

Project

**2576 - TFGM Queens Road Bus Depot**

Subject

**Design & Access Statement**

Revision II Nov 2025

Revision I July 2025

Initial Issue June 2025

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## **4.0 SUMMARY**

# 1.0 Introduction

# 1.1 Introduction

## INTRODUCTION

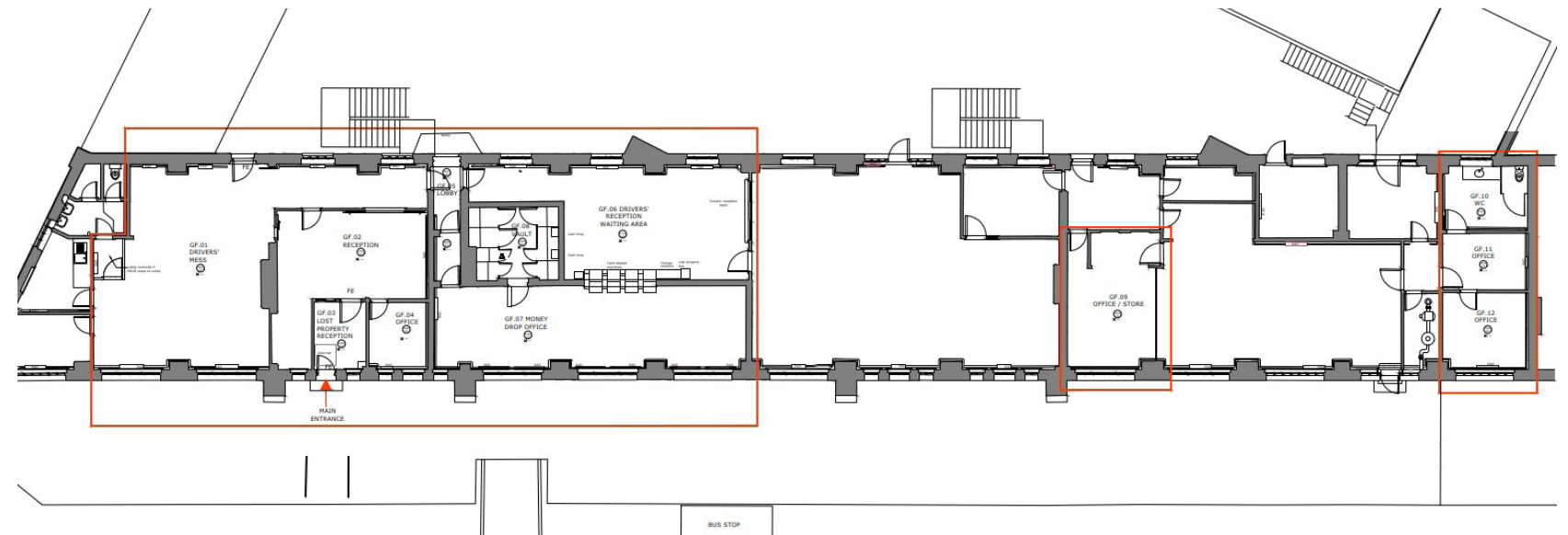
This Design and Access statement has been prepared by Jefferson Sheard Architects on behalf of Transport for Greater Manchester (TFGM), application for Listed Building Consent to Queens Road Bus Depot. This statement should be read in conjunction with the proposed drawings and documentation which has been submitted as part of this application.

Queens Road Depot is designated a Grade II listed building Entry number 1247471 and first listed 20-Jun-1988. The listing states

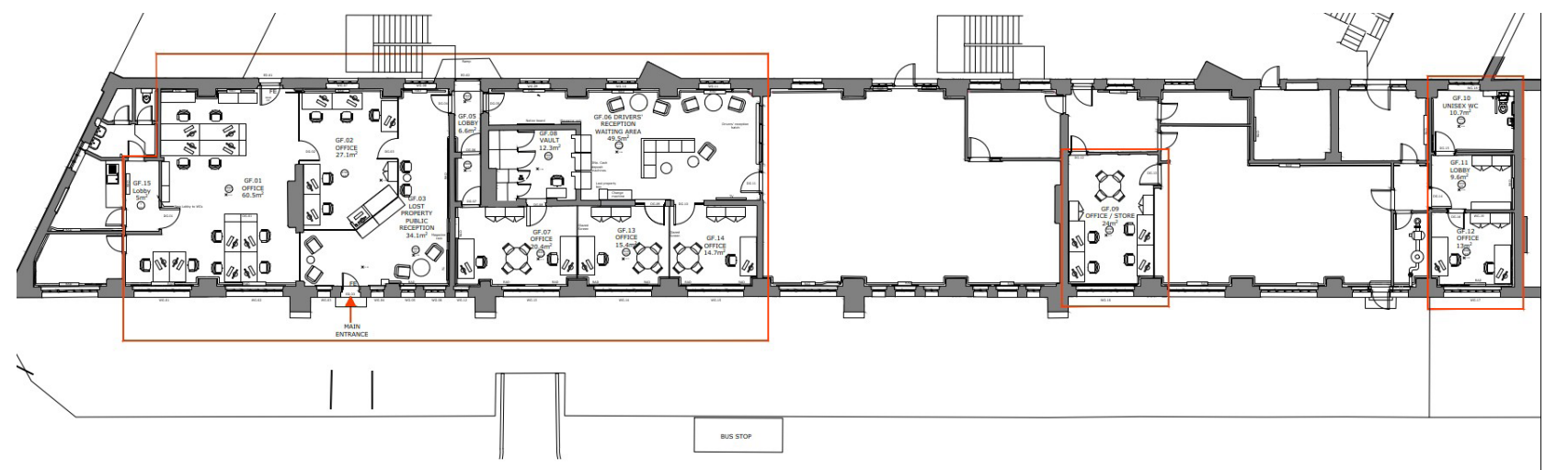
“ Includes: Nos.99 AND 99A QUEENS ROAD Cheetham. Former electric tram shed, now bus depot and museum. Dated 1901; altered. Red brick, some stone dressings, steeply-pitched slate roofs. Office block to front; tram shed behind facade. Two storeys, 15 irregular bays, plus wide splayed corner to left. The corner has a very

large round-headed window with chamfered surround and 5 stone voussoirs including carved keystone, and a keyed clock-face above with arched surround, and is flanked by ramped screen walls. The main range has bays in rhythm AAABBACABBAAAA, with low buttresses between these sections: “A” bays have semi-circular windows at ground floor and tall half dormers with gables; the central “C” bay is similar but larger, with a banded gable; and the “B” bays have square -

headed windows on both floors, and eaves swept out. All windows have metal glazing bars. Nos.99 and 99A attached at right-hand end similar but with wooden small-paned windows. The splayed corner has a foundation stone with lettering ‘Queens Road Bus Depot, 99 Queens Road, Manchester M8 8UT including the words “City of Manchester. The first electric car shed, opened on the 6th day of June 1901”, and a war memorial plaque. Very long return side in simpler style. Interior not inspected”



Key Plan (Existing)

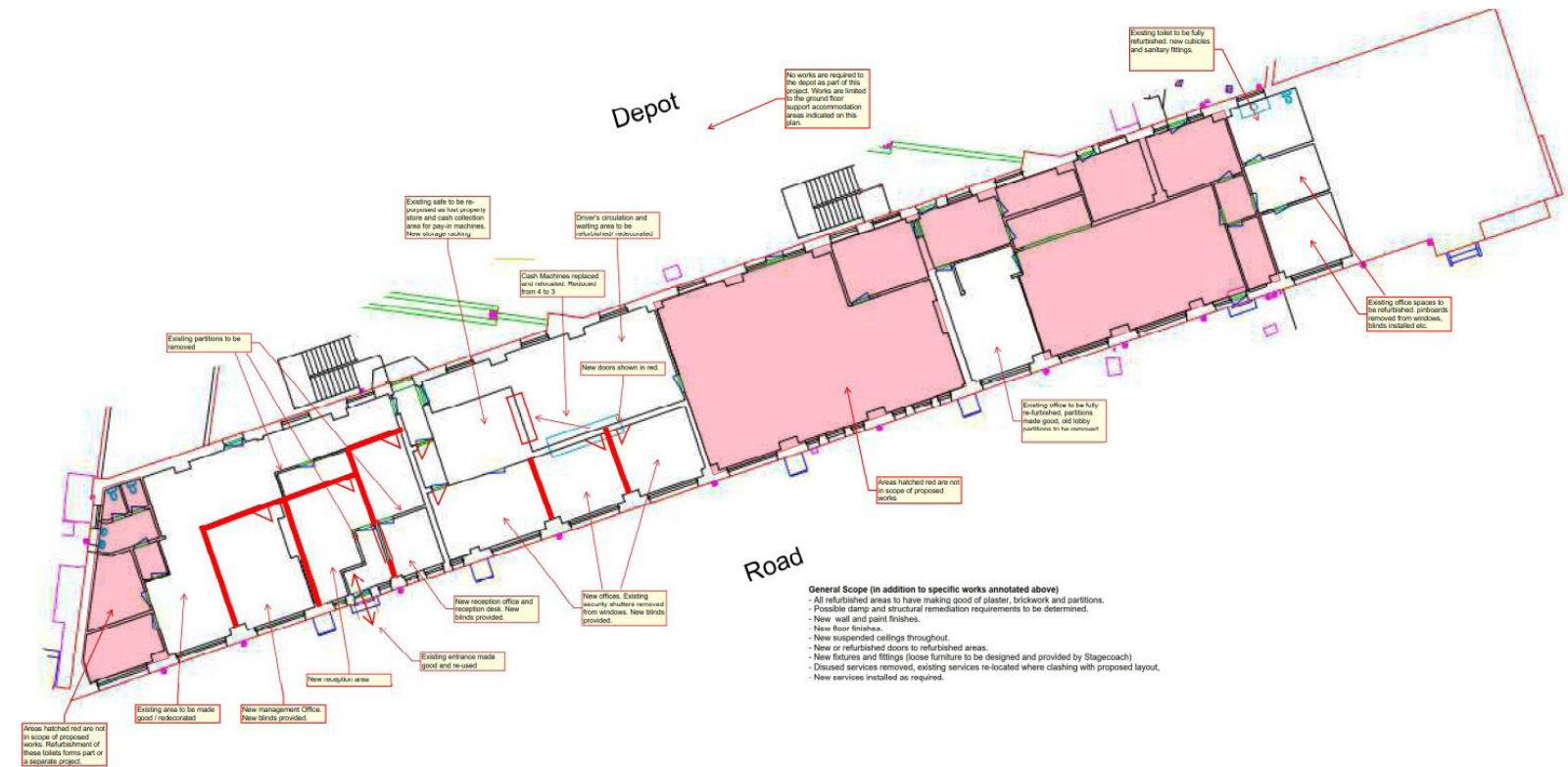


Key Plan (Proposed)

## 1.2 Initial Project Brief

The key elements of the initial project brief were:

