

Ellie Knowles

From: Paul Mason
Sent: 27 March 2025 10:39
To: Ellie Knowles
Subject: Re: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

Follow Up Flag: Follow up
Flag Status: Completed

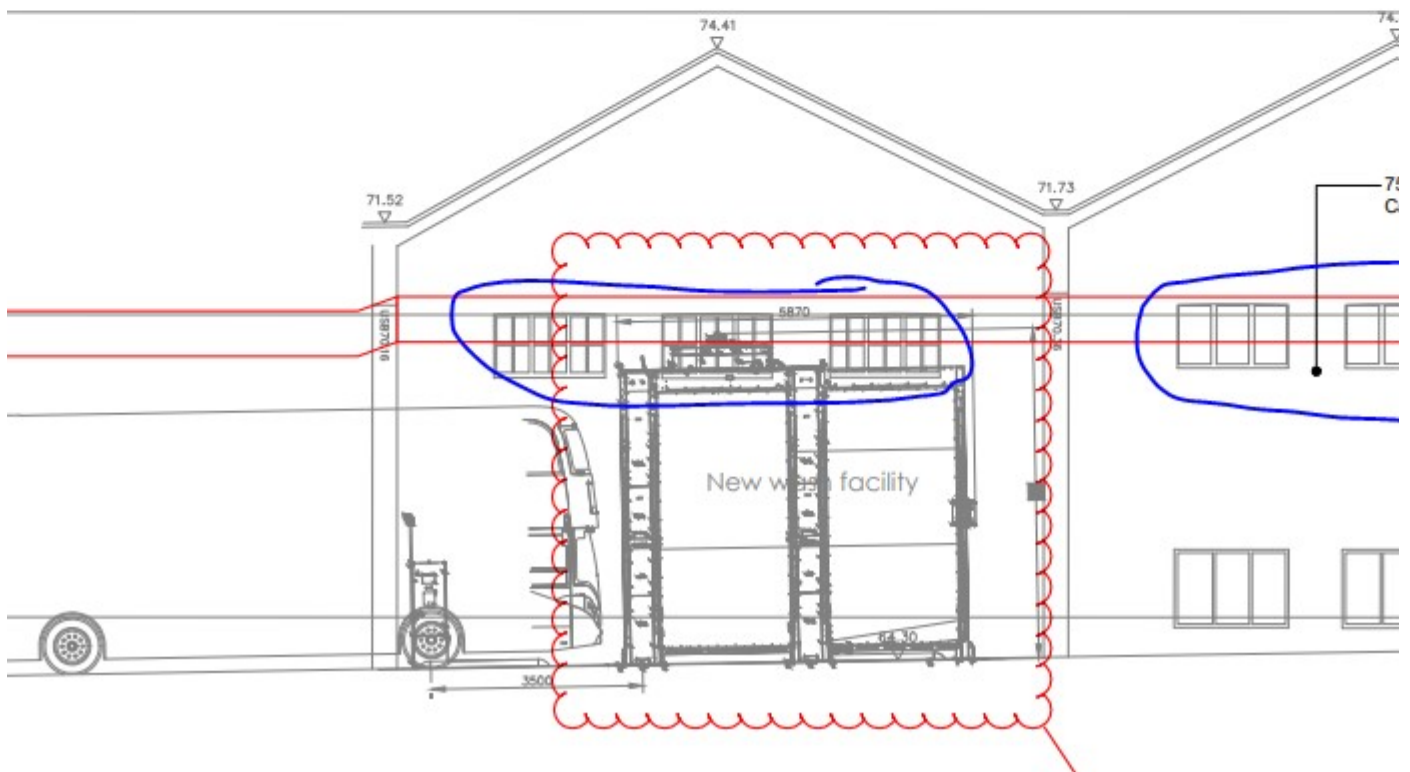
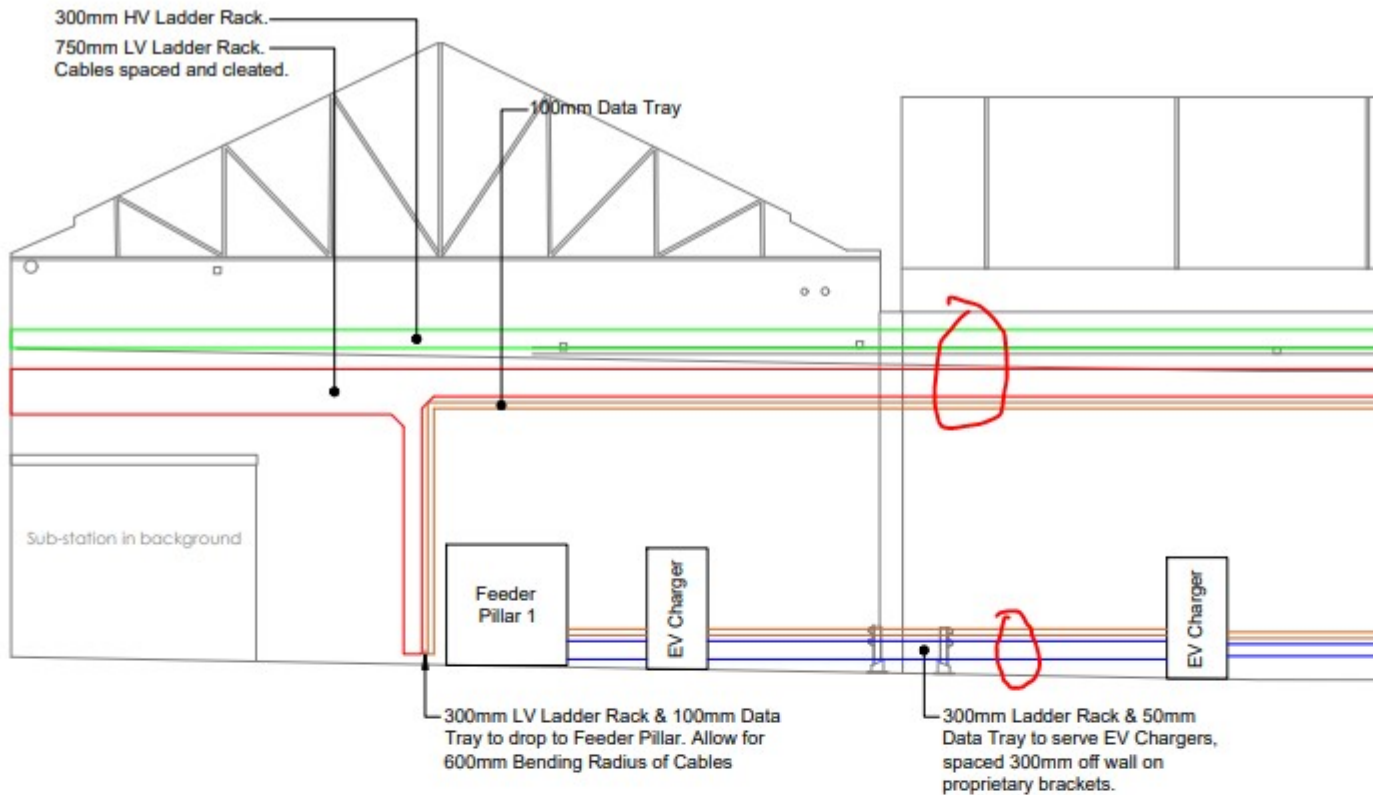
Hi Ellie,

