

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142552/FO/2025
Date registered valid: 10 July 2025
Proposal: Installation of drainage infrastructure, plant and associated works to facilitate Electric Vehicle charging infrastructure.
Address: NCP Car Park, Sackville Street, Manchester, M1 3LY
Ward(s): Piccadilly Ward

Applicant: Lysara Ltd
Agent (if any): Mr Charlie Merry DWD Property and Planning
Case officer: Jack Naven
Tel: 0161 219 2095
Email: jack.naven@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 29 August 2025

Application Details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 28 May 2025

Standard consultations:

Printed: 18 July 2025 Expired: 8 August 2025

Neighbour notifications

Printed: 18 July 2025 Expired: 8 August 2025

Site notice

Posted: 25 July 2025 Expired: 15 August 2025

Posted: 29 May 2025 Expired: 19 June 2025

Press advert

Published: 29 July 2025 Expired: 19 August 2025

Published: 3 June 2025 Expired: 24 June 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of Site/Area

Listed building: Not applicable

Conservation area: Whitworth Street Conservation Area 1985

Tree Preservation Order: Not applicable

The application site is located circa 420 meters to the north east of Manchester Oxford Road Railway Station, located between Major Street, Sackville Street, Bloom Street and Abingdon Street.

The application site comprises of an existing surface level car park operated by NCP. The application site is accessed to the south east via Bloom Street by vehicles and pedestrians. The application boundary comprises of the hard standing area within the NCP car park.

It is adjacent to Whitworth Street Conservation Area.

The Grade II listed Brazil House and 103 Princess Street are situated adjacent to the site.

Description of Development

The proposal seeks the installation of drainage infrastructure, plant and associated works to facilitate Electric Vehicle charging infrastructure.

This will included the installation of three structures associated with a new substation, LV Switchroom and 2 no. Kempower Units and associated infrastructure and the installation of surface water drainage infrastructure.

The EV chargers in terms of location and style (wall mounted or freestanding post) have been shown on the proposed site plans for context, as the installation of EV charging infrastructure and conversion of normal bays provides the justification for the proposed works listed above, however planning permission is not sought for the chargers on the basis that this infrastructure benefits from Permitted Development rights.

Consultations & Notification Responses

Publicity - Neighbour notification letters were sent to surrounding properties. A site notice and local press advert were also produced. At the time of writing this report, no representations have been received because of this publicity.

Highway Services – Requested that a Construction Management Plan be attached as a condition as well as various informatives.

Environmental Health – Have recommended that a Construction Management Plan be attached as a condition, as well as conditions regarding plant noise and a watching brief for contamination. Also requested a condition be attached regarding the EV Chargers, but as these are covered under PD Rights and do not form a part of the planning application, this condition has not been attached.

MCC Flood Risk Management - Requested that a pre-commencement condition be attached regarding SuDS.

United Utilities Water PLC - Requested that a pre-commencement condition be attached regarding SuDS.

Policy

Places for Everyone (2024)

- JP-Strat2 (City Centre)
- JP-P1 (Sustainable Places)
- JP-P2 (Heritage)

The Adopted Core Strategy for the City of Manchester (2012)

- SP1 (Spatial Principles)
- EN1 (Design Principles and Strategic Character Areas)
- EN3 (Heritage)
- EN14 (Flood Risk)
- CC9 (Design and Heritage)
- DM1 (Development Management)

The Unitary Development Plan (UDP) for the City of Manchester (1995)

- DC18.1 (Conservation Areas)
- DC19.1 (Listed Buildings)

National Planning Policy Framework (NPPF) (2024)

- Section 12 (Achieving well-designed places)
- Section 16 (Conserving and enhancing the historic environment)

The National Design Guide (January 2021)

Sections 16, 66 and 72 of the Listed Buildings and Conservation Areas Act 1990

Issues

Principle of Development

The substation, LV Switchroom, and Kempower Unit are required in order to facilitate the installation of EV chargers to service 23 parking bays. The principle of introducing necessary apparatus to service EV chargers is acceptable as it would support infrastructure in the city centre for electric vehicles. Matters of amenity require consideration.

Clarification regarding permitted development rights for the EV Chargers

In terms of the EV chargers, they must comply with the Permitted Development criteria within the Town and Country Planning (General Permitted Development) (England) Order 2015 (as Amended).

