



Atelier
Heritage

Wythenshawe Bus Garage and Adjacent Site

Heritage Statement

Bradnor Road, Wythenshawe

Client: APH

Date: June 2023

Revision: _





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Image 1: Wythenshawe bus garage, historic image from 1950s.



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Introduction



1.0 INTRODUCTION

This Heritage Statement has been written in June 2023, to accompany a planning application and Listed Building Consent Application for the existing bus garage and adjacent site at Bradnor Road, Wythenshawe. It has been produced by Atelier Heritage and its author is Laura Jessup, MA History and Theory of Architecture, PGCert. Conservation of the Historic Environment. Historical research has been undertaken at Manchester Transport Museum Archives and historical images are reproduced here with their kind permission.



Image 2: Contemporary view of bus garage, taken from Bradnor Road.



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Site Location and Description



2.0 SITE LOCATION and DESCRIPTION

The site is on Bradnor Road and sits within the Sharston Industrial Area, to the east of Wythenshawe, which is itself to the south of Manchester city centre. The industrial area is roughly bounded by the Ring Road, Princess Parkway and the M56.

Wythenshawe bus depot, originally known as Northenden bus garage, is a Grade II* listed building. An extract from the Historic England listing description is included here.

SJ88NW 698-1/11/11150 13-JUL-01
BRADNOR ROAD Wythenshawe (Northeast side)
Wythenshawe Bus Depot
II*

Former bus garage, now warehousing. 1939-42 by Manchester City Architect's Department, Chief Architect G Noel Hill; concrete structure devised by Messrs Chisarc and Shell D Ltd, consulting engineer H G Cousins. Reinforced concrete arched construction, with shell concrete barrel vaults incorporating central top lights of individual square prisms. The concrete arches in the garage have a span of 165 feet, a rise of approximately 42 feet, and are 42 feet apart; the thickness of the roof shell is 23/4 inches thick. Repair hall and washing bays to rear, now in separate occupation, are of rendered brick, with repair hall roof formed of seven longitudinal shell cylinders of 22'6" radius incorporating roof lights, with rigid end frames and deep edge beams, the central bay with expansion joints. Long strip glazing in side walls of main garage, with folding doors to front.

The garage with accommodation for one hundred double-decker buses was planned to serve as a depot for the Manchester Corporation bus services to the Wythenshawe Housing Estate, but it was taken over by the Ministry of Aircraft Production immediately on completion in 1942 for the production of A V Roe's Lancaster aircraft.

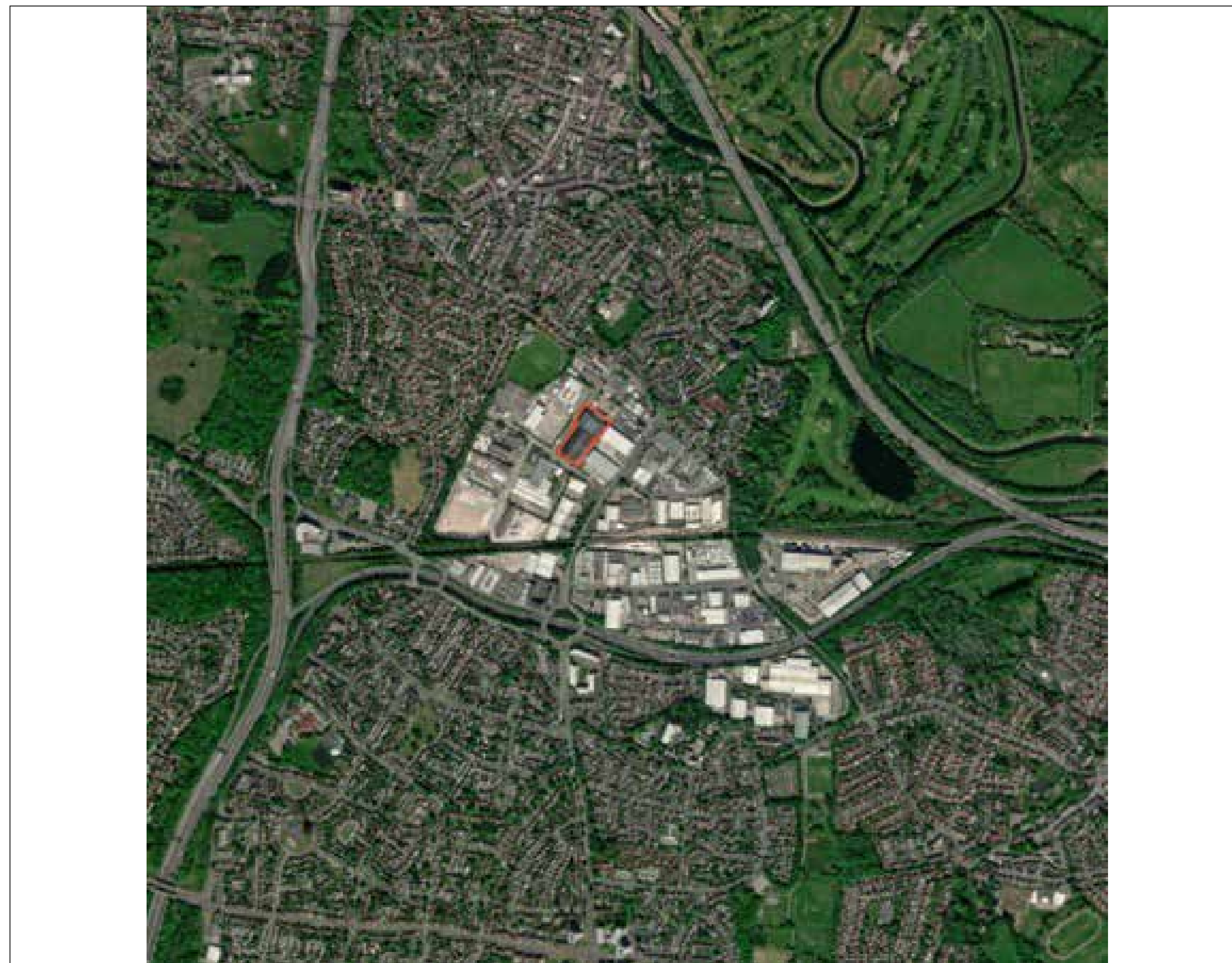


Image 3: Existing bus garage site identified in red.

It is one of the first reinforced concrete shell roof structures to be built in England. Chisarc and Shell D Ltd were the British patentees, but as the system was both innovatory and German they found few clients in the late 1930s. It is a smaller, but earlier and more daring shell roof than that at Bournemouth, and anticipates the better-known bus garage at Stockwell, LB Lambeth (II*). The late 1930s and early 1950s saw the building of very many bus garages as tram services gave way to buses, and shell construction was a very cheap way of achieving broad, uninterrupted spans. The general equations for shell domes and cylindrical shell roofs were first published in England in 1930, and again in August 1935. However, this was the pioneering example of the means of construction, and was widely influential in the years after the war when steel, timber and bricks were in short supply.

Sources The Builder, 15 September 1939, p.437 Official Architecture, August 1939, pp.774-5 The Builder, 19 July 1946, pp.62-3 Architect and Building News, 26 July 1946, pp.54-5 Architects' Journal, 5 September 1946, pp.176-8 Concrete and Constructional Engineering, September 194

Listing NGR: SJ8303889374



Image 4: Contemporary view of the interior of the bus garage.



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History



3.0 HISTORY

Area

Historically the name of Wythenshawe was applied to Wythenshawe Hall, owned by the Tatton family. In the 1920s, the name was given to a large parcel of land in the area which was to become a ‘garden suburb’ of Manchester, inspired by Letchworth Garden City. Its aim was to house thousands of Manchester residents in improved conditions with planned ‘green’ neighbourhood units surrounding the historic Wythenshawe Hall and Park. It was, at one stage, one of the largest council housing estates in Europe and linked to the city centre, 8 miles away, via the ‘parkway’ vehicle route which was intended to preserve the open layout. Wythenshawe is divided into 9 districts: Baguley, Benchill, Moss Nook, Newall Green, Northenden, Pell Hall, Sharston, Northern Moor and Woodhouse Park.