I've taken a look at the amended plans, (not sure if these are on Public Access yet) and can we check on the photos but the deep reveals only seem to appear on the front and not the rear so are not a critical with call out 2 and 3. The deep reveal to the new entrance at 1 appears much better. It has a deep reveal and the door is painted blue to match.

What concerns me more now is that they have now shown internal elevations with the proposed ladder rack cable trays which cumulatively will have a visual impact. I've circled these in red below. The combination of a 750mm + 300mm + 100mm to the high level plus a further 300mm + 100mm at low level will cover nearly 1.5 metres of the wall across its length with services over an even larger area if you include spaces between each rack. Is there any scope to reduce the dimensions of these or cluster them / bunch them together to reduce their impact. Can we also have detailed sections of the ladder racks and fixing details into the brickwork as these may need to be set off from the wall due to the buttresses.

Any service trays should have a cover over them to reduce the visual impact of multiple cables.

The elevation below (if i'm reading this correctly) appears to show a ladder tray cutting across the windows which is not acceptable and needs to be repositioned away from them. Circled in blue below



The high level gantry and cabling is shown in drawings but there doesn't appear to be detailed sections or images showing what this appear like, and the finish. Is it a fully enclosed metal ducting or something akin to a metal cable tray with exposed cables. The preference would be to see a much neater fully enclosed ducting solution.

The heritage specialist's response to the existing partitioning states that they are of no heritage value, however without seeing these on site it is difficult to fully assess so I would welcome a

quick look at these over the next week or so. I could go on my own or happy to go out with you if you prefer.

Kind regards,

Paul Mason
Heritage & Urban Design Manager
Planning, Building Control & Licensing,
Growth & Development Directorate,
Manchester City Council

email: paul.mason@manchester.gov.uk
tel: 0161 234 4585

Postal address: Planning Service, Manchester City Council, PO Box 532, Town Hall Extension, Manchester, M60 2LA.

From: Ellie Knowles <Ellie.Knowles@manchester.gov.uk>
Sent: 25 March 2025 14:44
To: Paul Mason <paul.mason@manchester.gov.uk>
Subject: FW: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

Hi Paul,

RE: 141935/LO/2025 & 141934/FO/2025

Please see attached additional and revised plans for Queens Road Depot.

From first glance Call out 2 (plan ref: BFDEFP-Q U THP BUO ST0 D R AR 0213) & Call out 3 (plan re: BFDEFP-Q U THP BUO ST0 D R AR 0214) do not show deep reveals as suggested – they appear flush with external wall.

Can this latest information/plans please be reviewed? Put through a reconsult on uniform too.

Kind regards,
Ellie Knowles (she/her)
Planning Officer
Area Team
Planning Building Control and Licensing - Growth and Development Directorate
Manchester City Council

Tel: 0161 219 6633
Email: ellie.knowles@manchester.gov.uk
www.manchester.gov.uk

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Postal Address: Manchester City Council P.O. Box 532 Town Hall Manchester M60 2LA

From: Ryan Watt <ryan.watt@turley.co.uk>
Sent: 25 March 2025 13:15

To: Ellie Knowles <Ellie.Knowles@manchester.gov.uk>

Subject: RE: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

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Hi Ellie,

I can confirm that the image 'IMG-20250312-WA0000(1)' provided by the client is to show the internal area of call out 2. Please also see attached image showing the internal area of Call out 3.

Please also see attached revised drawings in response to Conservations concerns, comments have been provided in blue below:

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 substation will involve the removal of an internal wall which according to the heritage statement is neither original or historic. However site photos show very robust intervention with brickwork and bullnose corners, which appears is well considered. Can you please confirm the date of this intervention?*

The toilet block is a robust intervention but undoubtedly a later addition to the interior of the building, as evidenced by a historic photograph of the interior (see Figure 1 of the Heritage Statement). We do not have enough information to confirm the exact date of the intervention, but the style of the toilet block and its fixtures would indicate a mid 20th century date. The importance of any feature lies in its contribution to the special interest and significance of the listed building as a former tram shed and later bus depot. As a later inserted toilet block, it is considered that this feature does not contribute to the special interest of the listed building and its removal is therefore acceptable in principle.

- *Call out 1 - 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, please provide this detail.*

The original openings do have flat brick arch lintels, but most of the later openings are differentiated by their simpler concrete heads. Our proposal seeks to continue to differentiate original openings from later insertions by incorporating a simple concrete head. Please refer to the lintel/sill review images.

- *The image of the single blue 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 lintel material depending on the outcome.*

Please refer to the lintel/sill review images.

- *The proposed substation access 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.*

Please refer to drawings BFDEFP-QU-THP-XXX-XXX-DR-AR-0207 (P07)-Detailed Elevations,BFDEFP-QU-THP-BU0-PRO-DR-AR-7701 (P04)-Proposed Substation 1 Details and BFDEFP-QU-THP-XXX-XXX-DR-AR-0215 (P01)-Detailed Plan 01 showing door recessed and recolour blue to match the existing door in the elevation.