This application is not a prior approval application, and the EV chargers are not being sought consent for under this planning permission.

Table 1.2 in the covering letter submitted alongside this application clearly lays out compliance with the Permitted Development Order.

Visual Amenity

The Kempower Unit is considered to be modest in size. It is located in the centre of the car park as it has to be situated right next to the EV charging bays.

It was initially discussed with the applicant to see if all the structures could be grouped together.

It was been clarified that the Kempower unit removes the need for each individual charger to have a power unit, therefore reducing the mass and size of the EV chargers themselves.

The Kempower supply still needs to be in the vicinity of the charger post and therefore could not be located alongside the two other structures that consent is being sought for.

The Kempower unit originally had a fence around it, which added a degree of harm to the visual amenity of the area. The fence has been removed from the proposal as it stands.

The Substation and LV Switch Room shall be situated in the corner of the site, next to 94-98 Bloom Street.



View from Bloom Street

Both structures are approximately 2.8 metres tall, with the LV Switch Room taking up 3.5m x 1.5m of space and the Substation taking up 3.1m x 3.7m of space.

The design of both are utilitarian structures painted in green. They are separated by 2m, required this space between to comply with electricity safety standards for such structures.

The location of these two structures has been chosen as there is a level of natural screening provided. 94-98 Bloom Street provides a level of screening of the structures when approaching the site from the Princess Street side of Bloom Street.



View from outside 94-98 Bloom Street

Two trees situated on Bloom Street also provide a degree of natural screening during the spring and summer months.



View from Bloom Street towards Sackville Street

The site is directly adjacent to a Conservation Area and there are listed buildings close by.

It is clear that the introduction of these structures will result in a degree of harm to the visual amenity of the surrounding street scene. Although the EV chargers do not form part of this application, the introduction of so many structures within this area will lead to clutter and the City Council is concerned over the cumulative harm that could result in the introduction of so many various structures.

The City Council do see the benefits of the proposal and accept that an introduction of visual clutter is necessary in order to achieve the outcome of providing EV chargers in this area, which does bring about positives benefits to the city as a whole.

In order for the proposal to be acceptable by the City Council on visual amenity grounds, a condition has been attached, to be discharged before the commencement of any works to the LV Switch Room and Substation structures, for a scheme to visually screen these structures, in order to mitigate against the visual amenity impact.

Residential Amenity

MCC's Environmental Health team accepted the findings of the Noise Impact Assessment submitted as a part of this application. A condition has been attached to the application requiring the development to comply with this Noise Impact Assessment. A verification element has also been attached to the condition that must be discharged before the operation of the site, which is a standard requirement on any noise related conditions.

A Construction Management Plan condition has been attached which will mitigate against any residential amenity impacts during the construction phase.

Highway and Access Impacts

The existing car park provides 115no. car parking spaces. The site is to provide a total of 110no. car parking spaces comprising 23no. EV parking bays and 87no. non-EV parking bays.

5no spaces will be lost as a result of the works.

The parking bays have been identified on the plans as having a minimum dimension of 2.4m x 4.8m, which is acceptable to Highway Services.

A Construction Management Plan condition has been attached which will mitigate against any highway and access impacts during the construction phase.

Flood Risk and Drainage

The scheme will bring about new drainage works. Both MCC's Flood Risk Management team and United Utilities have requested that a SuDS condition be attached to any approval of the application.

Conclusion

On balance, there will be a degree of visual amenity harm caused as a result of the works carried out, which will impact the surrounding street scene, adjacent to the conservation area and within the setting of nearby listed buildings.

However, the benefits of providing structures to facilitate EV charge points, which are considered to bring about positive benefits, are considered to mean that a degree of visual harm is

acceptable on this occasion, providing that a scheme to visually screen the LV Switch Room and Substation structures is agreed.

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/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application.

Condition(s) to be attached to decision for approval

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, received by Manchester City Council as the Local Planning Authority on 10 July 2025:

- Proposed Site Plan 7944-SMR-MA-ZZ-DR-A-2003-S3-P7

- Proposed Substation Details 7944-SMR-MA-ZZ-DR-A-2006-S3-P6
- Proposed Bloom Street Site Elevation 7944-SMR-MA-ZZ-DR-A-2007-S3-P5
- Proposed Drainage 242037-ECE-ZZ-XX-DR-C-5210
- Sustainable Drainage Strategy, produced by EirEng
- Noise Impact Assessment, produced by TetraTech

Received by Manchester City Council as the Local Planning Authority on 18 July 2025:

- Site location plan 7944-SMR-02-ZZ-DR-A-2001-S3 P4

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policies DC18 and DC19.

