy DC1 - Residential Extensions.

5. Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007:

- Chapter 2: Design
- Chapter 4: Environmental standards

ISSUES

Principle

The principle of the installation of an Electrical Vehicle (EV) Charging point to a dwellinghouse is generally acceptable where there is no overriding, unduly harmful impact upon either the character and use of the property, or upon visual and residential amenity of the neighbouring occupiers.

In case of this application, the principle of the proposal is considered to be acceptable as it is not believed that there are factors of sufficient weight in terms of residential and visual amenity that would warrant the refusal of this application.

On balance, the proposal is deemed not to conflict with the guidance and policy documents outlined above.

Sustainability and carbon emission reduction

The (EV) Charging point to be retained would contribute to reducing air pollution and greenhouse gas emissions and would lead to a move from traditional combustion engines and thereby accords with policy EN4 of the Core Strategy and chapter 2 of the NPPF, by reducing CO2 emissions.

Impact of works (Residential Amenity) - In this instance, given the existing and resultant contextual relationship along the front elevation of the host building, combined with the fact that the proposal represents a relatively minor addition to the front elevation of the property in terms of scale and mass, and it would maintain sizable gaps from the shared boundaries, and the submitted plan has demonstrated that the (EV) Charging point to be retained would not give rise to issues associate with overshadowing, loss of light, loss of outlook, and loss of privacy; nor would it introduce a visually overbearing feature on the occupiers of the neighbouring property; specifically, nos. 14 and 18 Ethel Avenue; pursuant with policy DM1 of the Core Strategy and policy DC1 of the Unitary Development Plan..

Impact of works (Visual Amenity, Design and appearance) - The (EV) Charging point to be retained proposed would be a "7.4kW Easee One" model, measuring approximately (256mm high x 193mm wide x 106mm high). In the case of this application, the overall proposed height would be 123cm from ground level. It is discreetly sited along the front elevation; whilst maintaining a separation distance of approximately 881mm from the common shared boundary with no. 18 Ethel Avenue. However, although it is visible from the immediate highway (Ethel Avenue), given the maintained separation distance, it would have minimal impact upon the visual amenity of the area and would cause less than substantial harm to the character and appearance of the host dwellinghouse; and thereby accords with policies DM1 AND SP1 of the Core Strategy.

Impact of works (Car parking) - The existing arrangement would be unaffected; pursuant with The Manchester Core Strategy Development Plan Document policy DM1 and saved policy DC1 of the Unitary Development Plan.

Impact of works (Waste management) - The existing arrangement would be unaffected; pursuant with The Manchester Core Strategy Development Plan Document policy DM1, EN19; and saved policy DC1 of the Unitary Development Plan.

Conclusions - For the reasons outlined above, and subject to planning conditions, it is considered that the (EV) Charging point to be retained responds positively to The National Planning Policy Framework (2021); The Manchester Core Strategy Development Plan Document (2012); saved Unitary Development Plan (1995); The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007); Manchester Residential Quality Guidance (2016) and Places for Everyone (2022 - 2039), and no comments or objections have been received in response to this application from local residents.

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

The proposal has been 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, the local planning authority had no issues to raise with the agent but have attached appropriate conditions to the approval.

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

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

- Householder Application for Planning Permission for works or extension to a dwelling form, received by the City Council as the Local Planning Authority on 02 June 2025.
- Location Plan with application site edged in red, received by the City Council as the Local Planning Authority on 02 June 2025.
- Site Plan with application site edged in red, received by the City Council as the Local Planning Authority on 02 June 2025.
- Photo - LOCATION OF EV CHARGER, received by the City Council as the Local Planning Authority on 02 June 2025.
- Supporting Information - UKCA DECLARATION OF CONFORMITY, received by the City Council as the Local Planning Authority on 02 June 2025.
- Supporting Information - EASEE ONE INSTALLER GUIDE, received by the City Council as the Local Planning Authority on 02 June 2025.
- Supporting Information - DOMESTIC ELECTRICAL INSTALLATION CERTIFICATE, received by the City Council as the Local Planning Authority on 02 June 2025.
- Supporting Information - CERTIFICATE OF COMPLIANCE, received by the City Council as the Local Planning Authority on 02 June 2025.
- Supporting Information - APPLICATION INFORMATION, received by the City Council as the Local Planning Authority on 02 June 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 (1995) and policies SP1 and DM1 of the Core Strategy (2012).

2) The materials to be used throughout the development hereby approved shall be implemented in accordance with the approved details and as specified in Condition 1 of this approval, received by the City Council as the Local Planning Authority on 02 June 2025.

Reason - To ensure that the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995) and policy DM1 of Manchester's Local Development Framework: The Manchester Core Strategy (2012).

Informative

1) 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services

13 Ethel Avenue, Manchester, M9 6RR
20 Ethel Avenue, Manchester, M9 6RR
14 Ethel Avenue, Manchester, M9 6RR
18 Ethel Avenue, Manchester, M9 6RR
11 Ethel Avenue, Manchester, M9 6RR
19 Ethel Avenue, Manchester, M9 6RR
17 Ethel Avenue, Manchester, M9 6RR
15 Ethel Avenue, Manchester, M9 6RR
12 Ethel Avenue, Manchester, M9 6RR

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) -
Area Team Boundary - Name: NORTH AREA