The architecture of the new estates was modest and conventional, with cul-de-sacs, semi-detached houses and crescents being the favoured design form. The large-scale rehousing of residents of inner-city terraced housing in a more roomier, healthier, environment was recognised as being hugely ambitious: Sheena Simon, politician, educationalist, and writer, (and benefactor of Wythenshawe Park) called it the ‘world of the future’.

Commentators were mixed in their views as Wythenshawe continued to develop, some claiming it was dormitory and lacked community, others heralding it as the new model for suburban living. Development continued and housing density was increased, particularly post-World War II when blocks of flats were introduced.

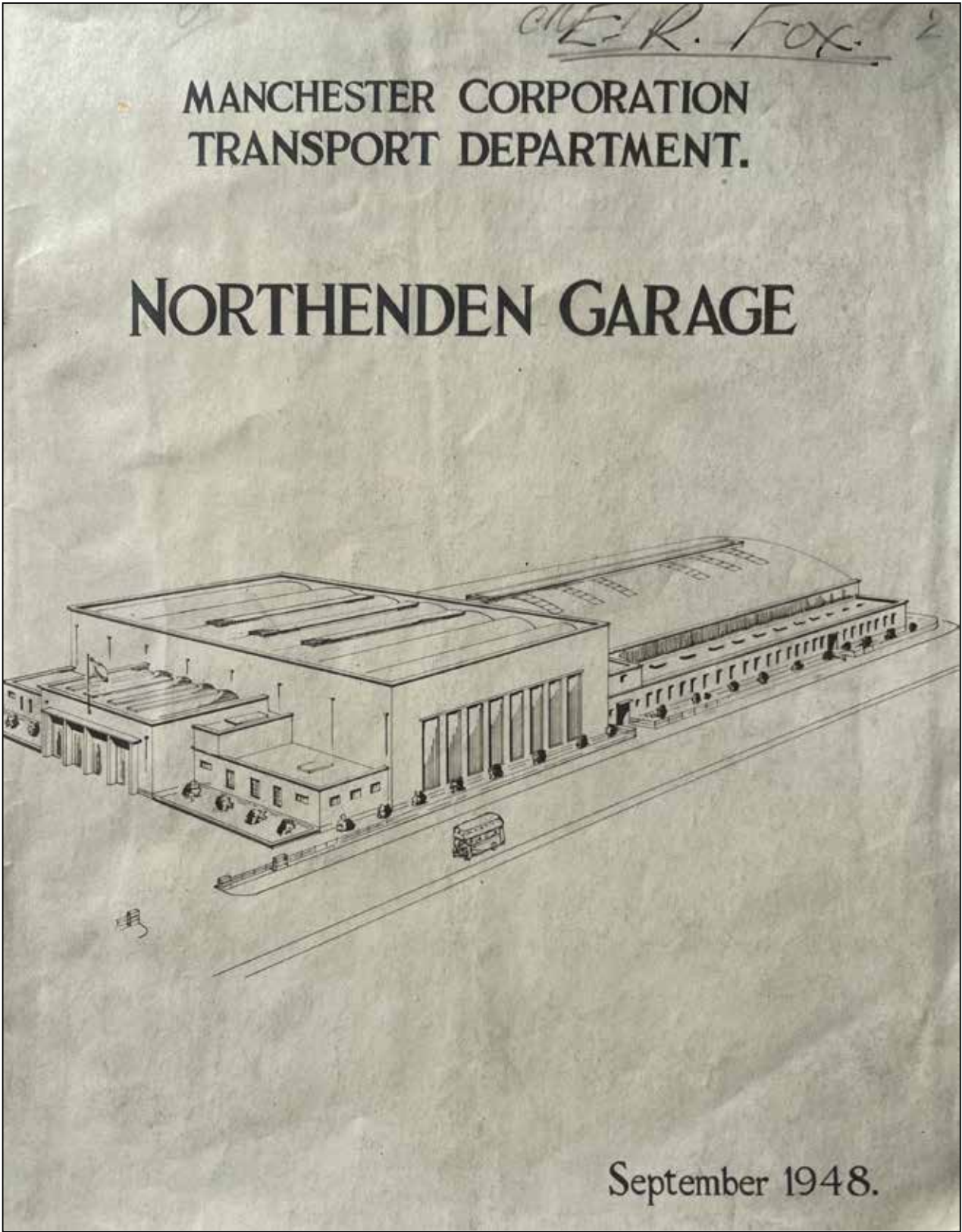


Image 5: Original brochure for Northenden (Wythenshawe) Bus Garage, 1948.

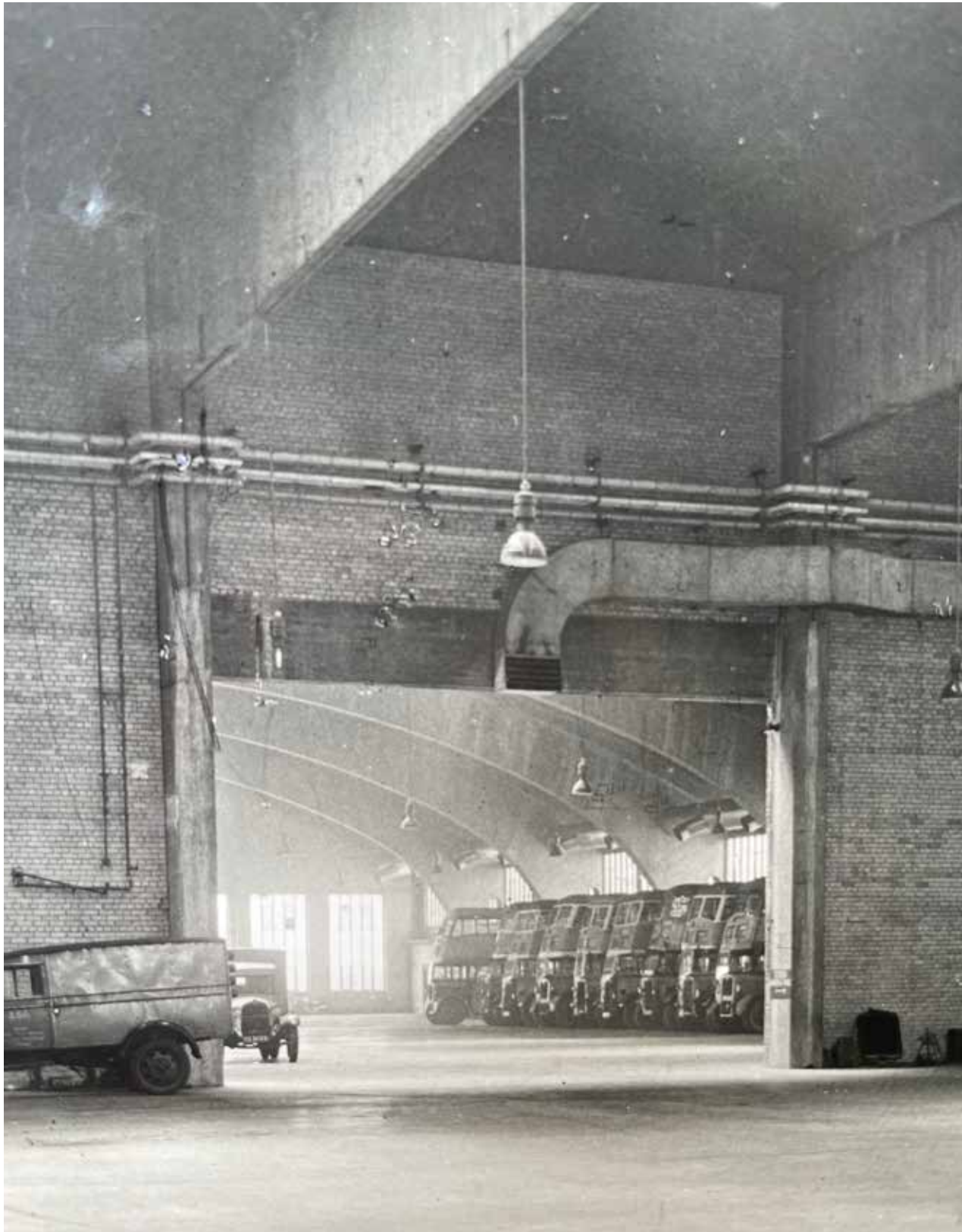


Image 6: View from rear space through to main garage space, opening now blocked. Photograph from 1950s.

