

17th January 2025

Delivered via Planning Portal

Planning & Building Control
Manchester City Council
Level 6, Town Hall Extension
St Peter's Square
Manchester
M2 5HD

Our Ref: 01735

Dear Sir/Madam

QUEEN'S ROAD BUS DEPOT, CHEETHAM HILL, MANCHESTER, M8 8UT.

APPLICATION FOR FULL PLANNING PERMISSION AND LISTED BUILDING CONSENT FOR EXTERNAL ALTERATIONS TO INCLUDE NEW ACCESS DOORS AND INTERNAL MODIFICATIONS TO ACCOMMODATE EV CHARGING INFRASTRUCTURE.

On behalf of our client, Transport for Greater Manchester ('TfGM' or 'the Applicant'), we are pleased to submit applications for full planning permission and listed building consent for the development listed below at the Queen's Road Depot, Cheetham Hill, Manchester, M8 8UT (the 'Site').

The description of the proposed development is set out below:

'Full Planning Permission for external alterations to the existing eastern and western elevations to provide new access doors.'

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

The applications have been submitted via the Planning Portal (ref. 13668316) and the application fee of **£648.00** has been paid online.

In order to facilitate Manchester City Council's full and proper consideration of this application, please find the following information accompanying the submission:

- Drawing Number: BFDEFP-QU-THP-ZZZ-GRF-DR-AR-0201 – Location Plan
- Drawing Number: BFDEFP-QU-THP-BUO-GRF-DR-AR-0202 - Existing Site Plan
- Drawing Number: BFDEFP-QU-THP-BUO-GRF-DR-AR-0204 - Proposed Site Plan

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- Drawing Number: BFDEFP-QU-THP-BUO-ZZZ-DR-AR-0205 - Existing GA Elevations
- Drawing Number: BFDEFP-QU-THP-BUO-ZZZ-DR-AR-0206 - Proposed GA Elevations
- Drawing Number: BFDEFP-QU-THP-BUO-GRF-DR-AR-0207 - Detailed Elevations
- Drawing Number: BFDEFP-QU-THP-BUO-GRF-DR-AR-0208 - Proposed Demolition Plan
- Drawing Number: WPS16105-MGA-100 – Transformer Specification Plan
- BFDEFP-QU-ZET-XXX-XXX-RD-EE-0001 – Zerova Electric Charger Specification
- BFDEFP-QU-PLL-XXX-XXX-RD-EE-0001 – Powell Type 439 Feeder Pillar Specification
- Heritage Statement (dated January 2025) prepared by Turley

THE APPLICATION SITE & SURROUNDINGS

The Site is situated within the City Boundary and Inner North Area of Manchester, located on the northern side of Queen's Road, to the east of Boyle Street, in Cheetham Hill, Manchester (M8 8UT). It comprises the Queen's Road Bus Depot, currently operated by Stagecoach, which forms part of the grade II listed Bus Depot and Transport Museum (List Entry No: 1247471). The Museum of Transport is housed within a separate but adjoining group of buildings to the north of the Site.

To the east, the Site is bounded by a mix of residential and commercial properties off Appleford Drive. The wider surrounding area has a varied urban character, predominated by rows of terraced housing, commercial buildings, and arterial roads, including Queen's Road (A6010) to the south and Cheetham Hill Road (A665) to the west.

To the north of the Museum of Transport is the Oasis Academy Temple School, while to the north-west lies St Luke's Churchyard, which contains the grade II listed ruins of St Luke's Church.

THE PROPOSED DEVELOPMENT

The Proposed Development comprises the following works associated with the electrification of the Queens Road Bus Depot:

- 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;
- Reopening of an existing blocked door in the east elevation for use as a fire escape with insertion of the associated galvanised metal staircase;
- Formation of a new door opening with a concrete lintel in the east elevation for use as a fire escape;
- Removal of concrete bund;
- Strip out of fuel/coolant tanks and demolition of fuelling island;
- Strip out of existing bus wash and chassis wash/wheel cleaning station;
- Demolition of storerooms/back-of-house areas;

- Insertion of two new express bus chassis washes; and
- Creation of charging aisles containing EV charging units and LV cabinets with associated high-level containment and gantry

PLANNING POLICY CONTEXT

In line with planning law¹, planning applications should be determined in accordance with the adopted Development Plan, unless material considerations indicate otherwise.

This section identifies the key national and local planning policy tests against which the merits of the Proposed Scheme must be appraised.