- *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, please amend.*

Please refer to drawings BFDEFP-QU-THP-XXX-XXX-DR-AR-0207 (P07)-Detailed Elevations,BFDEFP-QU-THP-BU0-PRO-DR-AR-7701 (P04)-Proposed Substation 1 Details and BFDEFP-QU-THP-XXX-XXX-DR-AR-0215 (P01)-Detailed Plan 01 showing door recessed and recolour blue to match the existing door in the elevation.

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

Please refer to drawings BFDEFP-QU-THP-XXX-XXX-DR-AR-0217 (P01)- Section Thru Bus Area E-W, BFDEFP-QU-THP-XXX-XXX-DR-AR-0212 (P01)- Section Thru Bus Area and BFDEFP-QU-THP-XXX-XXX-DR-AR-0211 (P01)- Section Thru Gantry Area

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

Please refer to drawings BFDEFP-QU-THP-XXX-XXX-DR-AR-0207 (P07)-Detailed Elevations,BFDEFP-QU-THP-BU0-PRO-DR-AR-7701 (P04)-Proposed Substation 1 Details, BFDEFP-QU-THP-XXX-XXX-DR-AR-0215 (P01)-Detailed Plan, BFDEFP-QU-THP-XXX-XXX-DR-AR-7702 (P01)-Proposed Substation 2 & 3 Details, BFDEFP-QU-THP-XXX-XXX-DR-AR-0214 (P01)- Proposed New F.E door details SH2 and BFDEFP-QU-THP-XXX-XXX-DR-AR-0213 (P01)- Proposed New F.E door details SH1

Call out 2: 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.*

Please refer to drawings BFDEFP-QU-THP-XXX-XXX-DR-AR-0207 (P07)-Detailed Elevations,BFDEFP-QU-THP-BU0-PRO-DR-AR-7701 (P04)-Proposed Substation 1 Details, BFDEFP-QU-THP-XXX-XXX-DR-AR-0215 (P01)-Detailed Plan, BFDEFP-QU-THP-XXX-XXX-DR-AR-7702 (P01)-Proposed Substation 2 & 3 Details, BFDEFP-QU-THP-XXX-XXX-DR-AR-0214 (P01)- Proposed New F.E door details SH2 and BFDEFP-QU-THP-XXX-XXX-DR-AR-0213 (P01)- Proposed New F.E door details SH1

Call out 3: 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.

Please refer to images '20241014_132614-min' and '20241028_130655-min' showing existing bus wash and chassis wash/wheel cleaning station to be freestanding structures and did not include any historic screens, partitions or fittings. A photograph of the station is included in the HS at Figure 5.5. Our conclusion was that this feature does not contribute to the special interest of the listed building.

- **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.

This does include a number of later inserted screens / partitions running along the eastern edge of the building which demarcate areas used for storage. The partitions are believed to have been added in the mid 20th century on the basis of their appearance and, while it is accepted that later additions may contribute to significance, we would query whether that is the case in this instance. The essential character of the interior of this part of the listed building is the open and functional character of the space and surviving historic fabric including steel columns and roof trusses, which support the ability to appreciate its historic interest and use as a tram / bus depot. In our conclusion and as set out in the Heritage Statement, the removal of the partitions would not affect the significance which the building derives from its interior.

- **Insertion of two new express bus chassis washes;** *There doesn't appear to be any proposed sections through showing how this would impact on the space. This is required for review.*

Please refer to drawings BFDEFP-QU-THP-XXX-XXX-DR-AR-0217 (P01)- Section Thru Bus Area E-W, BFDEFP-QU-THP-XXX-XXX-DR-AR-0212 (P01)- Section Thru Bus Area and BFDEFP-QU-THP-XXX-XXX-DR-AR-0211 (P01)- Section Thru Gantry Area.

- **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. This is required for review.*

Please refer to drawings BFDEFP-QU-THP-XXX-XXX-DR-AR-0211 (P01)- Section Thru Gantry Area, BFDEFP-QU-THP-BOU-ZZZ-DR-AR-0216 (P01)- Proposed Charging Aisle, BFDEFP-QU-THP-XXX-XXX-DR-AR-0217 (P01)- Section Thru Bus Area E-W, and BFDEFP-QU-TAC-XXX-XXX-DR-EE-8004 - Proposed Electrical Services Layout. While the gantry and high level cabling would be visible, this would not be out of character with the interior which is functional in appearance and originally contained cabling at high level when in use as a tram shed.