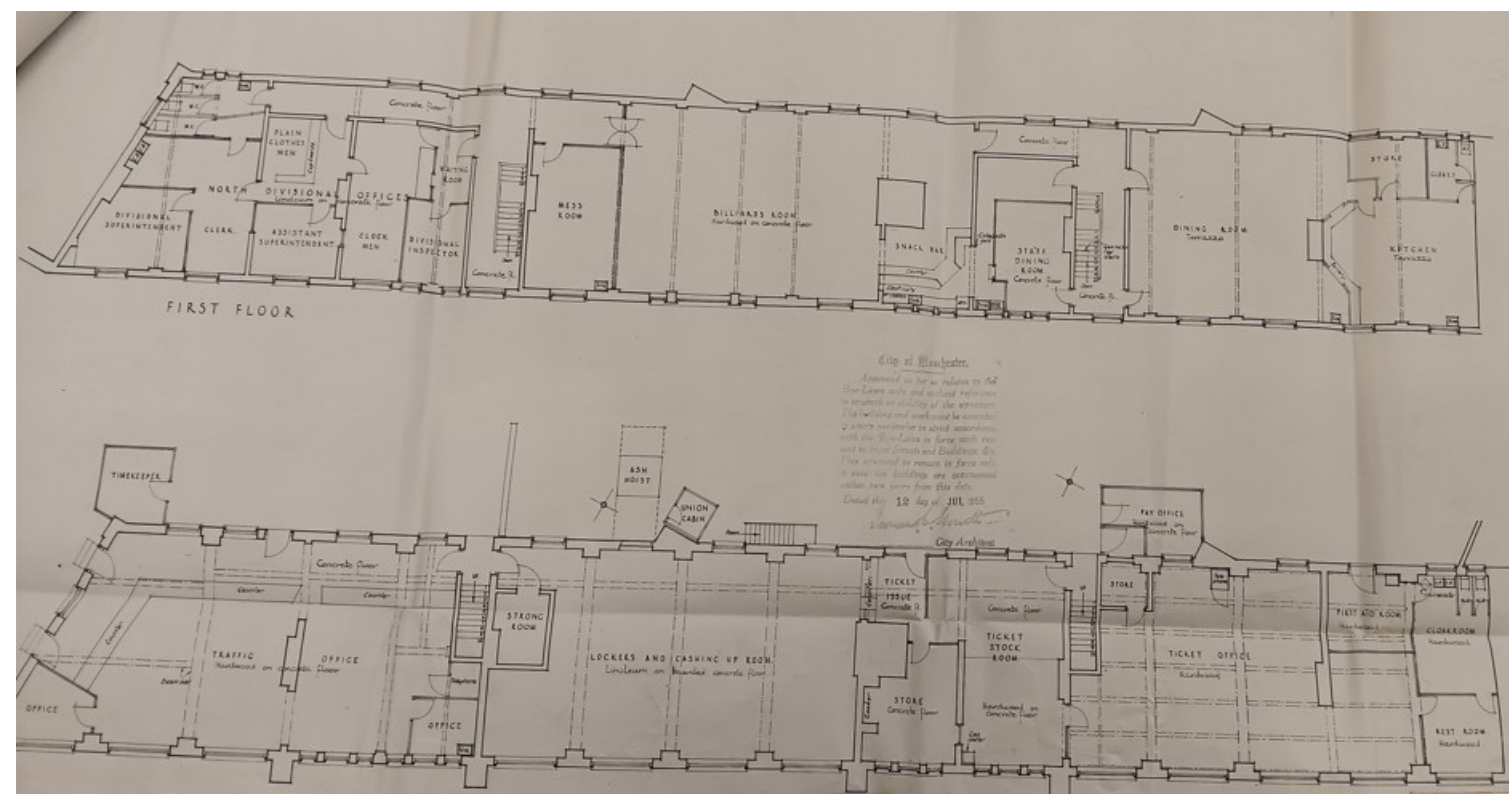
- Highlighted areas to be made good, repaired plaster and redecorated
- Public lost property reception to be improved
- Existing security shutters to be removed
- Cash machines to be replaced and relocated
- WC to have new fittings
- Possible damp and structural remediation requirements to be determined.
- New wall and paint finishes.
- New floor finishes.
- Ceilings to be retained and made good.
- New or refurbished doors to refurbished areas.
- New fixtures and fittings (loose furniture to be designed and provided by Stagecoach)
- Disused services removed, existing services re-located where clashing with proposed layout,
- New services installed as required.



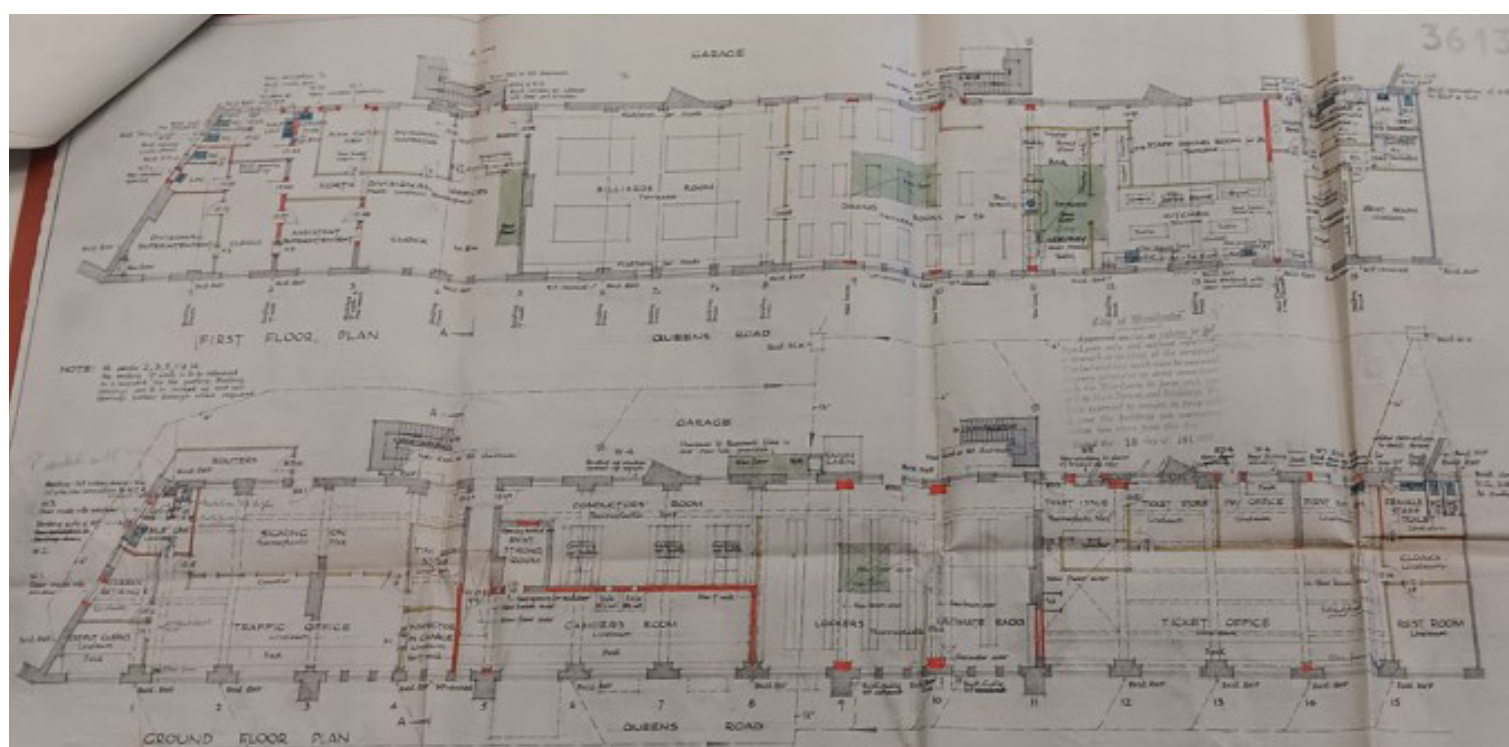
Following the initial briefing the concept design developed with regular Client meetings and discussions. In put from the Heritage Consultant, Heritage Architecture, developed the strategies for improving the historic fabric and revealing features within the depot. Opportunities to retain and improve the spaces were discussed on site with the Heritage Consultant and MCC.

These plans have given record evidence to the original form of the building and indicate which partitions have been installed at a later date. Key design principles relating to the historic fabric and character of the building have been informed by discussions with heritage architecture. These include:

- Rationalisation of ground floor plan, removing later, ad hoc partitions which diminish from original/historic layout
- Restoring historic proportions and spatial hierarchy through removal of later accretions
- New glazed partitions will allow visual permeability through the space which does not detract from ability to appreciate spatial volumes of key areas
- Retention of key historical spaces, including the glazed brick strong room
- Refurbishment and reutilisation of original radiators
- Improving flow and access through the ground floor, including improving accessible routes and creating legible drivers' reception/waiting area
- Emphasis on rationalisation of the ground floor in terms of spaces/legibility of floorplan, and services - stripping away redundant cabling and modern accretions
- Retention of the (redundant) sprinkler system for it's heritage value.



### Existing 1950s plans



1950s plans showing proposed alterations

## 1. 4 Heritage Strategy

### Partitions

Over the years modern partitions have been constructed to suit changing requirements. The space has become more cellular as a result making it difficult to read the large open plan volumes once found at the depot.

By removing the in fill partitions, reconfiguring the layout and using glazed screens for where smaller cellular spaces are required the floorspace can be opened up, restoring a sense of the original proportions of the floor, whilst providing for practical requirements necessitated in a modern office.



Example modern partitions creating cellular spaces.



