MANCHESTER CITY COUNCIL

PLANNING

GROWTH & DEVELOPMENT

DELEGATED OFFICER REPORT FOR PLANNING APPLICATION

Application no.	145509/FH/2026
Date registered valid:	23 March 2026
Proposal:	Installation of Electric Vehicle Car Charger.
Address:	6 Central Avenue, Manchester, M19 2EN
Ward(s):	Levenshulme Ward
Applicant:	Mr Miles Luckin
Agent (if any):	
Case officer:	Joshua Lee Tel: 0161 219 2851 Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: **13 May 2026**

APPLICATION DETAILS

Type of application:	Full Householder Application	
Development type:	Householder	
Date of site visit:	01 April 2026	
Standard consultations:	Printed: 30 March 2026	Expired: 22 April 2026
Neighbour notifications	Printed: 30 March 2026	Expired: 22 April 2026
Site notice	Posted: 01 April 2026	Expired: 24 April 2026
Press advert	Published: 7 April 2026	Expired: 28 April 2026

Departure from Development Plan:	No
Environmental Statement:	Not required
Listed building:	Not applicable
Conservation area:	Rushford Park Conservation Area 1986
Tree Preservation Order:	Not applicable

DESCRIPTION OF SITE/BUILDING & AREA

The proposal is related to a two-storey semidetached dwellinghouse on the corner of Central Avenue and Limefield Terrace.

The property is in a mostly residential part of the Levenshulme ward of Manchester and within the Rushford Park Conservation Area.

DESCRIPTION OF DEVELOPMENT

The applicant is proposing the Installation of a Ohme Home Pro 7.4kW Electric Vehicle Car Charger on the front elevation of the property.

PLANNING HISTORY

No planning history at the address.

PUBLICITY REPONSES

No representations received.

CONSULTEE RESPONSES

Manchester City Council Highway Services

Highways have been consulted on the proposal and raise no objection. They advise that the proposed 7.4 kW electric vehicle charger is located within the site's curtilage and is acceptable in principle. Any charging cable that crosses the footway must be safely managed using appropriate non-slip, outdoor-rated matting with contrasting markings and sloped anti-trip edges and must be removed once charging has finished. Highways further advise that the applicant may wish to consider the installation of a flush cable channel across the footway to minimise any potential impact on pedestrians.

RELEVANT POLICIES

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, decisions on planning applications must be made in line with the statutory development plan, unless material considerations indicate otherwise.

For Manchester, the development plan comprises:

- The Core Strategy (2012–2027)
- Saved policies of the Unitary Development Plan (UDP)
- The Places for Everyone Joint Development Plan Document (2022–2039)

These documents are considered up to date and carry substantial weight in decision-making. Supplementary Planning Documents (SPDs) and other local guidance may also be relevant.

National planning policy, including the National Planning Policy Framework (NPPF), is a material consideration and provides overarching guidance.

The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.

Where applicable, the Council must give special regard to preserving the character of conservation areas and the setting of listed buildings, in line with statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990.

The policies referenced in this report are those considered most relevant to the nature, scale and location of the proposed development as follows:

- The Manchester Core Strategy Development Plan Document 2012-2027
    - Development Management and Planning Obligations
        - DM 1 - Development Management
    - Objective 1 - Spatial Principles
        - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
    - Objective 6 Environment
        - EN 1 - Design Principles and Strategic Character Areas
        - EN 3 – Heritage (Deletions replaced with PfE Policy JP-P2)
        - EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Deletions replaced by PfE Policy JP-S 2)
        - EN 8 – Adaptation to Climate Change (partially replaced by PfE Policies JP-S 2, JP-S 4 and JP-G 8)
- Guide to development in Manchester - supplementary planning document and planning guidance, April 2007
- Extant Unitary Development Plan (UDP) –
    - Citywide Development Control Policies
        - DC18 - Conservation Areas
        - DC26 - Development and Noise
- Places for Everyone Plan Joint Development Plan Document 2022-2039-
    - Strategy
        - JP-Strat5: Inner Areas
    - Sustainable and Resilient Places
        - JP-S1: Sustainable Development
        - JP-S2: Carbon and Energy
    - Places for People
        - JP-P1 Sustainable Places
        - JP-P2: Heritage
    - Connected Places
        - JP-C5: Streets for All
- National Planning Policy Framework (NPPF) December 2024–
    - Section 2 - Achieving sustainable development
    - Section 4 – Decision-making
    - Section 9 – Promoting sustainable transport
    - Section 12 – Achieving well-designed places
    - Section 14 - Meeting the challenge of climate change, flooding and coastal change
    - Section 16 - Conserving and enhancing the historic environment

