

From: Paul Mason
Sent: 24 February 2025 11:19
To: Ellie Knowles
Subject: Bus Depot, Queens Road App No. 141935/LO/2025

141935/LO/2025

Listed Building Consent for external alterations to the eastern and western elevations to provide new access doors, along with internal modifications to facilitate the installation of EV charging infrastructure

Bus Depot Queens Road Manchester M8 8UT

Hi Ellie,

Comments on this application.

The proposal shows alterations to remove internal structures and fittings, make alterations to the external walls including new openings and install new structures.

The proposals are set out as follows with comments below each item

- Demolition of an existing toilet block and insertion of an ENWL substation including the formation of an associated opening in the west elevation for a double leaf door with louvres and concrete lintel;

The proposed new sub station will involve the removal of an internal wall which according to the heritage statement is neither original or historic. In this respect we will need to ensure that any demolition is done carefully and does not damage the original brickwork or finishes. We will require a method statement for this work. It is unfortunate that you were not able to gain access and it would be helpful to see internal images of this space to assess the impact of demolition as well as the new structure.

The creation of a new internal substation should have little impact on such a large volume of space, but the works to create a new opening to the main road will visually alter the elevation. It appears that original openings in the elevation such as the window at the upper level had gauged brick heads which added detail and interest to the elevation, however the large concertina opening doors and other door openings have a much simpler treatment with a simpler head. It would be good to understand if these single doors have a concrete or natural stone head.

The image of the single door below shows a simple lintel over the door on the same elevation, if this is in natural stone then any new openings should have a lintel made out of the same material to match. The drawings show a concrete lintel which should be stone if the originals are found to be natural stone. We will need a sample of the proposed stone / concrete depending on the outcome.

The proposed door in the location circled in red uses an existing window and widens the opening and extends the brickwork down. Doorways already exist in the elevation and this section of the building can take a new opening, without too much impact, provided it matches similar openings and doors. The image of the single door below shows a recessed door with brick returns and this gives the opening some interest and depth. The door also appears as a simple blue flat painted plain door. The proposed new door is proposed as grey coloured which will not match and it's not

clear whether the finish is flat or has a texture. It should be flat to ensure a match with the existing.