### Glazed screens

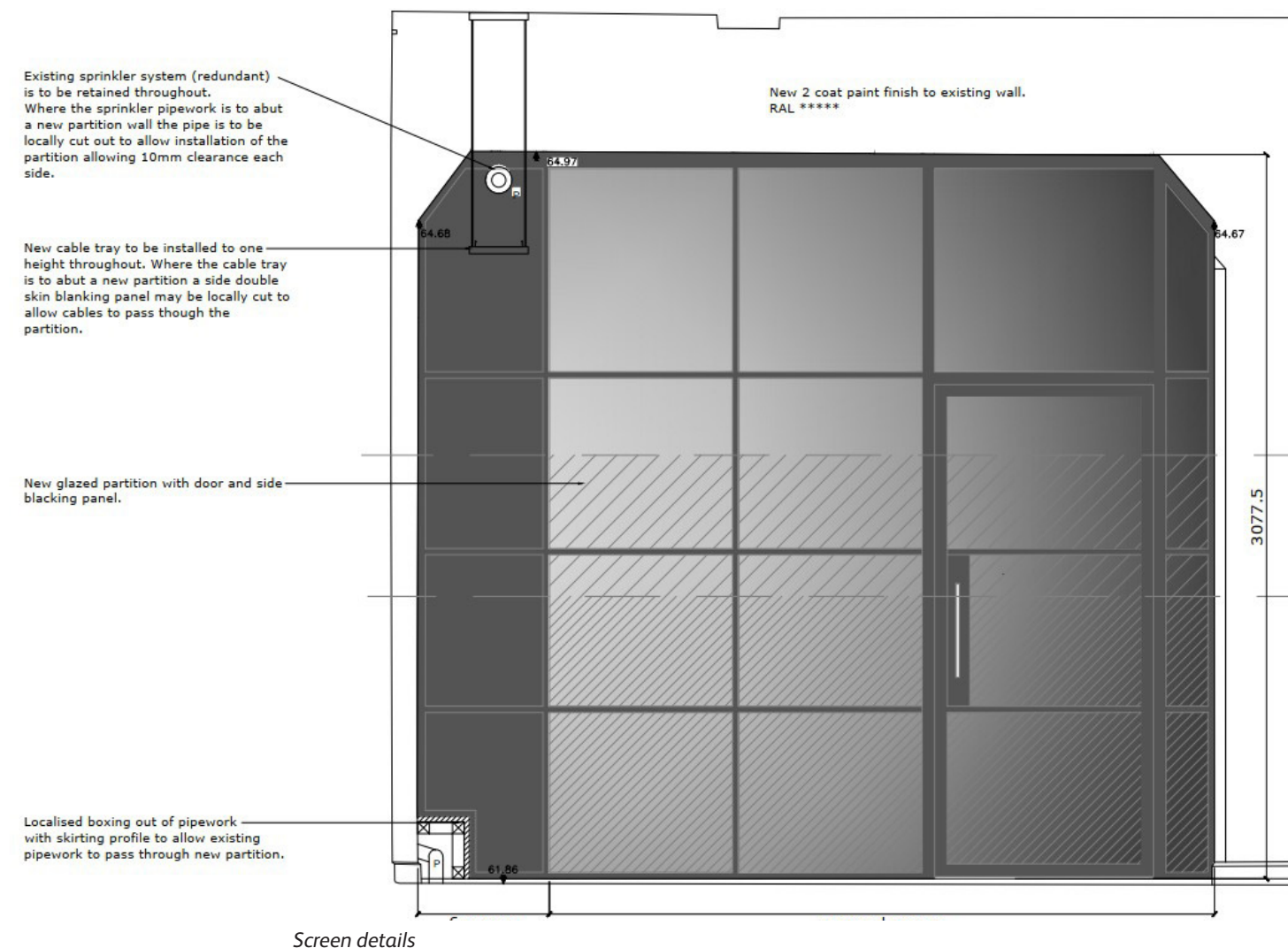
The Glazed partitions have been carefully developed with Planet partitions' advice. The screens need to accommodate the heating pipes that run around the perimeter of the rooms. This has been accommodated with a boxing around the pipe and a notch in the screen to suit.

Further challenges include accommodating the routing of the consolidated services on a cable tray which also needs to pass through the screens. The use of an in fill panel which is painted to match the frame allows a void to be cut out and the tray to pass through. This avoids punching new holes in to the historic fabric.

The cable trays have been coordinated with the MEP Consultant to ensure they sit away from architectural features.

The style of the screens reflect the glazing bars of the external windows, breaking the glass into small panes.

Manifestations are proposed to the new screens to give privacy. A dense circular pattern will sit to the base of the screens in obscure film, reducing to give greater visibility the higher up the screen.



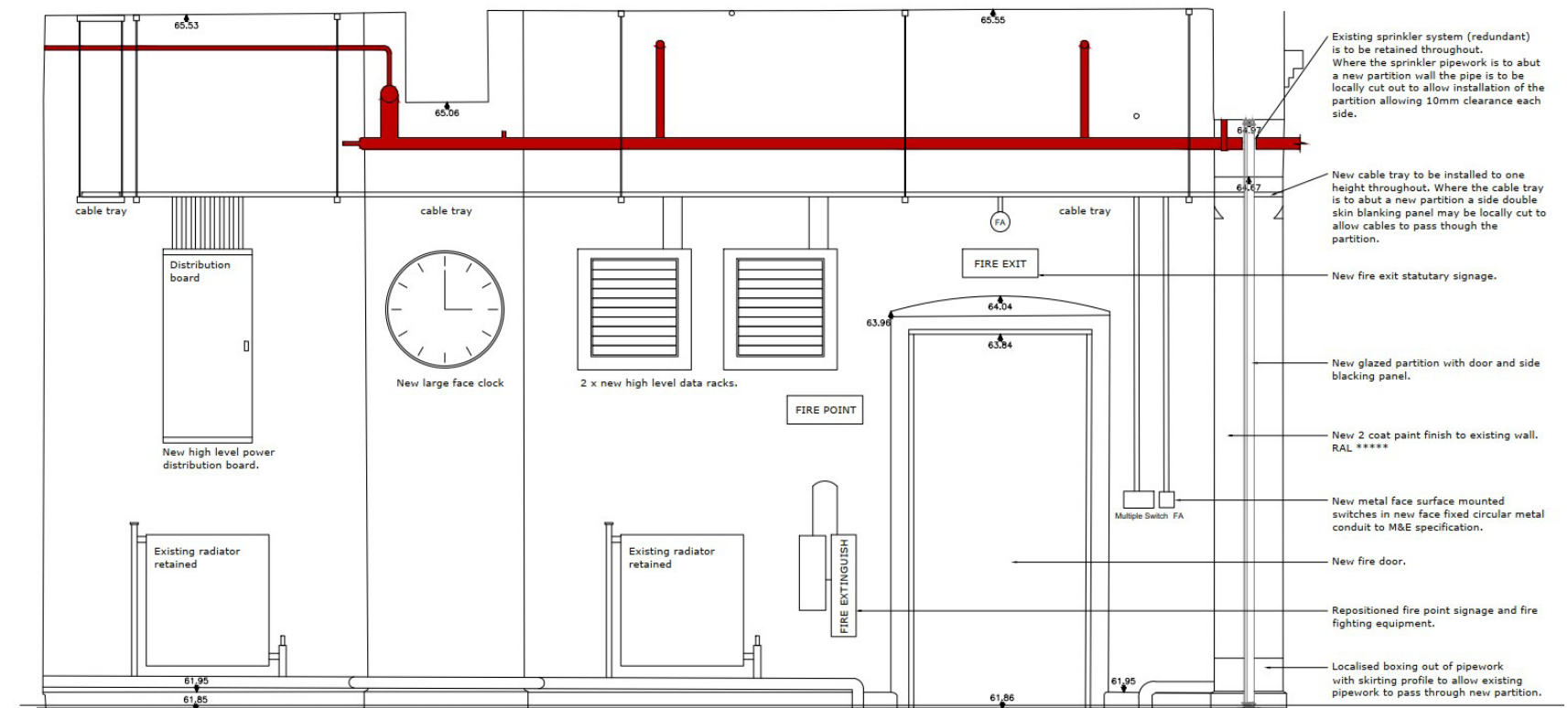
## 1. 4 Heritage Strategy

### Sprinkler

The retention of the redundant sprinkler system has also been accommodated throughout the building. It was advised by the Heritage Consultant that this should be retained as a feature due to it likely being from an early, if not original phase of the building's history.

It has been incorporated into the proposal as shown and where these run and meet the new screens it is proposed that the pipe is cut and capped either side of the screen.

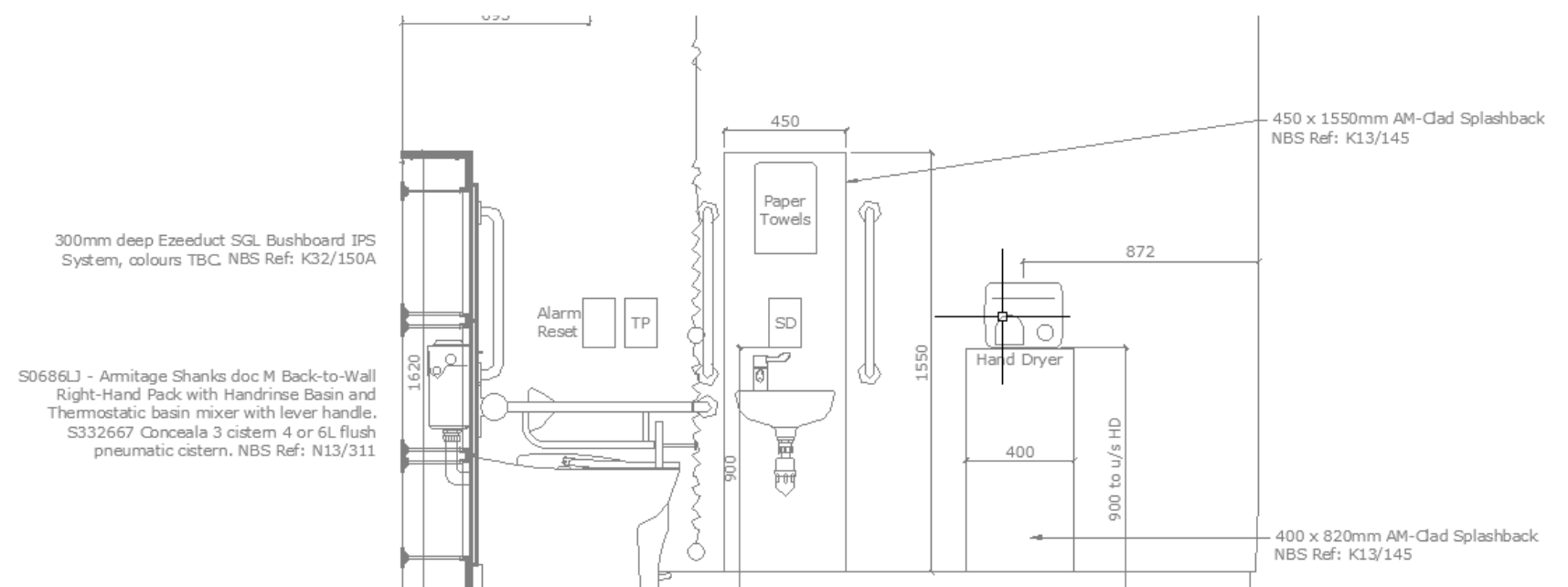
The sprinkler will be stripped back and decorated in a red shade which it appears to have been historically and still is in most rooms.



Sprinkler system highlighted for retention throughout the scheme

### WC

There is a cubicle around the existing single WC. This is proposed to be removed. There is also 'whiterock' to the wall which will also be taken down and the wall repaired behind this. The proposed scheme includes for an accessible WC configuration. An IPS system is proposed to the back of the WC to give a flush surface for the WC to sit against as the walls are not to 90 degrees. This is a low level IPS which will provide a shelf space to the top.



Accessible WC with low height IPS

## 1. 4 Heritage Strategy

### Windows

The design strategy includes taking the opportunity to reveal windows through removing later accretions to improve an appreciation of their original form.