The shopping centre (Civic Centre) was eventually completed in the 1960s, followed by a leisure and culture centre in the early 1970s. There were efforts to introduce local employment opportunities through some commercial and light industrial development, the first example being Scholes' Factory from 1934. Social issues in the area have been well-publicised but more recent investments including the addition of the Metrolink airport expansion, new housing, and refurbishment of the 1960s buildings, along with increased employment opportunities, have helped to turn around negative perceptions.

Sharston industrial area sits to the north of the M56, bounded by the outer ring road. Following boundary changes, Sharston now encompasses a large amount of residential development to the eastern side of Wythenshawe.

Building

Approval to construct Northenden Motorbus Garage in Wythenshawe was given at the end of 1937 and construction began in early 1939. However, with the outbreak of war, some seven months later the garage was only partially built. Completion of construction was only made possible by its transfer of use in 1942 to A.V. Roe and Co. for the making of Lancaster bombers. A portion of the front of the building was retained for buses with a garage workshop, mess room and offices. In January 1946, the building was handed back to the corporation and work continued to finish the offices and workshops.

Designed by the Manchester City Architects Department under G. Noel Hill, the building was originally to house 100 double decker buses. In reality, it held a significantly greater number and served as a main depot for services running throughout this part of South Manchester, known as the Northenden bus garage.



Image 7: Archive photograph of interior of bus garage, 1950s.



Image 8: Archive photograph showing original rooflights. 1950s.



Image 9: Archive photograph showing original fuel pumps to front.

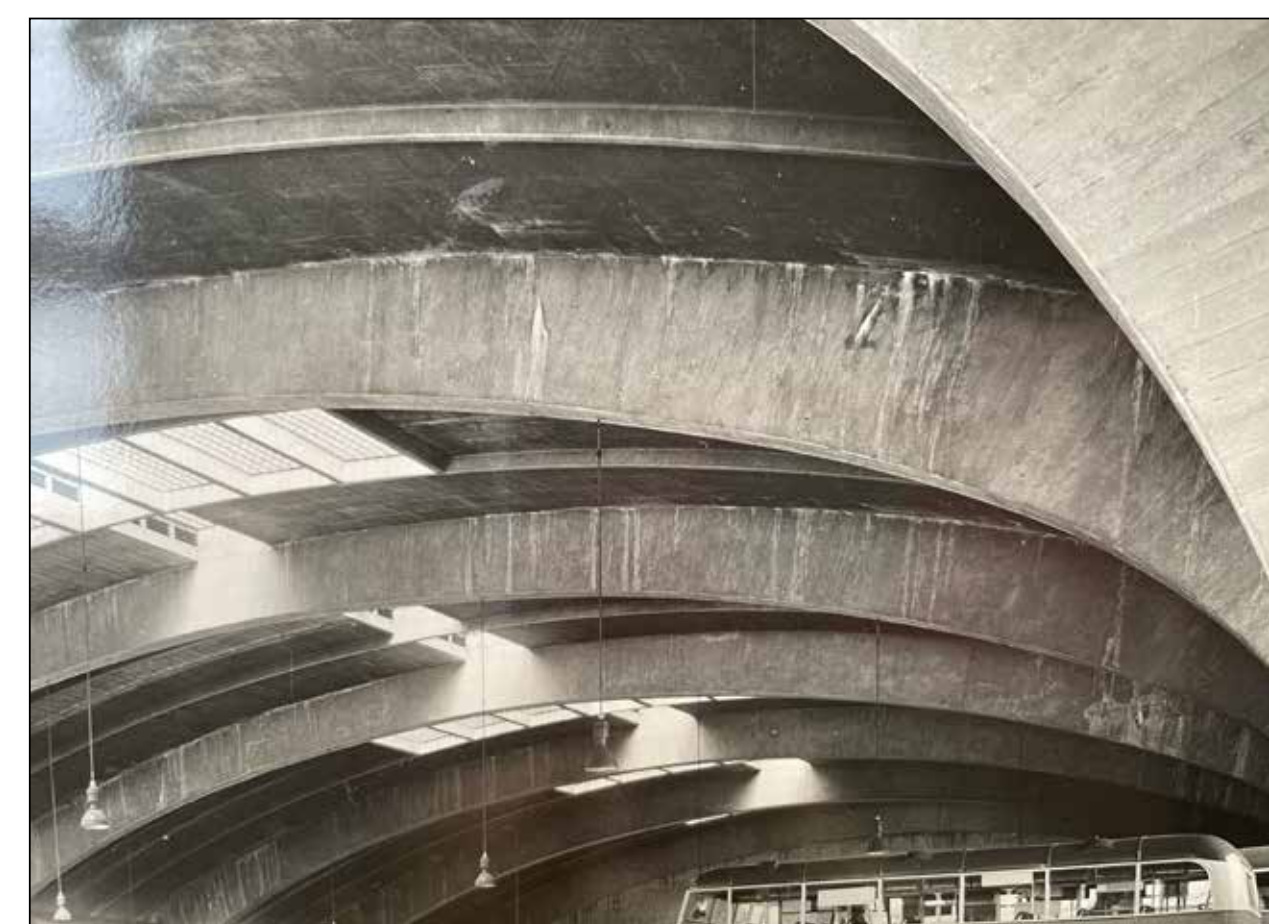


Image 10: Archive photograph showing detail of roof construction.

An extract from Building and Engineer, dated February 1947, details the building in its historic form. 'In the main garage section of the building, a single barrel vault, of large radius, spans as a continuous beam over a series of arches set at relatively close centres. The washing room and repair hall are planned as a wing set at right angles to the main building, which gives a t-shaped effect to the whole structure. Messrs. Chisarc and Shell D Ltd. were responsible for reinforced concrete design on the Chisarc System.....The general heating of the garage is by the Plenum system and special low level extractor plant has been installed to remove the heavier than air fumes generated by engine exhaust. A further innovation is to be found in the inspection pits, which are lined with glazed tiles and fitted with special lighting designed to illuminate the engine and the chassis of the vehicle without dazzling the mechanics. Provision was also made for staff dining, social and rest rooms, a milk bar and executive offices.'

It is industrial and functional in architectural form, with a deceptively simple exterior: double storey sides with a barrel roof over and window/door openings to the perimeter. Internally, the space is vast (40,000 square feet), and almost entirely open. A limited number of remaining small rooms are situated around the perimeter. Towards the rear, a former opening is bricked up- the area behind now being in separate ownership.

The roof is an unsupported single span of concrete shell, and the effect is only appreciated from the interior, where arches at 12 metre intervals have a reach of over 50 metres. The shell is a fine concrete barrel, of no more than 3.25 inches, which was maintained externally with bituminous paint to keep it watertight. Within the roof are rows of large roof lights designed to provide natural lighting to the space below.