The adopted Development Plan for Manchester comprises:

- Places for Everyone Joint Development Plan ('Pfe') (adopted 21 March 2024)
- Manchester Core Strategy – Development Plan Document 2012-2027 ('Core Strategy') (adopted 11th July 2012).
- Saved policies of the Unitary Development Plan for Manchester ('saved UDP') (adopted 21st July 1995)

Other material considerations include the National Planning Policy Framework ('NPPF') (adopted December 2024), associated Planning Practice Guidance ('PPG') and the Guide to Development in Manchester Supplementary Planning Document (Adopted 2007).

Places for Everyone

Places for Everyone ('Pfe') is a long-term joint development plan for nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It was produced by the Greater Manchester Combined Authority ('GMCA') on behalf of the nine local authorities and became part of the statutory Development Plan for Manchester City Council on 21st March 2024. The following Pfe policies are of relevance to the Proposed Development:

- Policies JP-P1 – Sustainable Places: Seeks to develop vibrant, resilient, and adaptable communities by conserving natural and cultural assets, promoting social inclusion, and ensuring safety and functionality through careful design. It prioritises resource efficiency, environmental sustainability, and accessibility, with a focus on integrating infrastructure, green spaces, and essential public services. The policy also aims to create welcoming environments that support community interaction, well-being, and economic opportunities, while fostering a high quality of life for all residents.
- Policies JP – S1 – Sustainable Development: Promotes balanced development that maximises economic, social, and environmental benefits, prioritising brownfield sites and addressing land contamination. Greater Manchester aims for carbon neutrality by 2038, with actions including reducing emissions, expanding renewable energy, retrofitting buildings, and promoting sustainable transport.
- Policies JP -P2 – Heritage: Seeks to proactively conserve, sustain, and enhance Greater Manchester's historic environment and heritage assets. It encourages protecting and promoting heritage assets, ensuring

¹ Section 38A of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004

their significance is considered in design, and supporting restoration efforts to improve sustainability. Proposals should safeguard heritage assets, contribute to regeneration, and respect their historical value.

Manchester Core Strategy

The following Core Strategy policies are of relevance to the Proposed Development:

- Policy SP1 – Spatial Principles: Requires development to create well-designed, inclusive neighbourhoods that enhance character, promote well-being, and meet the needs of community. It must protect the environment, minimise emissions, reuse brownfield land, and improve access to jobs, services, and sustainable transport. The policy specifically states that new development should maximise the potential of the City's transport infrastructure.
- Policy CC9 – Design and Heritage: Requires high-quality design for new buildings in Manchester City Centre, preserving heritage assets and ensuring compatibility with the area's character.
- Policy EN1 – Design Principles and Strategic Character Area: Requires developments in Manchester to follow the seven principles of urban design, identified in the National Planning Guidance and respect local character. Design proposals must enhance the area's identity and align with strategic objectives, particularly in the Northern Character Area, where developments should blend with the topography and green spaces.
- Policy EN3 – Heritage: Seeks the promotion of development that respects and enhances Manchester's historic features, supporting the preservation of important heritage assets.
- Policy DM1 – Development Management: Requires development to consider factors such as design, impact on surrounding areas, accessibility, community safety, health, and sustainability. It must also address amenity, biodiversity, green infrastructure, flood risk, waste management, and heritage concerns.

Manchester Unitary Development Plan

The following saved UDP policies are of relevance to the Proposed Development:

- Policy DC19 – Listed Buildings: Seeks to protect and preserve listed buildings by preventing demolition, alterations, or changes of use that harm their character or setting. Any changes to a Listed Building must not hinder future use or lead to neglect.
- Policy DC26 – Development and Noise: Seeks to minimise the impact of noise on residents, workers, and visitors by considering both the noise generated by new developments and the exposure of new developments to existing noise sources beyond planning control.

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The PPG also provides relevant guidance and is referred to within the following analysis and in other supporting reports where applicable.

In summary, the following sections are of particular relevance to the Proposed Development:

- **Positive Planning** – The Government has made clear its expectation, through the Framework, that the planning system should positively embrace well-conceived development to deliver the economic growth necessary and the housing needed to create inclusive and mixed communities.