The proposals include for the removal of panels to boarded up windows such as in to GF.10 WC which has been covered for privacy reasons. As an alternative, the use of a lightweight and reversible opaque film applied to the windows allows for privacy to be maintained.

Blinds currently are installed above windows obscuring the curved arch. It is proposed that these are removed and new blinds are installed which will follow the form of the window sitting within the reveal. Secret fixings will have minimal impact on the windows.

Security shutters which have metal bars were once required to GF.07 money drop office. These are no longer necessary and are highlighted for removal to open up the windows and allow their original arched profile to be read.

Notice boards have been installed covering windows in some rooms again to allow windows to be revealed these will be removed and the walls repaired.

Layers of paint have built up through re-decoration of windows throughout the years. This has meant the definition of the timber has been lost. The paint layers will be tested prior to works to ensure any original paint can be analysed. The opportunity is taken to remove the layers of paint stripped back to the original wood and applying new decoration.



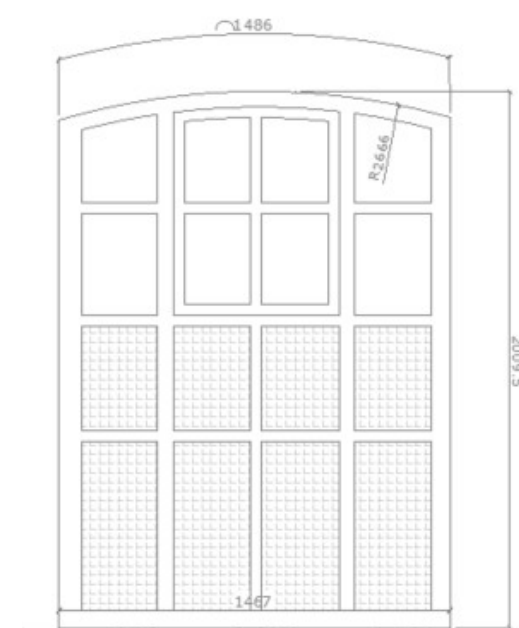
Boarded up lower section of WC GF.10 window to be removed and film applied to lower panes to provide privacy as below



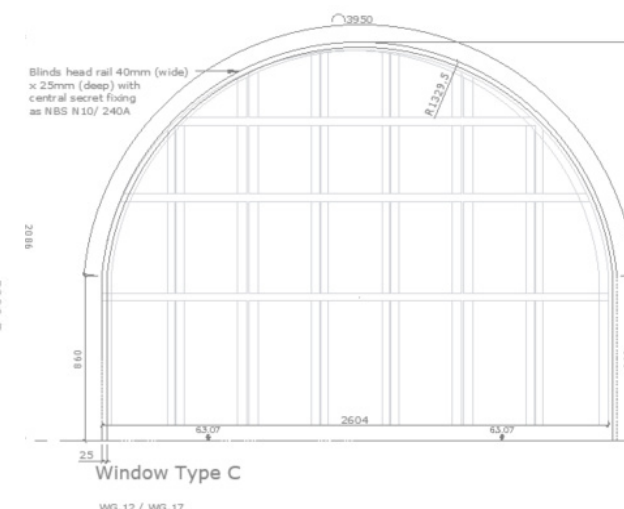
Blinds fixed above arched windows obscuring the form will be removed. New blinds are proposed which follow the curve of the arch and are secret fixed within the window reveal.



Security shutters to GF.07 detract from the original feature windows. As part of the works it is proposed that these are removed as no longer required as shown on extract below for demolition.

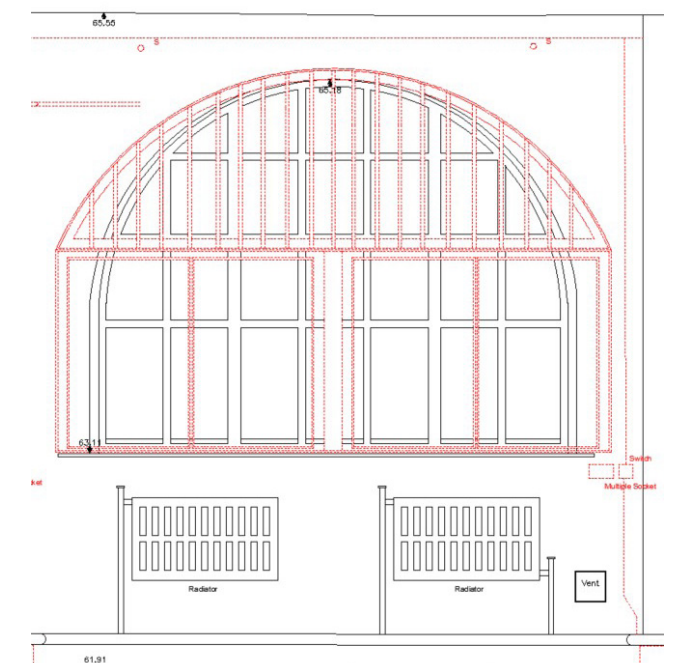


Window Type H



Window Type C

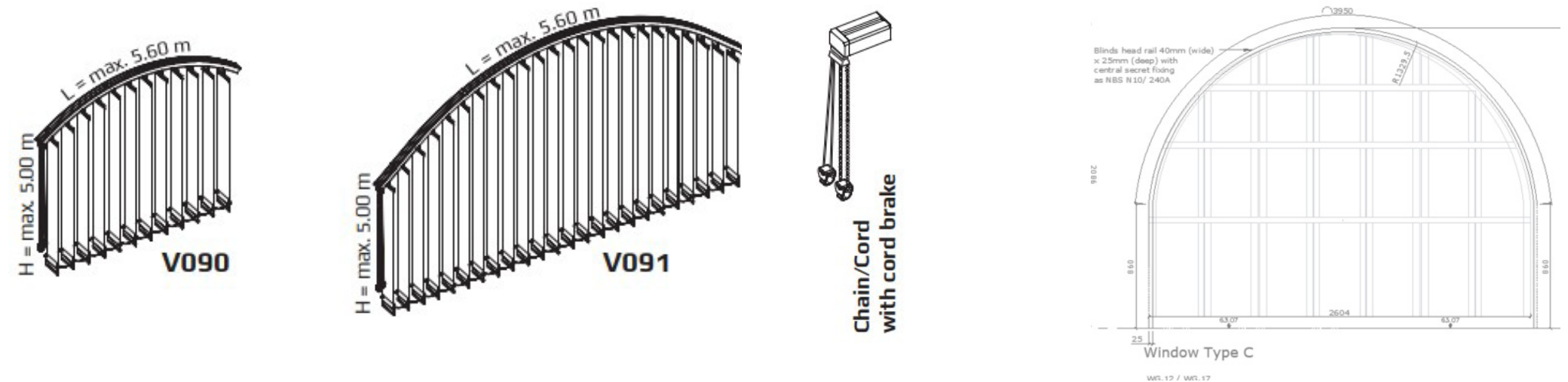
WLS 17 / WLS 17



## 1. 4 Heritage Strategy

### Windows

Blinds currently are installed above windows obscuring the curved arch. It is proposed that these are removed and new blinds are installed which will follow the form of the window sitting within the reveal. Secret fixings will have minimal impact on the windows.



Manufacturer's details for proposed blinds to windows. Arched profile to suit both types of windows

### Skirtings

There is a mix of existing skirtings throughout the area for refurbishment. Generally they are simple and modern timber skirtings in various conditions. Some areas have coved vinyl skirtings or none at all either purposefully where walls are brick or have been damaged. Replacement skirtings are proposed as new pencil round edge 12mm skirtings with heights to suit levels and existing radiator pipe work.

Existing skirtings will be removed and retained where feasible while plaster is removed and floors levelled. It is proposed that these will be stripped and reinstated, with sections spliced in to match where required. New skirtings will be installed to new areas of wall.

In the accessible WC it is proposed that the skirting will be coved formed vinyl to aid cleaning.



Example of existing skirting



Example of proposed

## 1. 4 Heritage Strategy

### Services

The removal of extensive surface fixed wiring and services which have been added in piecemeal fashion without coordination or removal of redundant wiring. This has had a detrimental impact and detracts from the interiors. As well as being unsightly they are a health and safety risk. Beehive Building Services the MEP Consultant are working with TFGM to rationalise and remove services found to be unnecessary and improve aesthetics and functionality.

As part of the strategy new cable trays will collate any required services at high level. Dropping at logical points via round metal conduits. Cable trays will be painted to match the background ceiling / walls.

### Trunking

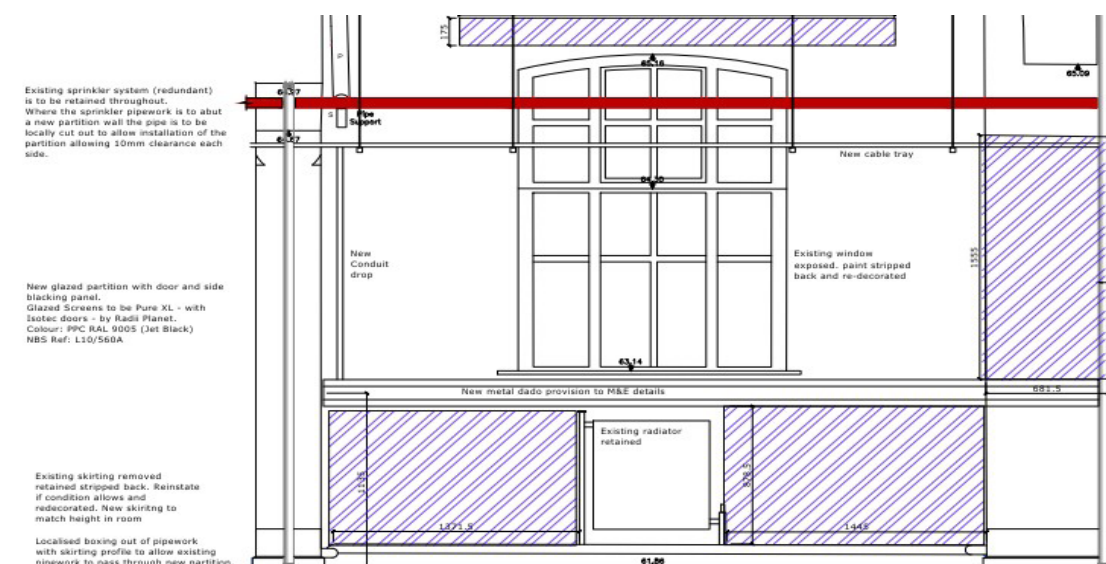
Metal trunking will be installed to provide services to new desk locations. The metal trunking has been discussed with the Heritage team and agreed as an appropriate style for this type of building.

Trunking will be fixed to walls at approximately dado height, refer to room elevations. The trunking will be fed by drops from metal conduits painted out to match the wall background colour. The existing radiators and cill heights restrict the level at which the trunking can be run. The radiator heating system is being retained with low level pipes set at falls around the room perimeters it isn't feasible to set trunking at skirting level as this would clash with both radiators and pipework. The trunking level is set by this constraint throughout.