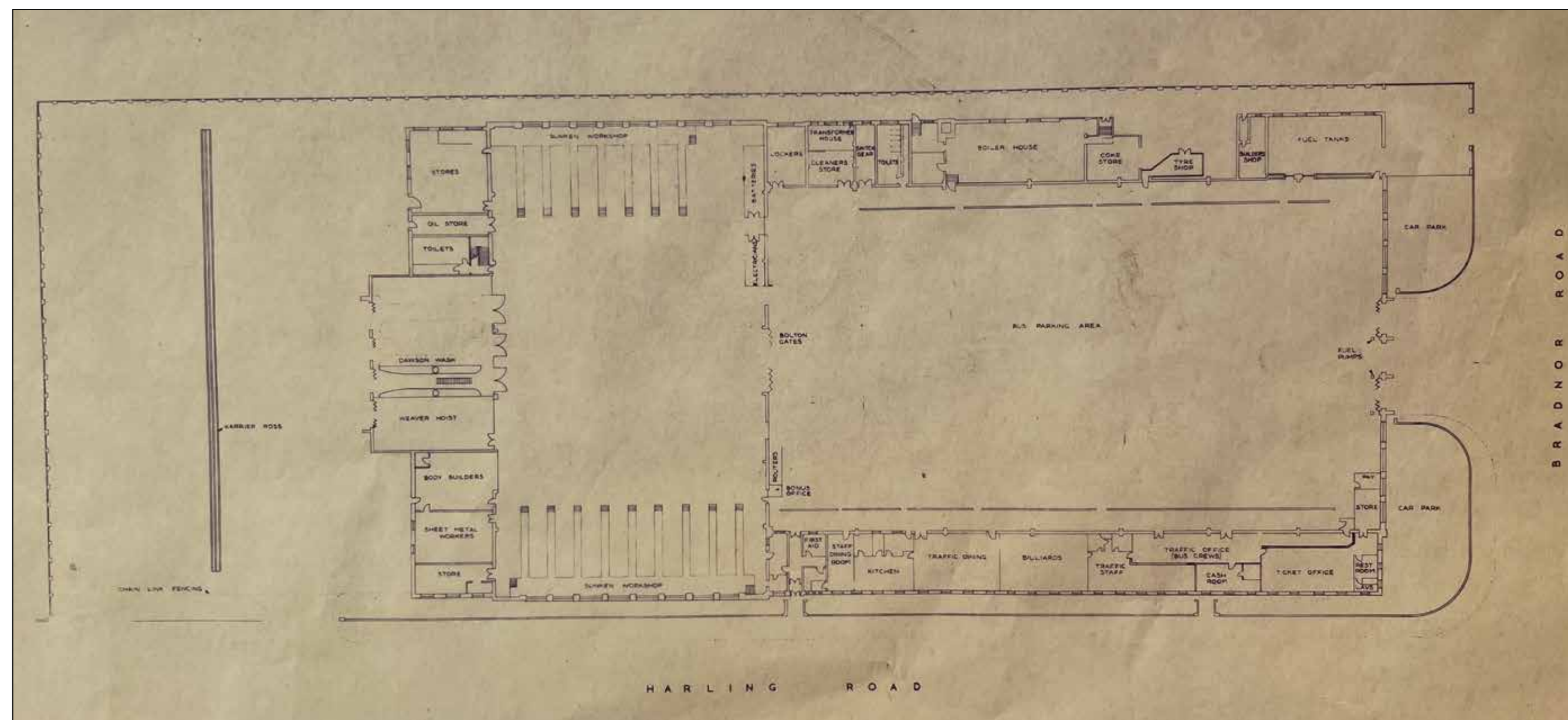


Image 11: Drawing showing original layout of bus garage.



Image 12: Archive photograph from 1950s, showing long side view of exterior, with wings (now demolished).

Northenden depot is widely acknowledged as a pioneering building of its type and an exemplar for many concrete shell structures to follow, including the Grade II* listed Stockwell Bus Garage (1952). Unlike the traditional use of metal or timber supports and brick construction, the design followed the new European influence for using concrete to cover massive areas, creating bespoke and large interior spaces. The lack of supporting columns enabled large buses to move freely around the space and could contain a full range of services required to keep a busy fleet running. The buses running out of the Northenden depot covered 15,000 miles a day and carried 125,000 passengers.

Internally, the depot provided a garage and repair hall. A high-level ducting system provided heat and the natural light through the roof lights was supplemented by mercury vapour and tungsten lamps. The larger section of the building was used as the garage (the focus of this report). Located along one side and behind internal kerbing, were rooms for fuel tanks, the boiler house, electric services room and a tyre store. To the opposite side were rooms for use by drivers and staff – billiards/games room, dining room, kitchen, traffic office and ticket office (for bus staff not passengers). There were facilities for bus washing and radiator heating. The rear section functioned as a well-equipped repairs hall, with lit pits and sunken workshops. Storage and workshops for sheet metal workers, fitters and body makers were housed in rooms around the perimeter.

When deregulation was brought in towards the end of the twentieth century, services were split between a number of private companies, each with their own garage or parking facilities and the vast depot at Sharston became obsolete, no longer required. Now owned by Airport Parking and Hotels, the space is mainly used as long-stay car storage by passengers using Manchester Airport. The (now separated) rear of the depot is in use by freight company, Cardinal Maritime.



Image 13: Archive photograph, 1950s, showing interior of the rear of the space, now in separate use.

4.0 SIGNIFICANCE

The significance of the bus depot at Sharston is almost entirely due to its impressive concrete single-span roof and the cathedral like qualities of the internal space. At the time of its construction, the 165-foot roof span made it the largest of its type in the country. A contemporary pamphlet from the Greater Manchester Transport Museum archives states that, ‘The garage is the only one of its kind in the world, the prototype, the Zehlendorf Garage in Berlin, having been destroyed in the war.’ This rarity value, and the high-quality pioneering engineering give the bus depot a very high level of heritage significance, reflected in its Grade II* listed status. The space has undergone alteration and ad hoc repairs in places. The original single storey side wings have mostly been demolished – those to the Harling Road side were completely removed and only a small portion on the opposite side remains. Internally, the bus parking, or garage area, is much in its original form as a large, open-plan space, though fuel pumps are no longer in situ to the entrance. The rear section is now separated on a more permanent basis with the opening that linked the two sections bricked up. The changes and loss of original fabric has had a detrimental impact upon significance, but much of the main structure remains unaltered.



Image 14: Contemporary photograph showing internal roller shutters to front, windows with covering and original brick and concrete structure.



Image 15: Contemporary photograph showing roof and infill to side walls.

Historic England use four principles to determine significance, which form the basis of the following assessment.

Evidential value: the potential of a place to yield evidence about past human activity.

Despite alteration and loss of wings, the garage remains as physical evidence of past activity which was central to everyday life in the early part of the 20th century. The ability to understand its original purpose has been diminished by the loss of built fabric, but much of the main structure remains in its historic form, giving the site a medium-high evidential value.

Historical value: the ways in which past people, events and aspects of life can be connected through a place to the present. This can also be an associative value.

The existing building evidences a particular aspect of social organisation (public transport). Alongside its connections to World War II aircraft production, it is a direct link to the period in which buses were the main form of transport for thousands of Mancunians, and a demonstration of the scale of operations, investment, and importance placed on public transport. It is undoubtedly a rare surviving pioneer example of concrete engineering and architectural design, giving it national, albeit widely unknown, significance. These factors give it a high historical value.

Aesthetic value: the ways in which people draw sensory and intellectual stimulation from a place.

The huge volume of the space, contrasting with the apparent lightness of the roof structure give the garage a strong design quality, both as a daring feat of engineering and as an example of high-quality public architecture from the World War II period. The main hall, covered with its thin concrete shell roof has a unique character. Whilst externally, its elevations appear to be ordinary, internally it has a rare and high aesthetic value.