3) Notwithstanding the details as set out in condition 2 above, prior to the commencement of the development hereby approved, a surface water drainage scheme for the development site, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in brownfield runoff rate or greenfield runoff rate.
- Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).
- An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.
- Construction details of flow control and SuDS components.
- Details of how the scheme shall be maintained and managed after completion. Maintenance and management plan, including responsible party and a schedule of tasks/frequencies for the components.
- An investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);

- Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- Foul and surface water shall drain on separate systems.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

4) Notwithstanding the details as set out in condition 2 above, prior to the commencement of the installation of the LV Switchroom or Substation, the full and final design details of the LV Switchroom and the Substation, including any visual screen measures to mitigate the visual amenity impact of these structures, shall be submitted in writing to and be approved in writing by the City Council as the Local Planning Authority.

The approved details shall then be implemented as a part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

5) Prior to the commencement of development, a Construction Management Plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority. This shall include as a minimum:

- Phasing and quantification / classification of vehicular activity.
- Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
- A site plan for the development during the construction phase to show the holding area, welfare area and appropriate waste storage location.
- Consideration of ongoing construction works and contractor parking in the locality.
- A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site
- Measures to control noise and vibration;
- Dust suppression measures;
- Compound locations where relevant;
- Details of an emergency contact telephone number;
- A community consultation plan; and
- Sheeting of construction vehicles.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy

6) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy and validated. If no contamination is found, then a post completion report shall be submitted to evidence this prior to occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

7) a) Any plant, equipment and servicing shall be selected and/or acoustically treated in accordance with the Noise Impact Assessment, submitted by TetraTech, received by the City Council as the Local Planning Authority on 10 July 2025, in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences.

b) Prior to the operation of the scheme, a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and Unitary Development Plan saved policy DC26.

8) In the event that the proposed EV infrastructure falls outside the parameters of permitted development rights, details shall be submitted to the City Council as the Local Planning Authority for written approval prior to installation.

Reason - To promote sustainable development and in the interests of visual amenity and residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy

Informatives

1) To discuss their drainage proposals the applicant should contact our Developer Services team by email at SewerAdoptions@uuplc.co.uk. Alternative ways to contact the team are detailed in the Appendix, Section 5.0 'Contacts'.

2) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

3) The applicant will need to apply for TTROs for any road/footway closures. The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

4) If the proposed drainage infrastructure works are to affect the highway, it should be ensured that it is reinstatement to MCC standards. The applicant will be required to enter into a Section 278 for the alterations to the existing highways. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

5) Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

6) Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Police
United Utilities Water PLC