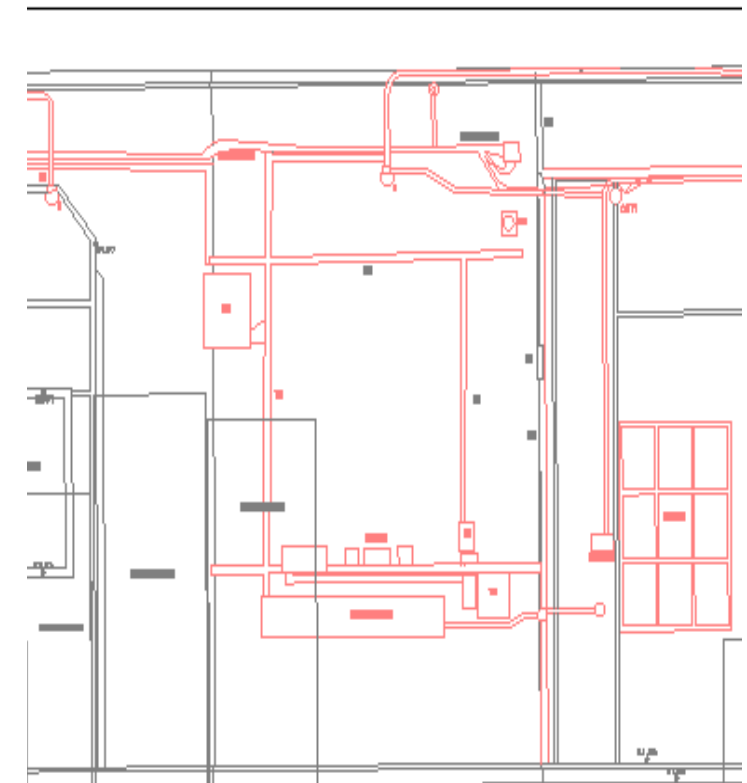
See adjacent extract from room elevations.



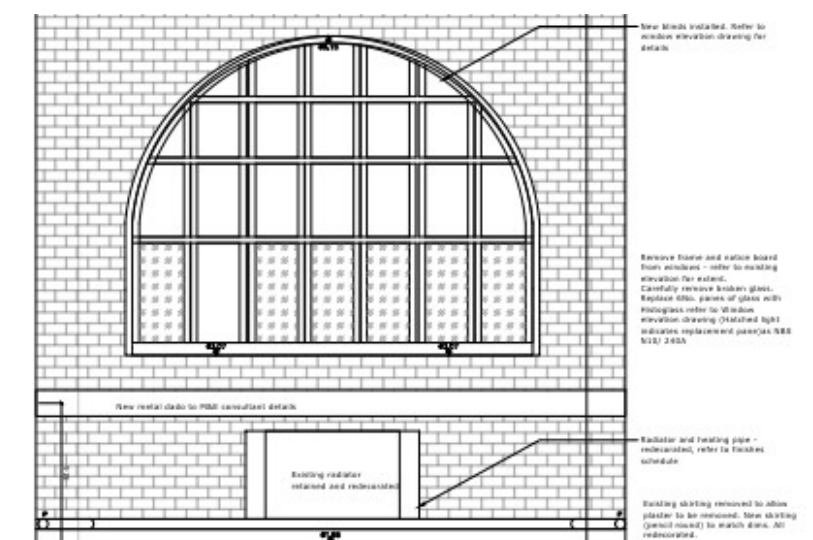
Extensive services fixed to wall detract from the building form



Trunking to be installed below window cill height and above existing radiators working around these existing features.



Extensive services fixed to wall identified for removal



Example of trunking height dictated by existing features

## 1. 4 Heritage Strategy

### Trunking continued:

Trunking is proposed by MEP as typical 3 compartment dado trunking to ensure segregation of different services such as data, LV and space for sockets allowing for future proofing in the office environment and prevent services again becoming wall fixed at a later date. The specified trunking is a 167mm x 50mm aluminium; a quality robust trunking. The contrasting sockets provide compliance with part M.



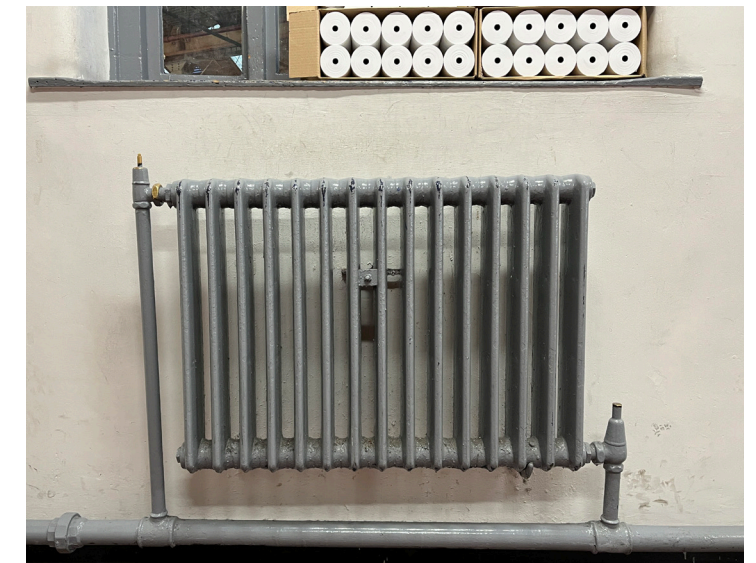
*Proposed trunking*

### Radiators

Historic radiators have been retained throughout all rooms. These consist of two styles of radiator and are still part of the functioning heating system. A new radiator is added to as the system in GF.09 to a similar style as there is no heating within the room. Existing radiators and pipes are proposed to have the paint stripped back and be redecorated.



*Radiators to be retained*



*Radiators to be retained*

## 1. 4 Heritage Strategy

### Glazed Brick

There is evidence of glazed bricks to walls which has been either painted over or plastered over. The main areas these are visible is in the Vault GF.08, as shown in the image opposite. There were also some exposed where plaster has dropped away to GF01 Drivers' Mess. As these finishes have been discovered the finishes proposal has been revised to allow for the exposing the original finish in key locations including GF.08.

It is also proposed that areas of the glazed brick are uncovered to the Southern principle internal elevation. Picking out what is expected to be curved glazed bricks to piers. The full extent of the glazed brick is to be established as works are undertaken to strip back services and damaged plaster. Areas where exposed glazed brick is to be the finish are highlighted in yellow on the adjacent finishes plan extract. The method to remove the paint and plaster will be agreed with the Conservation Officer.

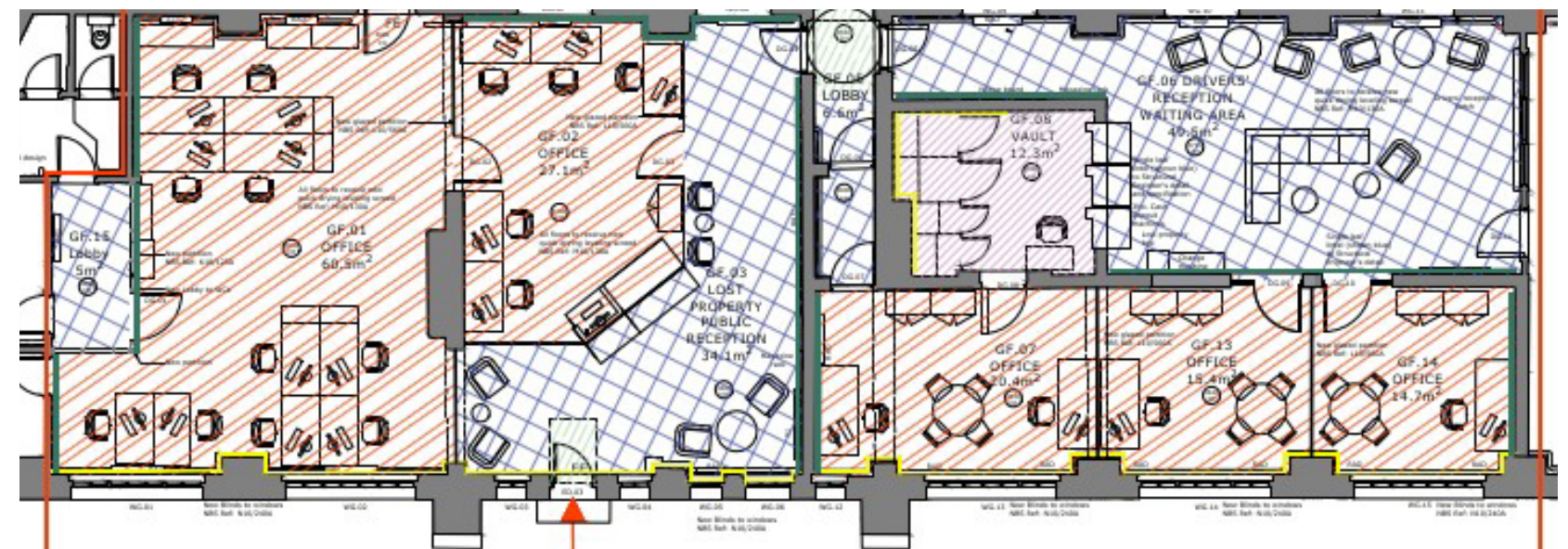
### Vault

Within the vault are existing cages. It is proposed that one set of cages are retained and used for lost property storage. The cages to the right hand wall have already been partially removed and replaced with money drop machines accessed from the Drivers' Reception. With the reduction in coin payments there is less cash requiring collection on site and the number of money drop machines required has reduced. 3no. new money drop machines are proposed to be accommodated in the wall to the Vault. This will require some modifications to the existing slots.

The cages that are retained will need to be removed for sand blasting and re-painting due to their condition. This will also allow access for the glazed brick to be revealed.



Glazed brick example GF.08



Proposed areas of glazed brick to be revealed as indicated in yellow



GF.08 Vault cages with cash machines currently located



GF.08 Vault cages

The condition of walls in each room have been assessed seperately. Where walls appear in fairly good condition and there are only small areas of repair and filling to be made it is proposed that this is done in a gypsum based filler to match the existing plaster.