Communal value: the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.

The site will have strong associative memories for those hundreds of transport workers who were employed there as well as for the local population who remember its time as a busy bus depot, running public transport services. Its role in the national war effort reinforces its social significance. It has a medium-high level of communal value.

Elements of significant fabric

The volume of internal space is a highly significant feature of the building, being unusually vast in scale and a major contributor to its individual architectural character.

The concrete arches, spaced along the length of the garage have high significance as part of the unique design and as original fabric.

The concrete shell roof is of very high significance- in its innovative and influential design and structure, and as an original feature.

The roof lights were replaced in the 1970s, the original form being smaller glass bricks. The replacements lack the detail and aesthetic qualities of the original, being patent glass on raised frames, though the presence of natural light through the glazed panels in the original opening dimensions remains a key characteristic of the space. Originally there were seven window panels across the centre of the roof. Two of these were later changed to incorporate metal louvres, probably when the windows were replaced in the 1970s. These retain original concrete framing but are of lower heritage significance. To either side of the central roof lights, evidence remains of the original ventilation system. This is at high level and difficult to see clearly, but it appears to be in its designed form and has a high degree of significance.

The strip lighting dates from the later part of the 20th century and has a limited heritage value. To the perimeter, and designed to run through the arches, is a large metal ducting system. This is original and of medium significance, with some evidential value and contributing to the functional aesthetic.

Between the concrete structural elements, walls are brick with a white surface to reflect light within the space. To either end these are considered original and of high significance. To the sides, there has been a degree of alteration with the demolition of the former wings. There is evidence of former door openings with lintels over to the sides, which would have led to ancillary wing rooms as seen on original plans. Though the doors are now infilled, the evidence indicates that in part these are original walls, and they have some historical and evidential value. Where infill is present, it is from a later date and has little heritage significance. The wall to the rear of the space, separating the garage and former repair area is original but the easily identifiable later infill is of no heritage value.

The window openings at first floor level to the sides are original to the historic design. The wings were of single-storey height and the windows and arches formed the walls at upper level. The glass and frames are possibly part- replacement but retain the intended fenestration pattern and are still significant features. The external brick faces of the side elevations are altered and of lower significance.

To the sides, metal sheeting has been used to overclad areas of the external elevations. This is non-original fabric with no heritage significance Initial opening up confirms it is hiding surfaces left by the removal of the wings, which are rough and unfinished.

The existing side elevations are displaying degradation and damage to the concrete surfaces which form the exterior side of the original arches. The arches are a significant part of

the historic fabric, and their deteriorating condition has the potential to cause further harm to historic fabric.

The outer roof covering retains its original shape and design and is of some significance. However, it has been repaired numerous times and is in poor condition, with brittle surfaces, a build-up of layers, damage from birds and the presence of vegetation evident in numerous places. The state of repair is detracting from significance and has the potential to cause loss or harm to historic fabric on a wider scale.

Gutters, which are of some age and may be original, are of medium significance but are in poor condition in places. Other rainwater goods are plastic, later, additions of no heritage value.

The entrance remains split into three sections, with large openings for vehicles. The dimensions and fabric of these access points is significant, though later shutter additions have no heritage value and the loss of original concertina doors is unfortunate. The four windows to either side of the vehicle entrance run to the height of the base of the arches. These are original design features and are of high significance, however, it is considered probable that the tilting openings have been replaced with other windows.

The front elevation remains much in its original form and is highly significant, though the rounded wall enclosing the front apron has been lost.

The setting of the building in the industrial context of Sharston contributes somewhat to the significance and the building is a fine example of early-mid 20th century development. Wide roads and limited height/large footprint buildings and buildings set back from site edges are characteristic of the area. This open setting allows the building to be seen, though the real aesthetic value is internal. The adjacent warehouse

site contributes little to the setting, with the part demolished structure being of limited heritage value. The building's location in the wider context of the Wythenshawe estate development is also significant, reflecting the expanding population of the time and the prevalence of bus transport.



Image 16: Contemporary photograph showing blocking up between front and rear areas of the bus garage.



Image 17: Contemporary photograph showing over-cladding of junctions of former wings.



Image 18: Contemporary photograph showing poor condition of roof covering.



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Proposals and Impact



5.0 PROPOSALS AND IMPACT

Existing Bus Garage

The primary concern is the enhancement and protection of the listed asset. The location, setting, and surrounding uses limit the viable options for re-use, without causing more substantial harm to significance. Car and vehicle storage, similar to the original purpose, is considered to be a wholly appropriate use and one which causes no degree of harm to the listed fabric.

This application proposes wide scale refurbishment of the existing bus garage and follows discussions and site visits with Manchester City Council Conservation Officers and advice from various specialist contractors. The overriding aim is to bring the building back to a good condition for continuing long-term use, ensuring historic fabric is sensitively repaired with appropriate methods and materials, and significance is retained. There are no additions or extensions proposed to the listed garage, and no significant changes to either the interior or the external facades. Historic drawings and photographs underpin the conservation approach and numerous investigations and testing of existing fabric has taken place to inform the refurbishment.

In brief, works to the existing listed building comprise of the following:

- i) Repairs and reinstatement of the original curved form boundary wall to entrance.
- ii) Repairs to concrete structure.
- iii) Removal of non-original doors and reinstatement with more sensitive alternatives based on historic photographs.
- iv) Removal of non-original, non-functioning internal lighting and replacement with alternative.
- v) Removal of non-original aluminium framed windows, and reinstatement of steel framed alternatives, based on historic photographs showing original form.
- vi) Removal of non-original, damaged and degraded felt roof