Flat 203, 63 Bloom Street, Manchester, M1 3LR
Flat 109, 63 Bloom Street, Manchester, M1 3LR
Flat 307, 63 Bloom Street, Manchester, M1 3LR
43 Bloom Street, Manchester, M1 3LY
Basement, Princess House, 105 - 107 Princess Street, Manchester, M1 6DD
41 Bloom Street, Manchester, M1 3LY
Flat 303, 63 Bloom Street, Manchester, M1 3LR
Flat 201, 63 Bloom Street, Manchester, M1 3LR
Flat 306, 63 Bloom Street, Manchester, M1 3LR
45 Bloom Street, Manchester, M1 3LY
Second Floor Rear Left, Princess House, 105 - 107 Princess Street, Manchester, M1 6DD
Flat 101, 63 Bloom Street, Manchester, M1 3LR
Flat 204, 63 Bloom Street, Manchester, M1 3LR
Flat 404, 63 Bloom Street, Manchester, M1 3LR
First Floor 37 And Part 39, 37 Bloom Street, Manchester, M1 3LY
National Museum Of Labour History, 103 Princess Street, Manchester, M1 6DD
Ground Floor, 37 Bloom Street, Manchester, M1 3LY
37 - 39B Bloom Street, Manchester, M1 3LY
Flat 103, 63 Bloom Street, Manchester, M1 3LR
Flat 401, 63 Bloom Street, Manchester, M1 3LR
Flat 305, 63 Bloom Street, Manchester, M1 3LR
47 - 49 Bloom Street, Manchester, M1 3LY
New York New York, 98 Bloom Street, Manchester, M1 3LY
39 Bloom Street, Manchester, M1 3LY
Flat 2, 27 Sackville Street, Manchester, M1 3LZ
Ground Floor, 39 Bloom Street, Manchester, M1 3LY
Flat 104, 63 Bloom Street, Manchester, M1 3LR
MAT WRIGHT PHOTOGRAPHY LIMITED, First Floor, 61 Bloom Street, Manchester, M1 3LY
Basement, 37 - 39B Bloom Street, Manchester, M1 3LY
Second Floor, 61 Bloom Street, Manchester, M1 3LY
Flat 8, 27 Sackville Street, Manchester, M1 3LZ
Flat 4, 27 Sackville Street, Manchester, M1 3LZ
Flat 207, 63 Bloom Street, Manchester, M1 3LR
61 Bloom Street, Manchester, M1 3LY
Third Floor, Princess House, 105 - 107 Princess Street, Manchester, M1 1DD
Fourth Floor, Princess House, 105 - 107 Princess Street, Manchester, M1 6DD
Flat 206, 63 Bloom Street, Manchester, M1 3LR
55 - 59 Bloom Street, Manchester, M1 3LY
Ground Floor, 61 Bloom Street, Manchester, M1 3LY
100 Bloom Street, Manchester, M1 3LY
Eva's, 27 Sackville Street, Manchester, M1 3LZ

Flat 3, 27 Sackville Street, Manchester, M1 3LZ
Flat 1, 27 Sackville Street, Manchester, M1 3LZ
Flat Above, 51 - 53 Bloom Street, Manchester, M1 3LY
Flat 304, 63 Bloom Street, Manchester, M1 3LR
Flat 302, 63 Bloom Street, Manchester, M1 3LR
Flat 107, 63 Bloom Street, Manchester, M1 3LR
Flat 106, 63 Bloom Street, Manchester, M1 3LR
35 Bloom Street, Manchester, M1 3LY
The Thompsons Arms, 23 Sackville Street, Manchester, M1 3LQ
Second Floor Front Right, Princess House, 105 - 107 Princess Street, Manchester, M1 6DD
Basement To First Floor, National Museum Of Labour History, 103 Princess Street, Manchester, M1 6DD
Flat 6, 27 Sackville Street, Manchester, M1 3LZ
31 Bloom Street, Manchester, M1 3JE
Flat 205, 63 Bloom Street, Manchester, M1 3LR
Flat 102, 63 Bloom Street, Manchester, M1 3LR
Flat 405, 63 Bloom Street, Manchester, M1 3LR
Flat 202, 63 Bloom Street, Manchester, M1 3LR
Flat 403, 63 Bloom Street, Manchester, M1 3LR
Ground Floor To Third Floor, 103 Princess Street, Manchester, M1 6DD
Second Floor, Princess House, 105 - 107 Princess Street, Manchester, M1 6DD
Flat 406, 63 Bloom Street, Manchester, M1 3LR
Princess House, 105 - 107 Princess Street, Manchester, M1 6DD
Centre Stage, 51 - 53 Bloom Street, Manchester, M1 3LY
Flat 108, 63 Bloom Street, Manchester, M1 3LR
Flat 402, 63 Bloom Street, Manchester, M1 3LR
Flat 105, 63 Bloom Street, Manchester, M1 3LR
Basement, 61 Bloom Street, Manchester, M1 3LY
103 Princess Street, Manchester, M1 6DD
109 Princess Street, Manchester, M1 6JB
37 Bloom Street, Manchester, M1 3LY
Flat 7, 27 Sackville Street, Manchester, M1 3LZ
Flat 5, 27 Sackville Street, Manchester, M1 3LZ
41A Bloom Street, Manchester, M1 3LY
Flat 301, 63 Bloom Street, Manchester, M1 3LR
Flat 110, 63 Bloom Street, Manchester, M1 3LR
Arnero, 25 Sackville Street, Manchester, M1 3LZ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Whitworth Street Conservation Area 1985
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: CENTRAL