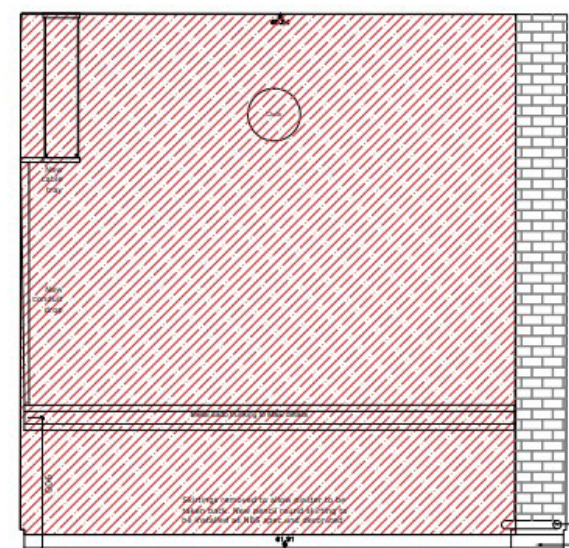
Where walls are showing signs of damage throughout or where plaster appears to be failing it is proposed that the full wall is replaced with a 3 coat lime plaster system. This means traditional lime plaster is being reinstated where necessary but reduces the extent of work where walls appear in reasonable condition.

As previously noted there is plaster on the main internal facade which is failing in multiple locations and there appears evidence of glazed bricks behind. It is proposal is to remove the plaster that has failed to these walls and expose original brick. It is not advised to plaster on top of glazed bricks at all.

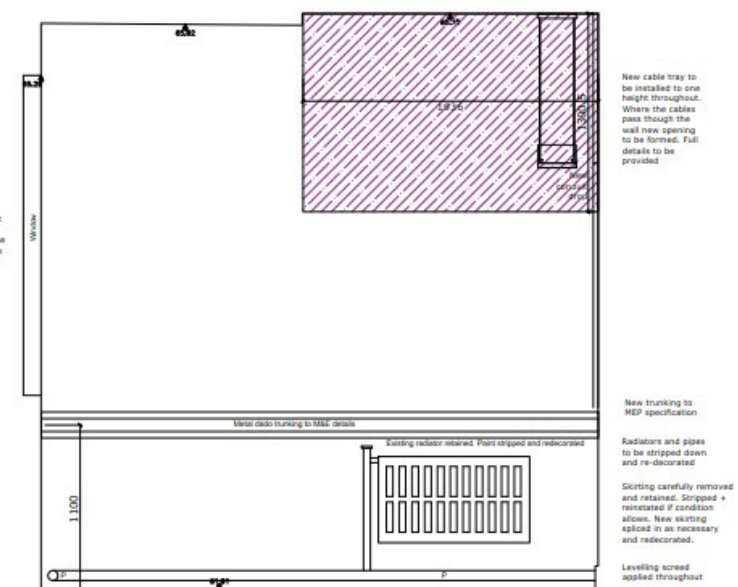
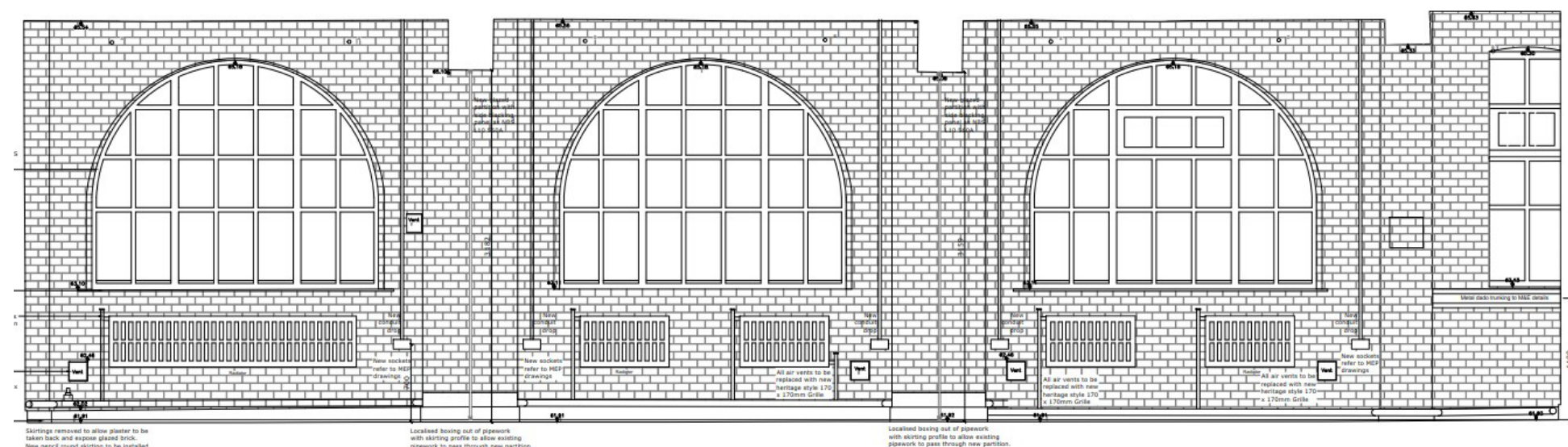
There are some areas where standard bricks are exposed or have failed plaster and exposed brick behind. It is proposed in these areas to apply a lime wash to the brick as there is evidence of this being the previous finish and will allow the existing fabric to breathe.

All types of plaster repair / replacement are highlighted in the room elevation key and colour coded to correspond to the treatment.

Examples shown adjacent for the former cash office.



*Room elevations - example of colour coded treatment to each elevation or specific zone of repair to be carried out*



*Elevation where plaster removed to expose assumed glazed brick*

## 1. 4 Heritage Strategy

### Doors

It is proposed that the main entrance external door is retained and stripped back and redecorated and ironmongery overhauled.

The existing internal doors are of a variety of styles, finishes and periods. The doors and frames are in various states of repair.

The vault door is retained and it is proposed that the internal doors and frames will be replaced as necessary with new timber doorsets to meet fire requirements and give a unified aesthetic to the building. The door schedule identifies the details further.

As many doors have already been replaced with modern installations it is proposed to follow this aesthetic which also allows for compliant vision panels to be provided. See proposed door elevations drawing. The doors are of a Utilitarian style with the functional aesthetic of the building and this is continued with the choice for the proposed doors.

It is proposed that where the doors have arched head profile these are retained where possible or replaced with new to match.



ED.01 - Existing door



ED.03 - Existing to be retained



DG.04 - Existing door



DG.11 - Existing door



DG.06 - Existing door



DG.07 - Existing door



DG.05 - Existing door



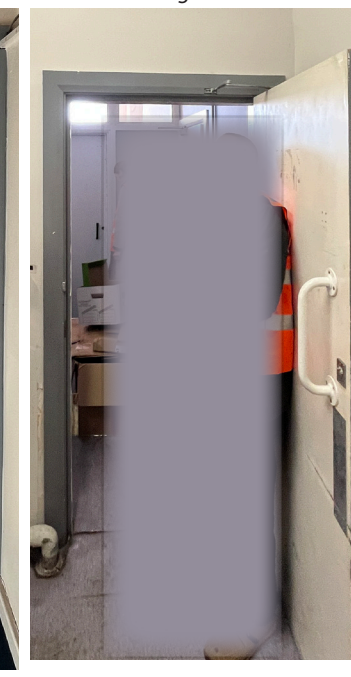
DG.08 - Door to be retained



DG.12 - Existing door



DG.13 - Existing door



DG.15 Existing door



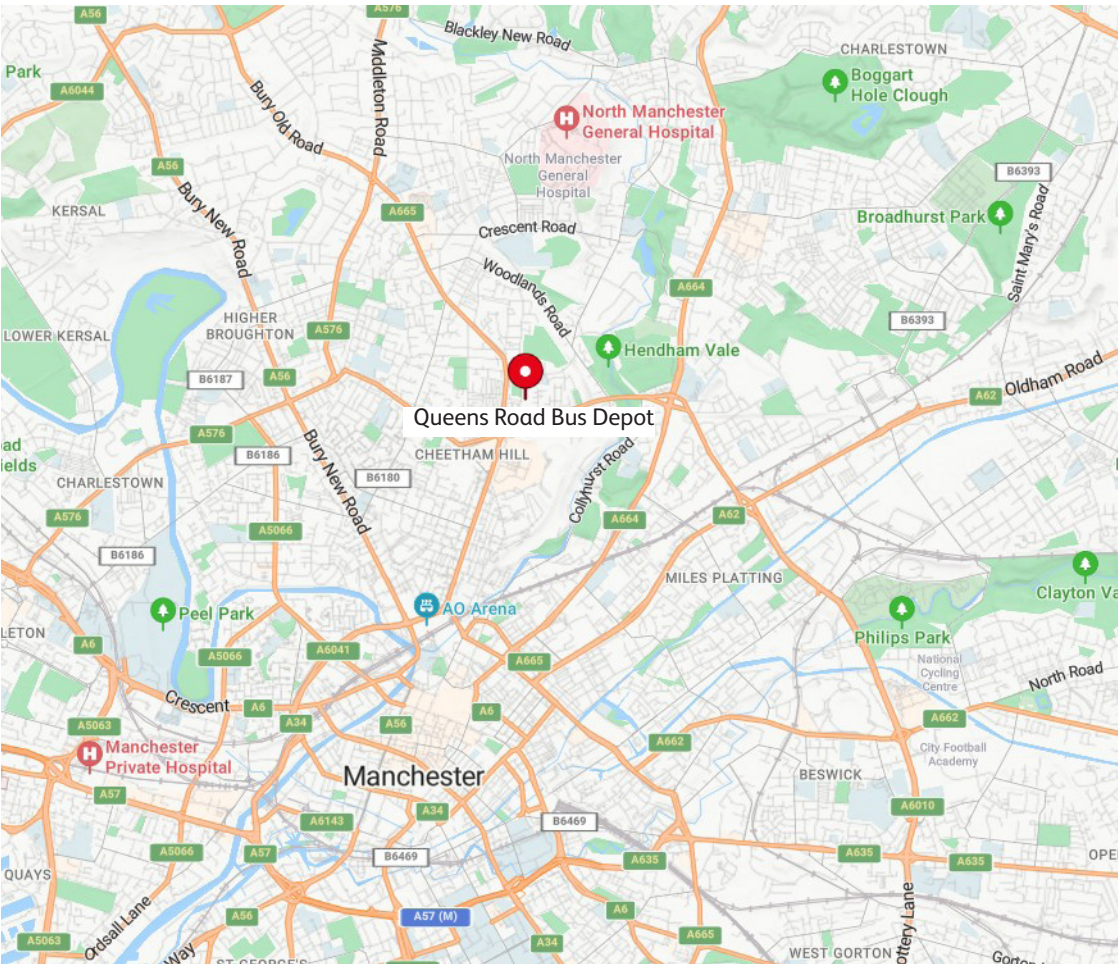
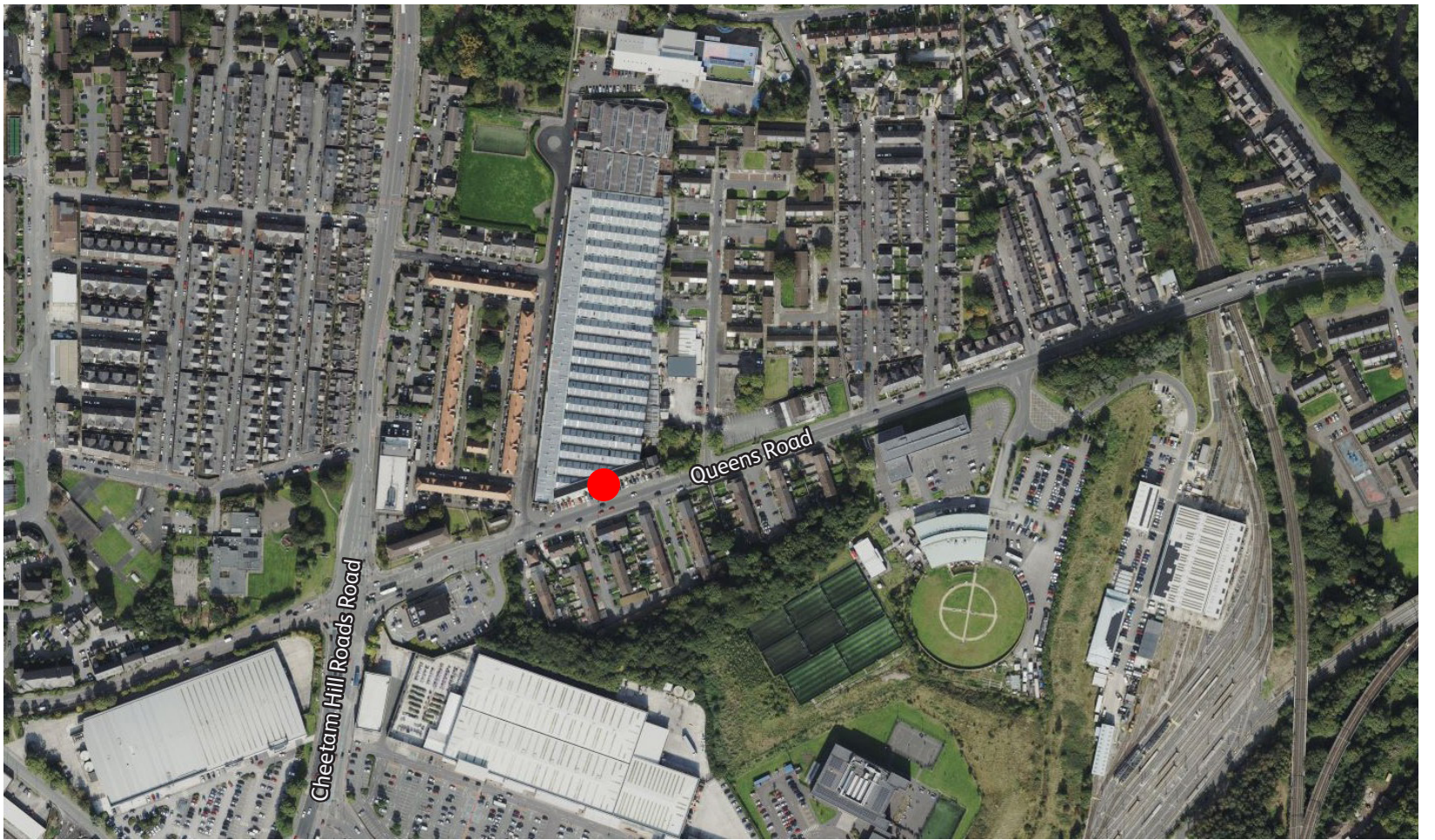
DG.16 Existing door