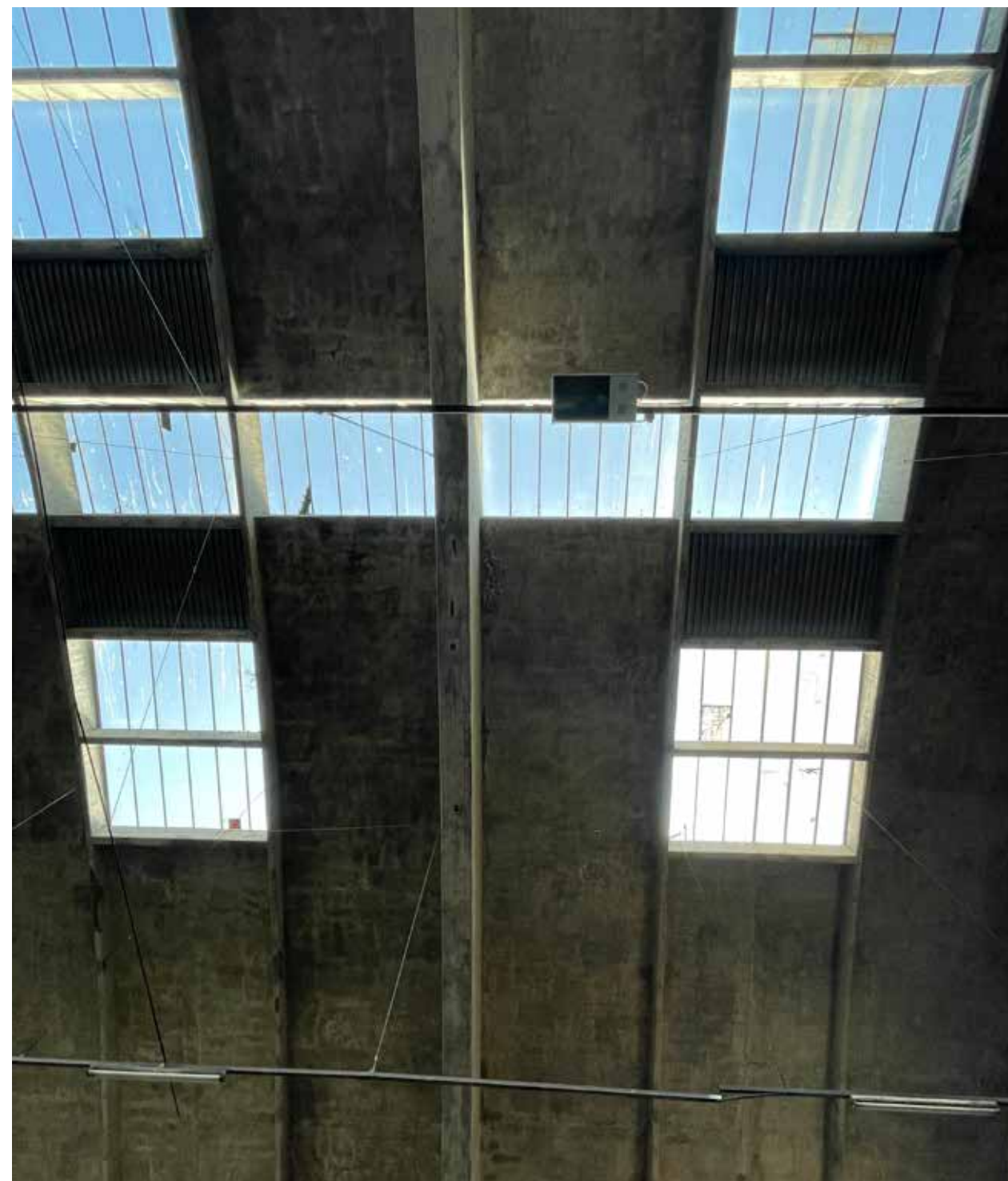


Image 19: Contemporary photograph showing replacement roof lights.

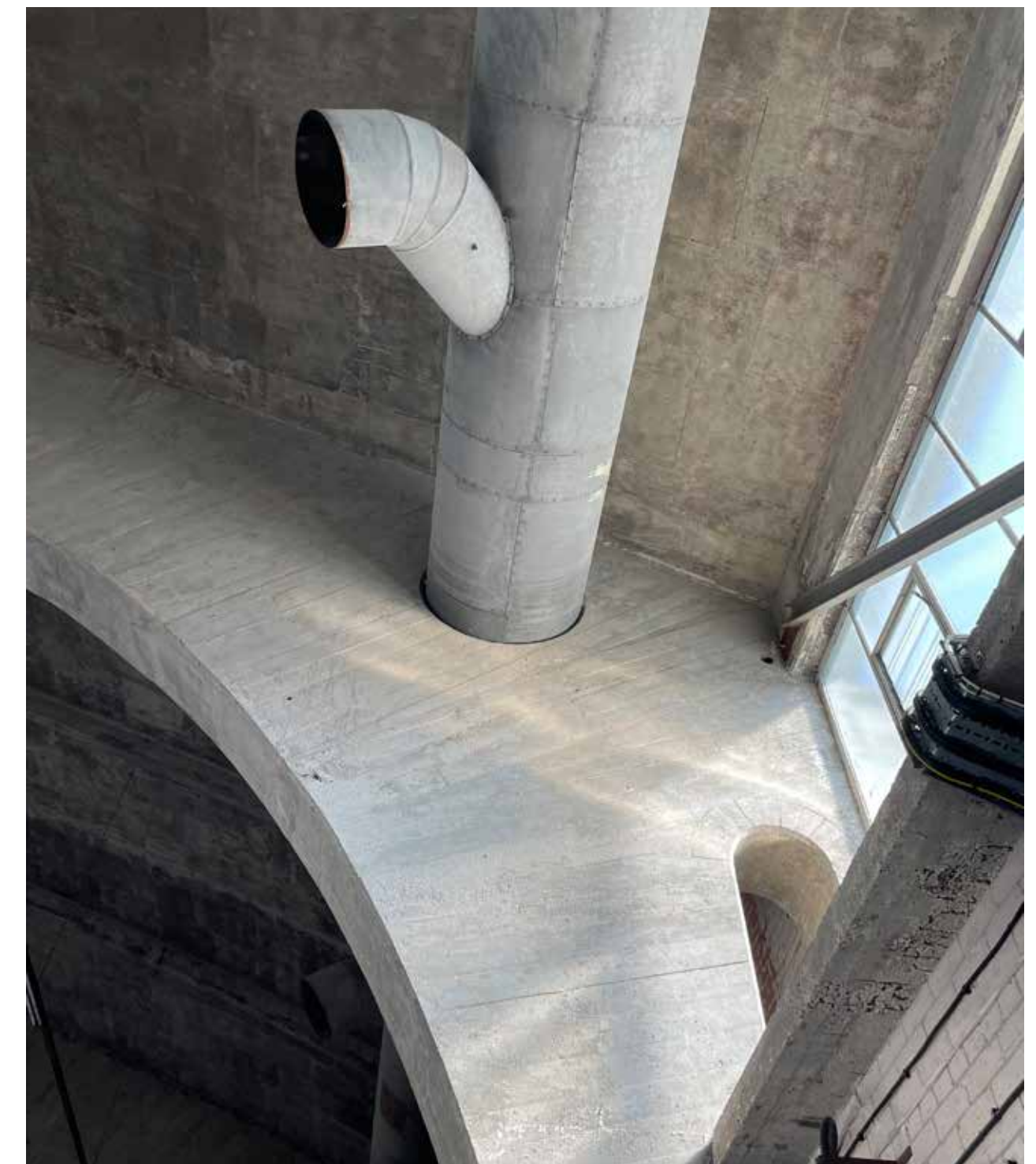


Image 20: Contemporary photograph showing internal concrete structure with original ducting.

covering and replacement with SIKa grit finish alternative to main roof and remaining areas of side wings.

vii) Removal of non-historic roof lights and replacement with reinforced concrete glass block panels, based on the original rooflights shown in historical photographs.

viii) Lime-rich render to be applied to compromised or missing render.

ix) Repairs and relining of guttering. Removal of existing non-original plastic downpipes and replacement with cast iron alternatives.

The changes are all considered to be repair and a return to historic form. The repair methods have been informed by specialists and are considered to be wholly appropriate. There is no degree of harm to significance and changes are an enhancement to the existing situation. The reinstatement of the rooflights in a form close to the original is considered to be particularly beneficial, as are the repairs to damaged concrete and roof covering. The changes will halt deterioration, safeguarding the building for the future and preserving its most important and significant features.

New Build Park and Ride Facility

The repairs required to bring the listed building back to a good condition have substantial costs. These are set out, in broad-brush terms, in the Design and Access Statement, informed by information from relevant specialists. The financial viability of the scheme is challenging and there is a need to increase the car parking capacity to generate a value on the adjacent site and revenue to cross-fund the refurbishment.

A new off-site park and ride facility, which will work on a similar basis to the existing, is proposed for the site across Harling Road, also in the ownership of APH. The purpose is multi-fold: to improve the current situation on the warehouse site, to increase the value of the site, to provide funding for the refurbishment of the Grade II* listed building.

Site analysis has considered the setting of the listed asset and the impact of any new development upon the significance of that setting. This has informed the design philosophy, which is to provide a new building of adequate capacity to be financially viable in terms of funding the repair of the bus garage, whilst creating a high-quality new design which is sensitive and subservient to the original garage. The views of the two sites alongside each other have been considered, along with the minimalist architectural form of the existing garage. The approach seeks to introduce modern architectural design with the benefit of new environmental technologies, creating a building fit for contemporary and future vehicle storage needs, and which does not detract from the visual or physical characteristics of the listed building, enhancing its setting.