We hope the attached now addresses the concerns of the conservation team and allow the application to proceed. Do let me know if you require anything further.

Kind regards

Ryan Watt
Planner

Turley

Mobile: +44 7977 746 111
Office: 028 9072 3900

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From: Ellie Knowles <Ellie.Knowles@manchester.gov.uk>

Sent: 25 March 2025 09:53

To: Ryan Watt <ryan.watt@turley.co.uk>

Subject: RE: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

Hi Ryan,

Thanks for the site images. A lintel/sill review is noted.

Can you please confirm the attached image shows the internal area of call out 2?

Call out 3 – we cannot receive videos; therefore, can you please submit photos of this area - Showing exactly where this callout is proposed?

We will await amended drawings and outstanding conservation information.

Kind regards,
Ellie Knowles (she/her)
Planning Officer
Area Team
Planning Building Control and Licensing - Growth and Development Directorate
Manchester City Council

Tel: 0161 219 6633
Email: ellie.knowles@manchester.gov.uk
www.manchester.gov.uk

Location address: Manchester City Council Town Hall Extension Lloyd Street Manchester M2 5DB.

Postal Address: Manchester City Council P.O. Box 532 Town Hall Manchester M60 2LA

From: Ryan Watt <ryan.watt@turley.co.uk>
Sent: 25 March 2025 09:25
To: Ellie Knowles <Ellie.Knowles@manchester.gov.uk>
Subject: RE: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

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Hi Ellie,

I hope all is well,

Please see attached images alongside a video of the tyre store.

I will hopefully be able to circulate amended drawings and a response to conservation shortly.

Kind regards

Ryan Watt
Planner

Turley

Mobile: +44 7977 746 111
Office: 028 9072 3900

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From: Ellie Knowles Ellie.Knowles@manchester.gov.uk

Sent: 20 March 2025 12:11

To: Ryan Watt ryan.watt@turley.co.uk

Subject: RE: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

Hi Ryan,

Thank you for your email.

Please note we are still awaiting internal photos of call outs 2 and 3 (not visible on the site visit last month).

In addition to consultation responses, Environmental Health suggest the following planning condition –

External plant/equipment/servicing/substation

- a) Externally mounted ancillary plant, equipment, servicing or electrical substation shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority 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 or as otherwise agreed in writing by the City Council as local planning authority.
- 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 nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise 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 Manchester Core Strategy (2012) and saved UDP policy DC26.

Kind regards,
Ellie Knowles (she/her)
Planning Officer
Area Team
Planning Building Control and Licensing - Growth and Development Directorate
Manchester City Council

Tel: 0161 219 6633
Email: ellie.knowles@manchester.gov.uk
www.manchester.gov.uk

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From: Ryan Watt <ryan.watt@turley.co.uk>
Sent: 11 March 2025 14:33
To: Ellie Knowles <Ellie.Knowles@manchester.gov.uk>
Subject: RE: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

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Thanks Ellie for providing these comments,

We are working through the concerns and hope to be able to provide you with amended drawings shortly.

For our records can you confirm who was consulted as part of these applications? I know we have received responses from Conservation, Highways and SGMP, is that all consultees comments returned?

Kind regards

Ryan Watt
Planner

Turley

Mobile: +44 7977 746 111
Office: 028 9072 3900

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From: Ellie Knowles <Ellie.Knowles@manchester.gov.uk>
Sent: 24 February 2025 15:58
To: Ryan Watt <ryan.watt@turley.co.uk>
Subject: RE: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

Hi Ryan,

RE: Heritage matters

Please see the following consultation response:

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;