- National Planning Policy Framework Draft for Consultation December 2025 - National decision-making policies
    - Chapter 3 – Decision-making policies
        - DM1: Preparing development proposals
        - DM2: Information requirements
        - DM3: Determining development proposals
        - DM6: Use of planning conditions and obligations
        - DM7: Relationship with other regulatory regimes
    - Chapter 4 - Achieving sustainable development
        - S3: Presumption in favour of sustainable development
        - S4: Principle of development within settlements
    - Chapter 5 - Meeting the challenge of climate change
        - CC2: Mitigation of climate change
        - CC3: Adaptation to climate change
    - Chapter 14 - Achieving well-designed places
        - DP3: Key principles for well-designed places
        - DP4: The Design process
    - Chapter 15 - Promoting sustainable transport
        - TR6: Assessing transport impacts
    - Chapter 20 - Conserving and enhancing the historic environment
        - HE9: Conservation areas

ASSESSMENT

Principle of Development

Many households rely on on-street parking, and the shift to electric vehicles means some residents are seeking ways to charge their vehicles close to home. National policy supports measures that reduce carbon emissions and enable low-carbon travel choices, and the local development plan also recognises the importance of supporting sustainable transport.

In principle, an electric vehicle charging point can be acceptable where it is appropriately sited, does not obstruct the highway, and does not harm the character of the area or the amenities of nearby residents.

In this case, the proposal relates to a small-scale piece of infrastructure attached to a residential dwelling. Planning permission is required as the property does not benefit from off-street parking; if off-street parking were available within the site, the installation would otherwise fall within permitted development rights. Subject to assessment of its design, highway safety implications, and impact on the streetscape and conservation area, the principle of the development is acceptable.

Appropriate siting, layout, scale, form, massing, materials, and detail

The proposed electric vehicle charger would be installed on the front elevation of the dwelling within the site's curtilage. It is modest in size and would appear as a small piece of domestic equipment rather than a building alteration.

The proposal does not involve any change to the layout, scale, form or massing of the property and would not visually dominate the frontage. Given its limited size and discreet appearance, the charger would not harm the character or appearance of the dwelling or the wider street scene, including the conservation area.

Overall, the proposal is considered appropriately sited and designed and accords with relevant design policies.

Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

The proposed electric vehicle charger is small in scale and would be discreetly positioned on the front elevation of the dwelling. It would not appear visually dominant or out of keeping with the character of the

property or the surrounding residential street. Given its modest size and domestic nature, the proposal would not harm the appearance of the area.

Effects on amenity

Noise

The proposed charger is not expected to generate any noise.

Road Safety and Traffic Generation

The proposed electric vehicle charger would not result in any increase in traffic movements or vehicle trips associated with the property. The installation itself would not obstruct the highway or footway, and no changes are proposed to the existing vehicular access or parking arrangements. Subject to the charging cable being safely managed so as not to create a trip hazard when in use, the proposal would not give rise to any adverse impacts on highway safety.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposed electric vehicle charger would be installed on the front elevation of the dwelling and does not involve any changes to the building's access arrangements. The development would not reduce the accessibility of the property for disabled people. While the property relies on on-street parking, the installation supports the use of electric vehicles and therefore encourages more sustainable modes of transport, in line with national and local planning policy. Subject to the charging cable being safely managed when in use so as not to obstruct the footway, the proposal would not adversely affect pedestrian access or movement along the public highway.