Positioning

The new building will sit on the adjacent site to the northeast, further along Bradnor Road and separated from the listed building by Harling Road, a wide and open carriageway, with pavements to each edge. This separation provides a natural buffer between the two sites which, although neighbours, will not be directly next to one another. Two buildings currently sit on the site: a warehouse which is set back and clad in asbestos, which is part of the former Manor Bakeries factory; and the meet and greet/office area from which APH base their Manchester operations. The warehouse is now largely redundant due to presence of asbestos and an internal column grid, which limits parking internally. The external space is currently used for surface vehicle storage as part of the APH operation. The office facility is housed in a brick clad block of modern design with a pitched roof. It is currently operational and undergoing refurbishment to a higher standard of finish.

Proposals involve the demolition of the existing warehouse, works to the boundary of the existing site to improve security, construction of a new car storage facility and works to resurface the areas surrounding the building.

The new building will not fill the existing site and has been limited in size and scale to avoid visually overwhelming the listed building and dominating the setting. It has been well set back from the perimeter, to be slightly behind the building line of the existing adjacent garage, subservient in its positioning. Additional space has been left to the edges of the site, to further increase the physical distance between the two buildings and avoid visual competition.

Massing

The new building is of split height, being lower towards the existing garage, and higher to the furthest end. It is of a lower height than the existing warehouse on the site and does not appear overly dominant in elevation. The design intention is to balance the need for car parking capacity whilst responding sensitively to the listed asset.

Form

The new car park references the existing building through its form. The design is minimalist in style and constructed with a concrete frame, echoing the material use and functional aesthetic of the existing bus garage. The access towers (stairs and lift) have curved tops, referencing the domed roof of the garage. Externally, the finishes are concrete (referencing the listed building) with a powder coated fencing to wall tops; green living walls to the lower end and monocrystalline solar panels (black) to the higher end. The use of green technology serves to reduce the carbon footprint of the building and is considered to be aligned with the innovation employed in the structural techniques of the bus garage. The restricted palette is sensitive to the minimalist modern exterior of the existing garage.

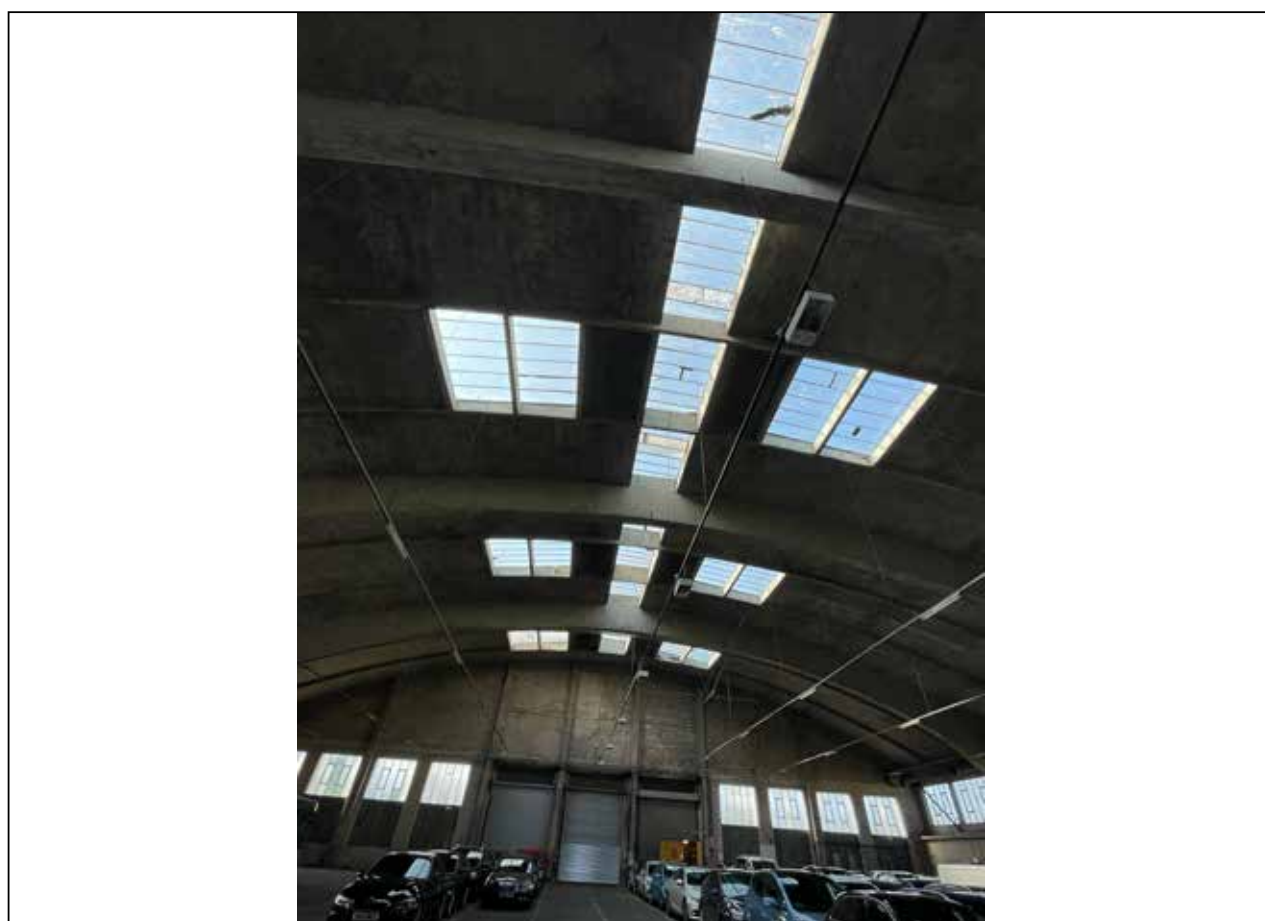


Image 21: Interior of main garage space showing later inserted rooflights with some panes now blocked.



Image 22: Detail of exterior wall in degraded condition.