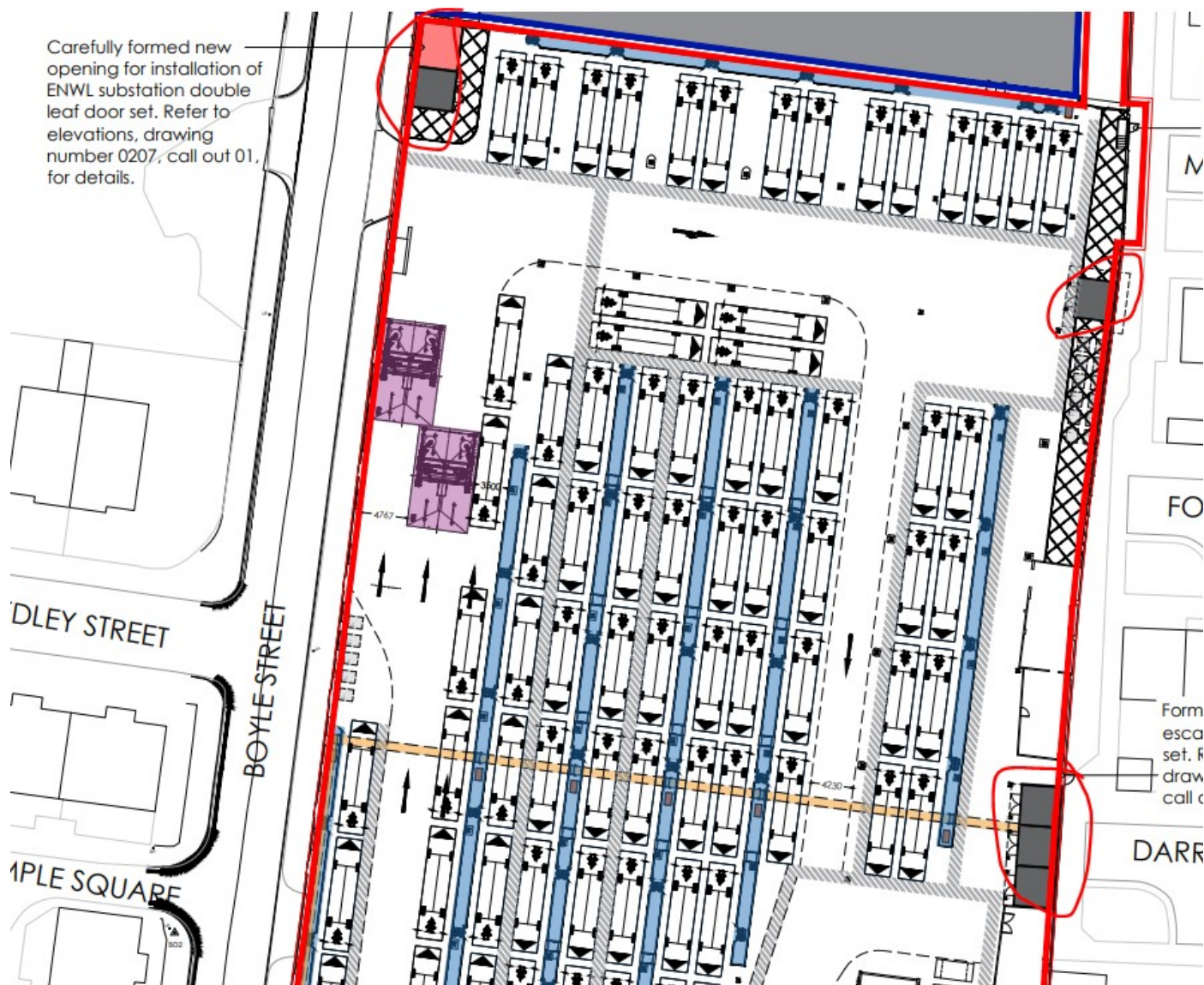
- The proposed new substation will involve the removal of an internal wall which according to the heritage statement is neither original or historic. However site photos show very robust intervention with brickwork and bullnose corners, which appears is well considered. Can you please confirm the date of this intervention?
- Call out 1 - 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, please provide this detail.
- The image of the single blue 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 lintel material depending on the outcome.
- The proposed substation access 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, please amend.





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 internal enclosures and details of these have not been submitted for review. I've circled these in red below. This is required for review.



Call out 2: 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.

Call out 3: 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 proposed sections through showing how this would impact on the space. This is required for review.

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. This is required for review.

In view of above, the proposals may be acceptable subject to further information (underlined) on significance and additional details as well as some modification.