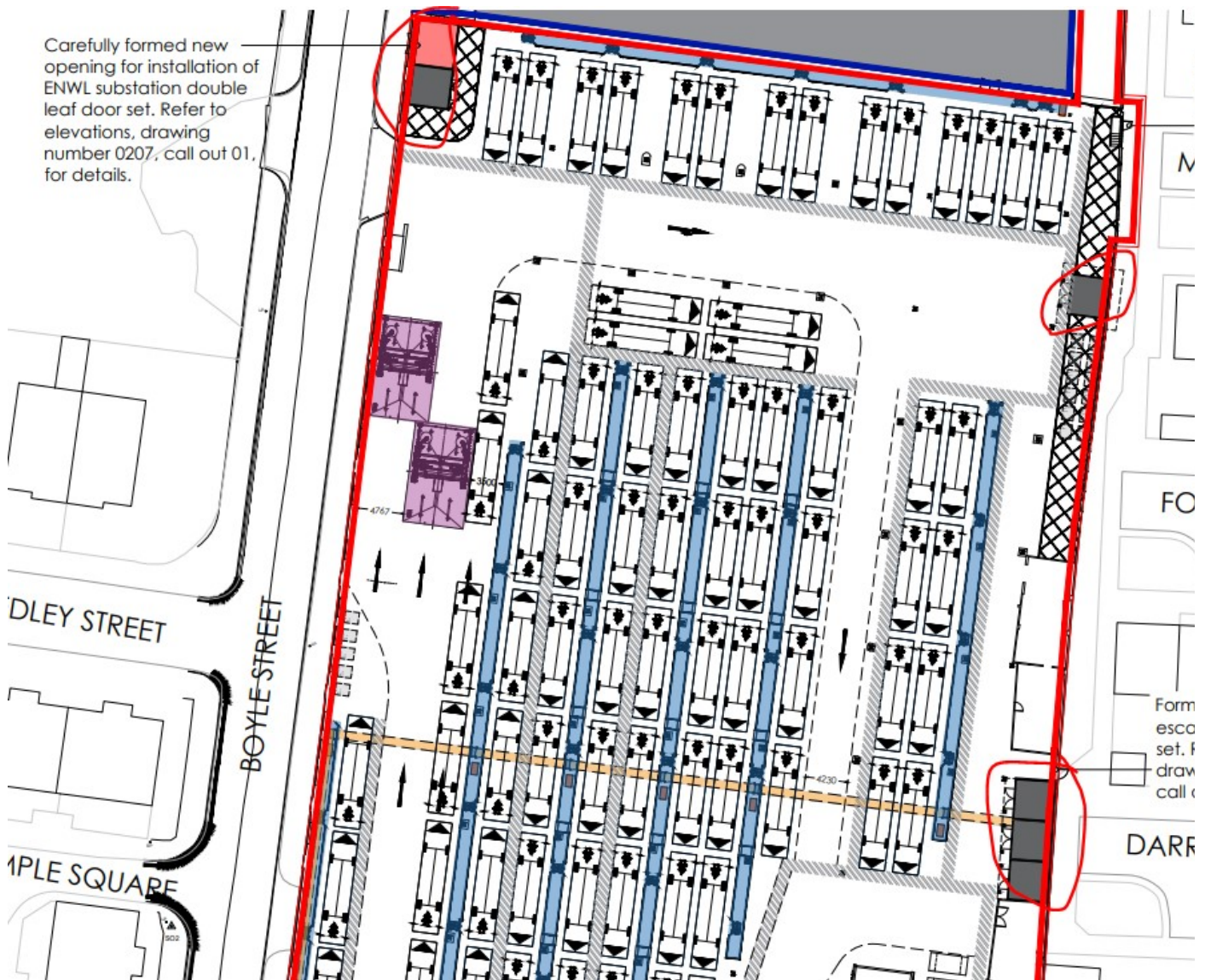
The door should be recess as per the image below and the brickwork formed to create the reveal to match. This ensures consistency in the treatment of openings. The proposal doesn't currently show a deep brick reveal or recessed door.





There doesn't appear to be any internal sections showing how the new works would impact on the space or existing features.

The plans show a number of new enclosures and details of these have not been submitted for review. I've circled these in red below.



- Reopening of an existing blocked door in the east elevation for use as a fire escape with insertion of the associated galvanised metal staircase;

This is acceptable as it reopens an existing blocked door. Doors should be coloured to match the existing colour to ensure consistency. If lintels in this area are originally concrete then this is acceptable, however if they are stone then they should be stone, likewise if the existing doors / opening have deep reveals then these should match in the proposals. There doesn't seem to be any details of the metal staircase to comment on.

- Formation of a new door opening with a concrete lintel in the east elevation for use as a fire escape;

Acceptable provided door, door finish, reveal and lintel match.

- Removal of concrete bund;

This is acceptable

- Strip out of fuel/coolant tanks and demolition of fuelling island;

This is acceptable

- Strip out of existing bus wash and chassis wash/wheel cleaning station;

Does this include the removal of any historic screens / partitions. The statement refers to mid 20th Century fittings which may have some heritage value.

- Demolition of storerooms/back-of-house areas;

Does this include the removal of any historic screens / partitions. The statement refers to mid 20th Century fittings which may have some heritage value. Some elements of screens /partition may have more value than others. Even some screens that were added later may have some value.

- Insertion of two new express bus chassis washes;

There doesn't appear to be any sections through showing how this would impact on the space.

- Creation of charging aisles containing EV charging units and LV cabinets with associated high-level containment and gantry

There are no sections through showing how this would impact on the space. New high level containment may have a visual impact and this and any cabling needs clearly illustrating to show the installation, containment, fixings and routes and what all of these look like.

The proposals may be acceptable subject to further information on significance and additional details as well as some modification.

We'll need the information above to come to a fuller view, but it would seem that the proposals will cause some harm to heritage, however the move towards more sustainable energy would be seen as a public benefit.

Happy to discuss.

Kind regards,

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