## 2.0 Site Analysis

# 2.1 Site Location

Queens Road Bus Depot is located at Queens Road Bus depot, Cheetham Hill, Manchester, M8 8UT

It lies to the North of Manchester in the suburb of Cheetham Hill. A former tram shed which was re purposed as a Bus Depot and is designated a Grade II listed; the surroundings are not in a Conservation Area.



Bing Maps - Microsoft 2025

## 2.2 Policy

### National Policy

The National Planning Policy Framework (NPPF) was released by the Government in 2024 and outlines development planning aims and aspirations across England.

Key aspects of the NPPF which are considered relevant to the proposed development include:

#### CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threat

203. Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

((d) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;

(e) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;

(f) the desirability of new development making a positive contribution to local character and distinctiveness; and

(g) opportunities to draw on the contribution made by the historic environment to the character of a place.

Environmental benefits that conservation of the historic environment can bring;

(f) the desirability of new development making a positive contribution to local character and distinctiveness; and

(g) opportunities to draw on the contribution made by the historic environment to the character of a place. Environmental benefits that conservation of the historic environment can bring;

(f) the desirability of new development making a positive contribution to local character and distinctiveness; and

(g) opportunities to draw on the contribution made by the historic environment to the character of a place.

208. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal

#### PROMOTING SUSTAINABLE TRANSPORT

The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

#### ACHIEVING WELL-DESIGNED PLACES

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

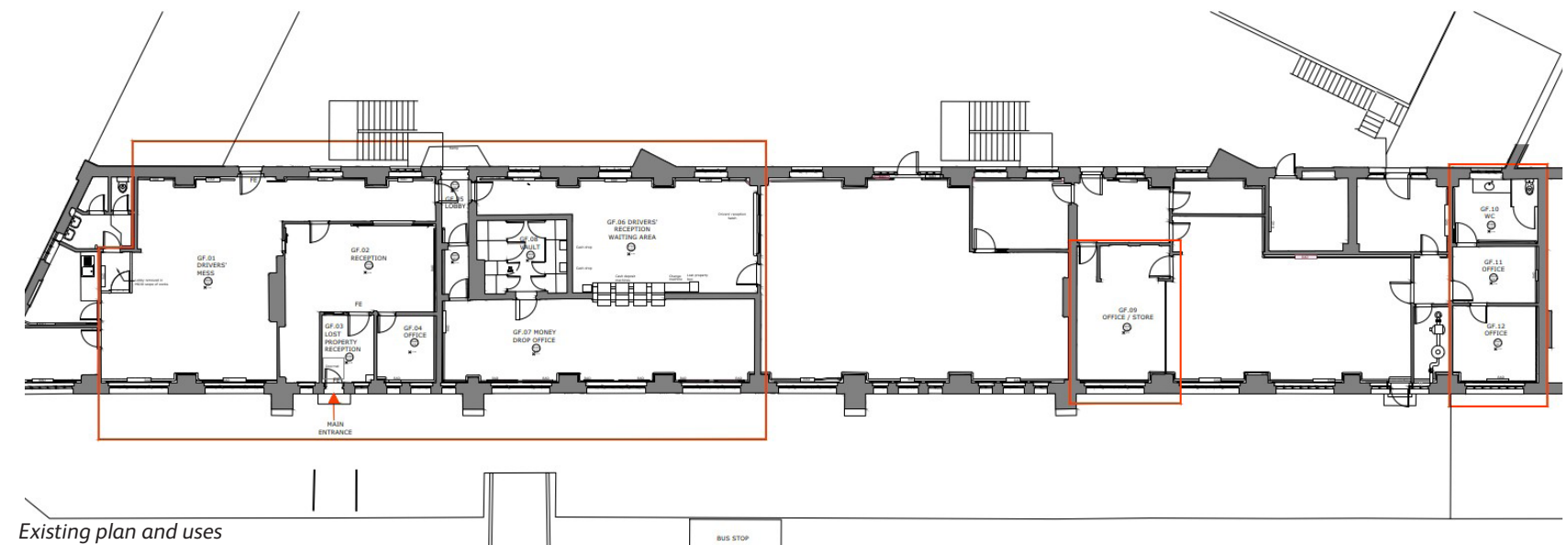
## 3.0 The Proposal

## 3.1 Use

- There are 3 areas included in the scope of this application.

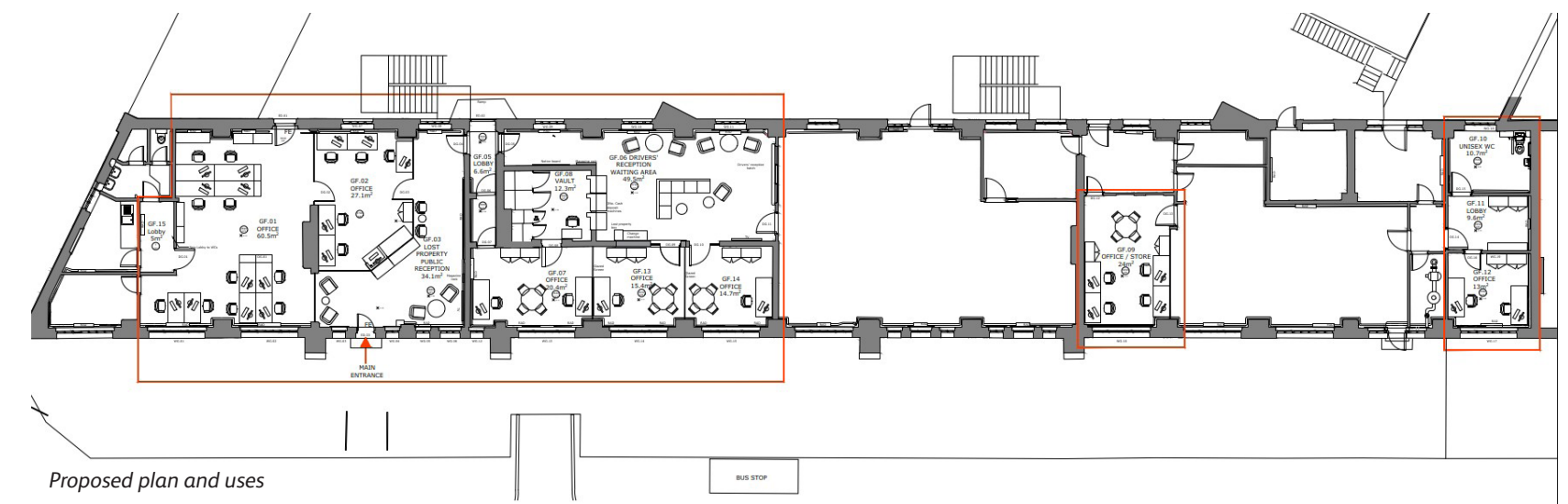
### • Existing

- The Queens Road Bus Depot currently provides Office space for operators including a reception point for bus drivers. The cash drop area allows for drivers to drop any change collected on the bus route and displays information.
- An area for drivers to relax and break from work with vending machines and tables to eat, which is referred to the Drivers' Mess.
- There is a public reception point which is accessible from Queens Road for enquiries and collection of lost property.
- There are further office spaces which are currently unoccupied or used for storage, including the cash collection area. This is where coins are collected. There is a Vault which was used as a secure safe, a large vault door has been retained from the days when large volumes of cash would have been stored on site.
- A WC is also located within the areas for work. This space is now mainly locked and unused as the facilities are in poor condition.