Kind regards,
Ellie Knowles (she/her)
Planning Officer
Area Team
Planning Building Control and Licensing - Growth and Development Directorate
Manchester City Council

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From: Ryan Watt <ryan.watt@turley.co.uk>
Sent: 24 February 2025 14:37
To: Ellie Knowles <Ellie.Knowles@manchester.gov.uk>
Subject: RE: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

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Hi Ellie,

Our client has provided the attached site photos as requested during your site visit.

Kind regards

Ryan Watt
Planner

Turley

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Office: 028 9072 3900

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From: Ryan Watt <ryan.watt@turley.co.uk>

Sent: 24 February 2025 12:58

To: Ellie Knowles <Ellie.Knowles@manchester.gov.uk>

Subject: RE: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

Hi Ellie,

I hope you're doing well and had a great weekend.

I trust the site visit went well last week.

I just wanted to provide some clarification on a few of the points raised below:

Regarding the SGMP comments, the specified fire doors are SR2 certified with break glass to open and a self-closer. Do you require this to be referenced in any way?

The client has confirmed that there are no fit-out arrangements impacting the highway. There is an outward-opening door providing access to the incoming DNO supply equipment. ENWL requires 24-hour access for emergency use, although outside of emergency situations, it will be very rarely used. On these occasions, access will be subject to ENWL's access arrangements, and a Charter 8 barrier can also be installed. Do you think this is acceptable?

I look forward to hearing from you and if there is anything else please do let me know.

Kind regards

Ryan Watt
Planner

Turley

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Office: 028 9072 3900

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From: Ellie Knowles <Ellie.Knowles@manchester.gov.uk>

Sent: 19 February 2025 14:34

To: Ryan Watt <ryan.watt@turley.co.uk>

Subject: RE: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

Good afternoon Ryan,

Thank you for your emails.

As an update, please see comments from Highways and SGMP. Please note we are still awaiting comments from Conservation, which are due next week and will be issued when received.

SGMP – We would advise that all new door-sets are compliant with and certified to BS PAS 24, LPS 1175 SR2 or STS 202 BR2. It is crucial that the door ironmongery is permitted for use on the escape doors under the security certification of the product. Security-certified louvred door-sets are also available where required (see Secured by Design).

Highway services –

The application seeks consent for the Elevational alterations to the existing eastern and western elevations to provide new access doors at Bus Depot, Queens Road, Manchester, M8 8UT.

- For the avoidance of doubt, all external entrance doors (with the exception of fire doors) should be inwardly opening in order to prevent obstruction on the adjacent footway.
- Detail should be sought from the applicant in relation to any proposed construction or fit-out arrangements, where there is an impact on the highway.
- 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
- The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk
- No conditions applicable.

Please note I will be conducting a site visit to the property tomorrow.

Kind regards,
Ellie Knowles (she/her)
Planning Officer
Area Team
Planning Building Control and Licensing - Growth and Development Directorate
Manchester City Council

Tel: 0161 219 6633
Email: ellie.knowles@manchester.gov.uk
www.manchester.gov.uk

Location address: Manchester City Council Town Hall Extension Lloyd Street Manchester M2 5DB.

Postal Address: Manchester City Council P.O. Box 532 Town Hall Manchester M60 2LA

From: Ryan Watt <ryan.watt@turley.co.uk>
Sent: 14 February 2025 14:27
To: Ellie Knowles <Ellie.Knowles@manchester.gov.uk>
Subject: RE: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

You don't often get email from ryan.watt@turley.co.uk. [Learn why this is important](#)

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Hi Ellie,

I hope all is well,

I am just getting in touch in regards to the above applications at Queen's Road depot.

Please can you provide a update on these application? I understand the statutory consultation period is due to end next week, have you been able to receive any response to date and if so can they be uploaded to view?

Kind regards

Ryan Watt
Planner

Turley

Mobile: +44 7977 746 111
Office: 028 9072 3900

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From: Ryan Watt
Sent: 31 January 2025 12:22
To: ellie.knowles@manchester.gov.uk
Subject: 141935/LO/2025 & 141934/FO/2025 - Queen's Road Depot

Hi Ellie,

I hope you're doing well.

I understand you've been assigned to the applications mentioned above.

Please feel free to reach out if you need any further information or assistance.

Kind regards,

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