- Achieving Sustainable Development** – Paragraph 11 of the Framework sets out a presumption in favour of sustainable development. This means that planning applications that accord with the policies in the development plan should be approved without delay, unless material considerations indicate otherwise. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless: (i) the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. Relevant policies within emerging Local Plans may be given weight in the decision-making process, dependent on their stage of preparation and the extent of unresolved objections (Paragraph 48).
- Economic Growth** – Paragraphs 85 and 87 of the Framework demonstrate the importance of economic growth within a planning context and the approach to decision making. The Framework confirms that *“...significant weight should be placed on the need to support economic growth and productivity...”* (Paragraph 85). Furthermore, Paragraph 87 confirms that planning decisions should recognise and address the specific locational requirements of different sectors, including storage and distribution operations, as well as clusters or networks of knowledge and data-driven, creative or high technology industries, and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including Data Centres and grid connections).
- Planning for Climate Change** – Paragraph 163 of the Framework highlights the importance of mitigating and adapting to climate change. Paragraph 164b states that new developments should be planned to reduce greenhouse gas emissions through their location, orientation, and design. Additionally, Paragraph 117e specifies that developments should be designed to enable *“Charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”* Paragraph 167 indicates that Local Planning Authorities (LPAs) should give significant weight to energy efficiency, and where proposals affect listed buildings, LPAs should apply the policies set out in Chapter 16 (Conserving and Enhancing the Historic Environment) of the Framework.
- Achieving well-designed places** – Chapter 12 of the NPPF emphasises the importance of well-designed places, recognising that high-quality buildings are essential to the planning process. Paragraph 131 of the Framework highlights that good design is integral to sustainable development, creating better living and working environments and ensuring developments are acceptable to communities. Paragraph 135 outlines that planning decisions should ensure developments: enhance the area's functionality and quality; are visually attractive with good architecture, layout, and landscaping; respect local character while allowing innovation; establish a strong sense of place; optimise site potential with appropriate development; and create safe, inclusive, and accessible spaces that promote health and well-being.
- Conserving and enhancing the historic environment** – Chapter 16 of the NPPF focuses on the historic environment, recognising heritage assets as irreplaceable resource. Paragraph 210 of the Framework stresses the importance of sustaining and enhancing heritage assets through viable uses that are consistent with their conservation, while ensuring new development contributes positively to local character. Paragraph 212 highlights the need to give great weight to conserving designated heritage assets, managing change to sustain or enhance their significance. Paragraphs 214 and 215 distinguish between ‘substantial’ and ‘less than substantial’ harm, requiring harm to be weighed against public benefits, including securing the optimum viable use of the asset, in line with the Planning (Listed Buildings and Conservation Areas) Act 1990.

PLANNING APPRAISAL

The principle of the Proposed Development should be considered acceptable as the proposed works constitute minor works to facilitate the electrification of an existing bus depot.

Use, Layout, Appearance and Scale

This application does not propose a change of use. The Queen's Road depot will continue to operate as a bus depot for TfGM's electric bus fleet.

No increase in the footprint of the Site or existing buildings is proposed and the internal alterations are designed to align with the operational requirements of a bus depot.

The external alterations have been carefully designed to integrate with the existing building and the surrounding area, ensuring a cohesive appearance.

The Proposed Development is consistent with Core Strategy Policies EN1 and DM1, Places for Everyone Policies JP-P1 and JP-S1, and the NPPF.

Residential Amenity

The Proposed Development is confined within the existing boundaries of the current bus depot, ensuring no opportunities for overlooking or overshadowing.

The planned electrification of the depot will maintain a use similar to the current operations, with no increase in noise or disturbance beyond what is presently experienced at the Site.

As a result, there will be no adverse impact on residential amenity in accordance with Core Strategy Policy DM1 and saved UDP Policy DC26.

Heritage

The Proposed Development involves minor alterations to the external elevations and internal layout to facilitate the adaptation of the existing bus depot.

The Heritage Statement submitted with this application, prepared by Turley Heritage confirms that these alterations have been carefully designed to sustain the significance of the Grade II listed building. The proposed development therefore positively conserve, sustain, and enhance this historic asset, ensuring its continued operation in line with Core Strategy Policies CC9, EN3, and DM1, saved UDP Policy DC19, Places for Everyone Policy JP-P2, and the NPPF.

Sustainability

The Proposed Development is in line with paragraph 117e of the NPPF, aiming to modernise the existing bus depot to support transport innovation and decarbonisation. The project involves retrofitting the Queen's Road bus depot to accommodate the maintenance and storage of electric buses, thereby contributing to the promotion of sustainable transport modes and carbon neutrality. The development seeks to reduce emissions and ensure the efficient use of natural resources, in accordance with Core Strategy Policy SP1 and Places for Everyone Policies JP-P1 and JP-S1.

Summary

The Proposed Development involves minor alterations to electrify the existing bus depot, with no change of use. The design respects the building's Grade II listed status, integrates with the surroundings, and has no impact on residential amenity. The proposal supports sustainability by promoting electric transport and reducing emissions.

The Proposed Development aligns with relevant planning policies, including Core Strategy, saved policies of the UDP, Places for Everyone, and the NPPF.

I trust you will find the enclosed application to be in order, however, should you have any queries in respect to this submission or require any additional information to inform your consideration of this application, please do not hesitate to contact me.

Yours Sincerely

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