### • Proposed

- The former Drivers' Mess becomes a open plan Office
- A new Office GF.02 with public reception desk
- A new public lost property reception GF.03 is created with a purpose made reception desk, waiting space with seating and information.
- The cash drop is reconfigured with new Drivers' Lounge facilities and the retained drivers' reception point.
- The Vault is retained and the cash drop will be relocated with access for collecting money securely in this location. Existing cages with shelves will be retained for secure lost property storage.
- The money drop office GF.07 will be divided to form three smaller Offices.
- The Office GF.09 and GF.11 will be upgraded but retained as Office space.
- GF.10 becomes a lobby to the refurbished WC which will be a compliant accessible WC.



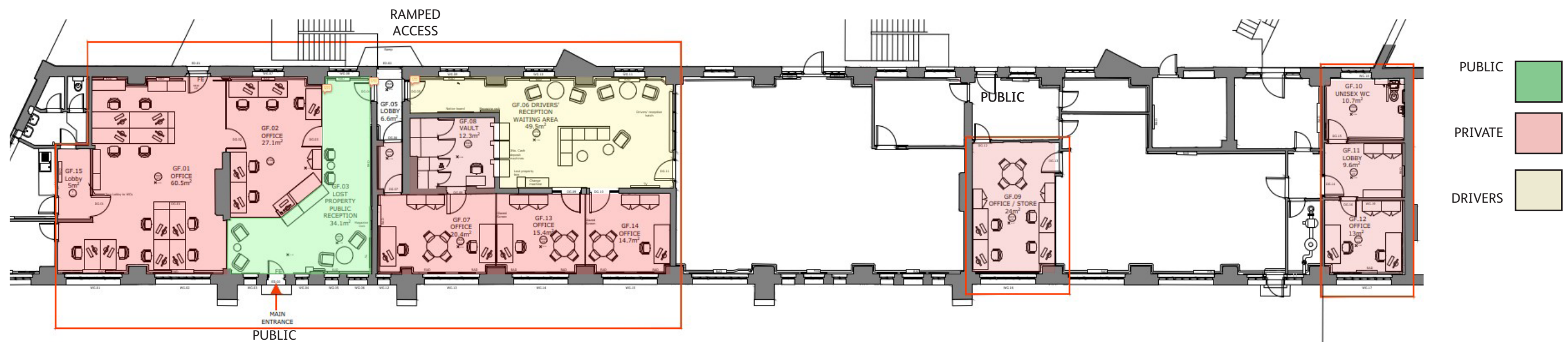
## 3.2 Amount

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- There are 3 areas included in the scope of this application with a total area of 297.7m<sup>2</sup>. These are spaces which have not been refurbished in previous works and are either in a poor state of repair and in need of work to bring them up to date and make these usable Offices and facilities.
- The largest space is 240.7m<sup>2</sup> and will be opened up returning it to its former open plan layout.
- GF. 07 The money Collection office becomes more cellular but with the use of glazed partition this allows for the original room to be read as one space. New doors from GF.06 Drivers' lounge open up the wall.
- The smallest area is the Office / Store and three rooms to the East of the plan account for 57m<sup>2</sup> of area to be refurbished.
- As noted MOJO Architects are providing a scheme for WCs adjacent to GF.01 and other WCs which are part of a different application.
- There is no external work as part of this application.

## 3.3 Layout

- The layout for the proposed reconfiguring has been developed through consultation with stakeholders including TfGM, Heritage Architecture, and the LPA. The alterations and works are limited to the areas within the brief, however the strategy has been to impact as little on the original building fabric and remove modern partitions and redundant services.
- There are three levels of access within the proposed areas. 1. Bus driver 2. Office based staff. 3. General public. New office based staff areas will be private space. Driver's will have access to the Drivers' lounge and reception. The proposed lost property reception will be accessed by the general public. This is controlled entry via intercom for greater security to staff.
- The existing public entrance from Queens Road is to be maintained. Accessible access is also required from the rear bus garage to allow the existing ramp to still be utilized. This has informed the layout of the Public reception with assisted access being provided via the GF.05 lobby.
- The Office spaces have been laid out to give efficient desk space and maximise the usable area. The refurbished WCs / Accessible WC area part of MOJO Architects scope of works propose for the existing lobby to be demolished. As this area is accessed directly off the proposed new Office space GF.01 an enlarged lobby to meet Part M recommendations has been proposed for privacy.



Public and private areas within the proposal.

## 3.4 Scale

- There are 3 areas included in the scope of the refurbishment works. These areas are being upgraded to allow the spaces to be full utilized and improve the facilities for drivers and office based staff alike.
- The scale of the refurbishment will impact as little as possible on the existing building fabric. As part of the works modern stud partitions will be removed opening the space up into the large volumes which were part of the original form of the depot.
- The ceiling heights are generally tall (circa 3.6m) and proportions grand relating to the original size of rooms. Smaller more cellular spaces are retained to the East of the building.



Cash drop has been divided at a later date. High ceilings are retained.



Drivers' Mess - example of large volume of space.

## 3.5 Access

Access to the Bus Depot will remain unchanged. The current pedestrian routes are from Queens Road or Boyle Street. Vehicle access is via Boyle Street with buses and cars entering the depot garage via this route. There is currently off road car parking to the front of the building along Queens Road.

The Queens Road is a main A6010 and gives easy connection with a bus stop outside the depot connecting the depot via the bus network. Queens Road Metrolink stop within 10mins walking distance of the depot which provides regular links to Manchester City Centre and surrounding areas.



## 3.6 Accessibility - Inclusive Access

- The listed building has access from Queens Road into the public lost property reception GF.03. This is stepped access therefore current arrangements utilise an intercom at the reception door. This allows staff to provide a disabled visitor an alternative route into the building.
- The proposed access strategy for wheelchair users of disabled visitors will be to replace the intercom with a video intercom, allowing better communication. Staff will then escort a visitor via ... and the safe walkways to existing ramped access within the bus garage and via GF.05 and into the lobby and access into the new reception space.
- The reception desk provides a dropped desk height which meets the Approved Document M guidance.
- Door from GF.05 to GF.03 has been handed to allow easier access into the reception .
- Any staff requiring level access will be able to also use the existing ramp
- Doors are being upgraded to include vision panels which meet part M and allow for wheelchair users to navigate the space.
- An Accessible WC is provided as part of MOJO works adjacent to GF.01. A lobby is provided to give privacy onto the new GF.01 Office and has been designed to accommodate a 1500 wheelchair turning circle and a compliant door width.
- To the East GF.10 is being upgraded into a further accessible WC. This is larger than the required part M compliant accessible WC provision which is required as the door to this space opens inwards.



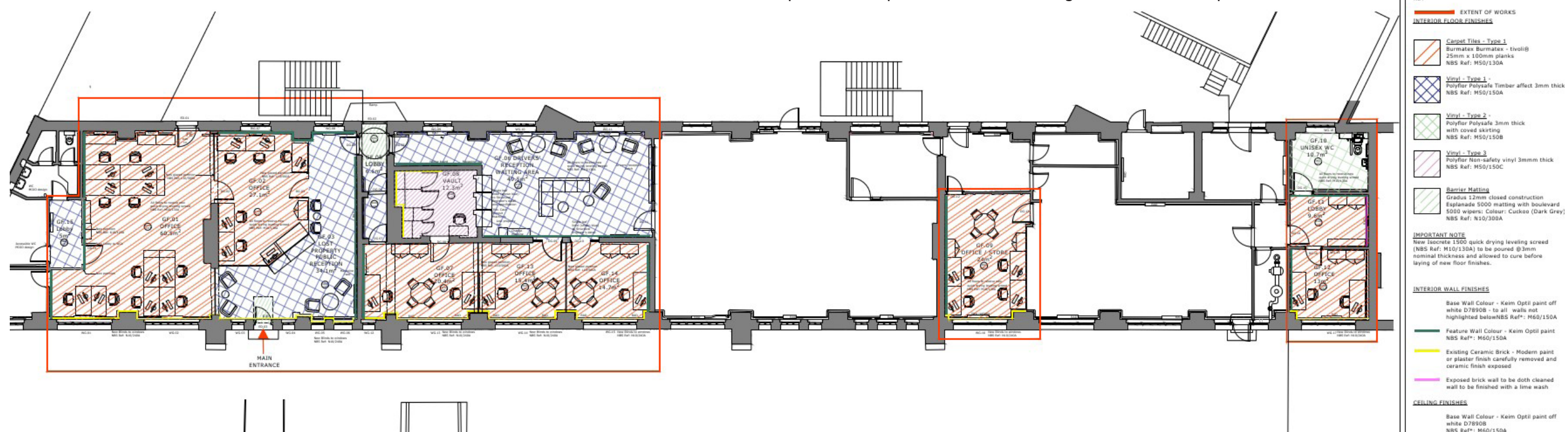
Main entrance to Queens Road



Ramp access via bus garage

## 3.7 Appearance / Finishes

- Existing finishes are generally modern with vinyl floors and gloss paint finish to timber and contemporary fittings.
- The proposed finishes have been chosen to be sympathetic with the bus depot but also provide practical hard wearing surfaces.
- Carpet tiles are proposed to the office spaces in the form of planks. This allows for replacement of tiles if and when required for easy maintenance.
- Barrier matting is provided at the two entrances to remove initial dirt from external areas and the bus garage.
- Timber affect vinyl flooring is proposed to the Public reception and the Drivers' area as a hard wearing non-slip finish. The timber plank affect was chosen as a heritage style of visual affect whilst giving the required non-slip properties.
- Non-slip vinyl is proposed to the WC with a coved skirting to ensure suitable easy to clean surface.
- Blinds will be White to not over power spaces.
- Architraves and skirtings will be painted in a light grey colour which give contrast with doors and walls.
- Doors appear to be a mix of phases but mainly modern installations. Doors need to be upgraded for fire and therefore, it is proposed that doors will be replaced with American white oak laminate doors. Elsewhere in the depot doors have been upgraded with this style of contemporary door and this will provide a uniform approach to the building finishes.
- Windows frames will be paint tested prior to being stripped back to reveal the original form and both these and window cills will be painted white
- Radiators and pipes will be stripped back and re-decorated satin white.
- Walls will be painted with the occasional feature wall as indicated on the plans. Paint is specified as a breathable Keim paint which is suitable on both gypsum plaster and lime plaster.
- Areas of the original glazed brick are identified for uncovering (extent of glazed brick to be confirmed on site) The condition will be assessed and replacement slips to be sourced if necessary.
- The overall scheme is for a neutral pallet that gives flexibility for future users.
- Full details provided in the finishes schedule.
- Skirtings will be removed and retained for reuse where possible (refer to room elevations). If necessary these will be replaced with a simple pencil round profile to match existing. These will have a painted finish.



## 4.0 Summary

## 6.1 Summary

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The project objective to provide refurbished Offices and facilities for TFGM staff, drivers and a more inviting reception for the general public accessing the depot for lost property. The proposed scheme allows for these spaces to be provided with modern glazed dividers that keep visual links and the volumes of the listed building identifiable, whilst improving the aesthetic and condition of the workplace. Removal of modern intervention has been considered throughout and opportunities taken to reveal the original features.