Vehicular access and car parking

The proposal does not involve any alterations to existing vehicular access arrangements or parking provision associated with the dwelling. The property does not benefit from off-street parking and relies on on-street parking, which is typical of the surrounding area. The installation of the electric vehicle charger would not increase vehicle movements or demand for parking on the highway.

Effects relating to biodiversity, landscape, archaeological or built heritage

Built heritage

The application site is located within the Rushford Park Conservation Area, where development is expected to preserve or enhance the area's special architectural and visual qualities. The Council's conservation area guidance seeks to manage change in a way that respects the established character of buildings and the wider streetscape, while allowing sympathetic and appropriately scaled alterations.

The proposed development is modest in scale and domestic in nature. It would not involve alterations to the building's architectural features or result in the loss of historic fabric, nor would it introduce materials, colours or detailing that would appear visually intrusive. As such, the proposal would sit comfortably within the street scene and would not detract from the character or appearance of the host property or the wider conservation area.

Any impact on the significance of the Rushford Park Conservation Area would therefore be limited and would amount to less than substantial harm, as set out in Section 16 of the National Planning Policy Framework. This level of impact is considered acceptable, having regard to the scale of the development and its compliance with local conservation area objectives.

Green Infrastructure including open space, both public and private

The proposal has no impact on green infrastructure.

Flood risk and drainage.

The site is not located in a flood risk area and therefore does not require a flood statement or assessment.

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. The proposal is considered to be acceptable and therefore determined within a timely manner.

CONCLUSION

In assessing the proposal, regard has been had to the statutory development plan, national planning policy and all other material considerations. The installation of an electric vehicle charger would support the transition to low-carbon travel, which attracts moderate weight in favour of the proposal. It is acknowledged that similar development can, in some cases, be carried out under permitted development rights; however, in this instance planning permission is required due to the absence of off-street parking within the site. The proposal is modest in scale, would not result in harm to residential amenity or highway safety, and would preserve the character and appearance of the Rushford Park Conservation Area, with any heritage impact being less than substantial. On balance, it is considered that the benefits of the proposal outweigh any limited harm identified, and the development is therefore acceptable in planning terms.

CONDITIONS TO BE ATTACHED TO DECISION FOR APPROVAL

1. 3-year time limit

The development must be begun not later than three years beginning with the date of this permission.

Reason - Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Specified plans

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

a. Drawing - Location Plan 23 Mar 2026 THE LOCATION PLAN
b. Supporting Information 23 Mar 2026 EV CHARGER SPECIFICATION
c. Photo 23 Mar 2026 LOCATION OF EV CHARGING POINT

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone.

INFORMATIVE(S)

1. EV Cabling

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. Once the vehicle has been charged, residents will be required to remove the matting and EV cabling from the highway. The applicant may wish to install an EV cable channel, running across the pavement and flush to its surface, to assist in keeping cables out of the way of footpath users. Further information on EV charging can be found on the council's website using the below link: https://www.manchester.gov.uk/sustainable-transport/electric-cars/safe-on-street-charging

APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

Highway Services

3 Berkley Avenue, Manchester, M19 2ED

13 Central Avenue, Manchester, M19 2GE

8 Central Avenue, Manchester, M19 2EN

4 Limefield Terrace, Manchester, M19 2EP

2 Limefield Terrace, Manchester, M19 2EP

1 Berkley Avenue, Manchester, M19 2ED

15 Central Avenue, Manchester, M19 2GE

6 Limefield Terrace, Manchester, M19 2EP

APPENDIX 2 – PLANNING CONSTRAINTS

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

Conservation Area - Rushford Park Conservation Area 1986

Area Team Boundary - Name: NORTH AREA