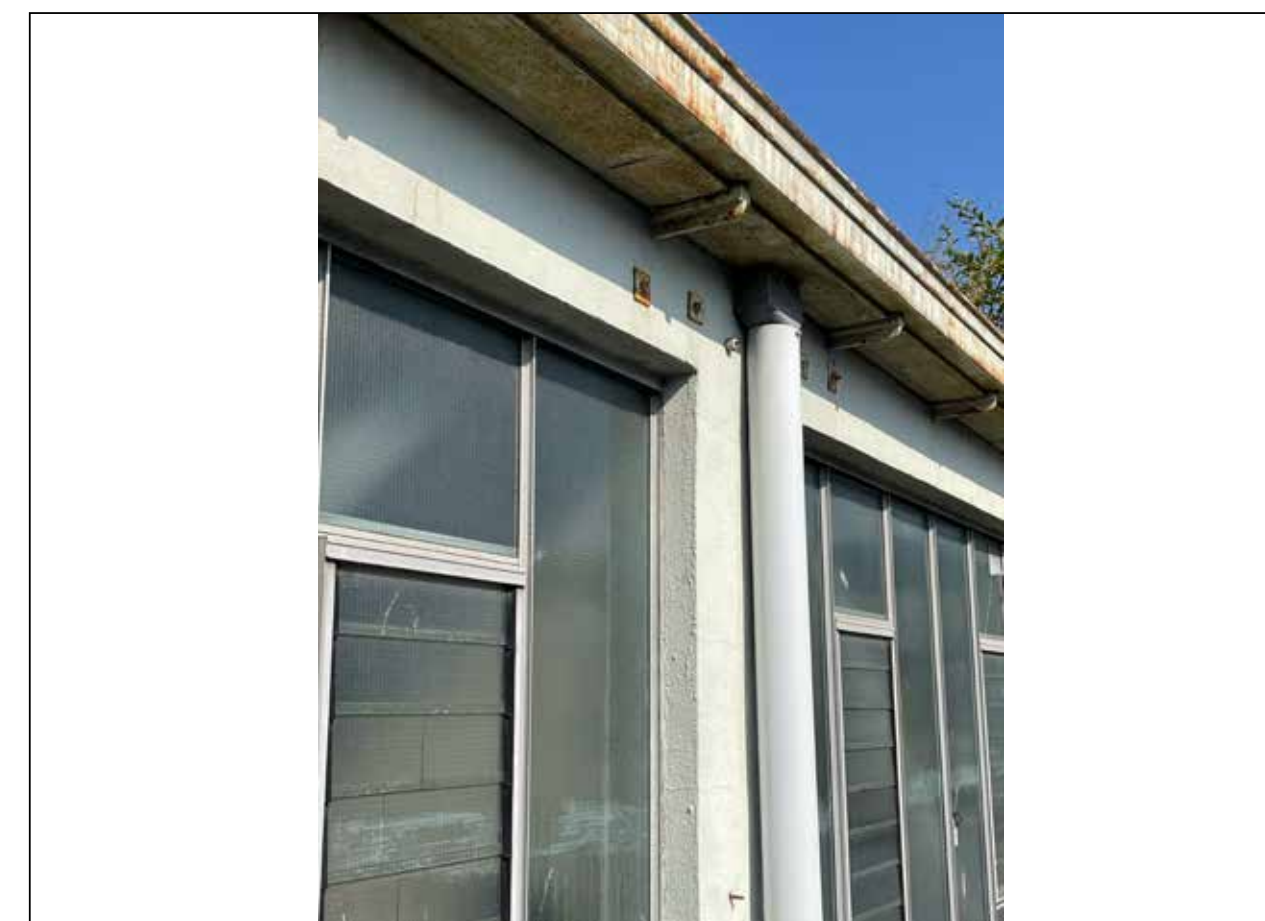


Image 23: Replacement windows and guttering/drainpipes to side elevation.

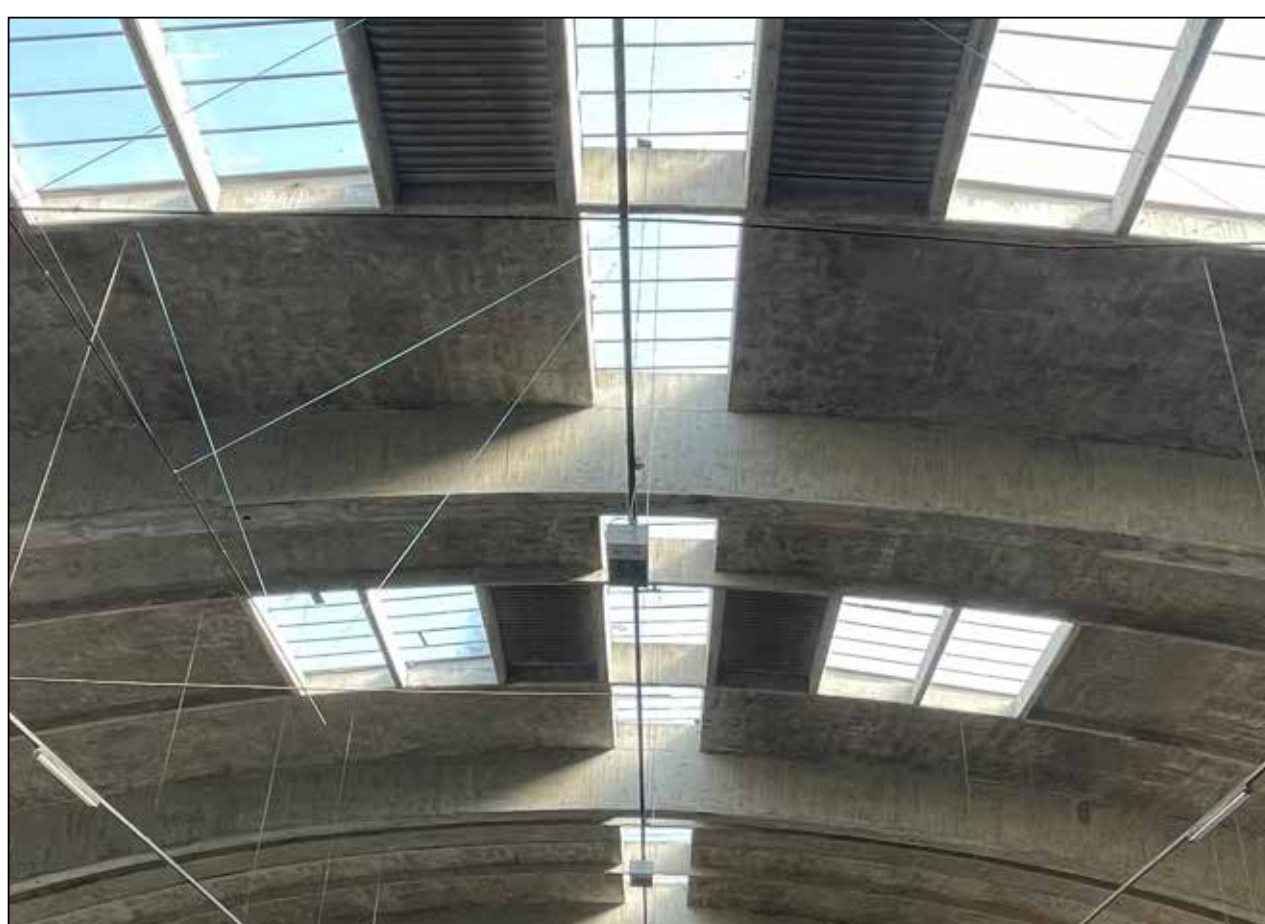


Image 24: Internal view of roof lights, showing the new glazing form and louvred panels in place of glazing.



Image 25: High level view of roof covering, gutters and windows to side elevation.



Image 26: External view of over-cladding and modern drainpipes.



Image 27: Existing warehouse on adjacent site, taken from Bradnor Road.



Image 28: External view of garage from Bradnor Road.



Image 29: Showing wide carriageway of Harlign Road, separating existing garage and new site, taken from Bradnr Road.

Views

The size, massing, height, and form of the new building are considered to be an acceptable and appropriately sensitive response to the existing listed garage. The proposals do not constitute any degree of harm to the significance of the listed building, nor to its setting. There will be a change to views, but the wide separation and the contextual design, limited in scale and sensitive in form is considered to be an improvement upon the existing situation. The substantially greater public benefit of restoring this important Grade II* structure, and retaining it in use, outweighs any impact on views, which in the context of the wide and open roads, is minimal. It is considered unfeasible that there will be no development on the adjacent site, and in terms of sensitivity, the proposals are of a good design quality with reference to the character of the existing bus garage.



Image 30: View down Bradnor Road showing new site with fencing and bus garage in distance.



Images 31 and 32: Views showing Harling Road separating site and garage (above) and view to warehousing from Paston Road (below).



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Planning Context



6.0 PLANNING CONTEXT

National Policy

National Planning Policy Framework (NPPF), updated 2021, sets out Government planning policy for England and how it is expected to be applied.

NPPF is led by the ‘presumption in favour of sustainable development’. For decision-taking this means:
Approving development proposals that accord with an up-to-date development plan without delay; or
where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
i) the application of policies in this 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.

*Includes designated heritage assets and notes “presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making.”

It is not considered that the proposals have any degree of adverse impact upon the listed asset or its setting. Furthermore, there are clear and substantial public benefits to restoring the existing bus garage, safeguarding the listed building and ensuring its long-term protection and use.

Specific parts of NPPF are of particular relevance. Paragraph 194 requires applicants to describe the significance of heritage assets, including the contribution made by their settings. This statement provides that.

Paragraph 197 states that in determining applications, local planning authorities should take account of:
(a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

(b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

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

The proposals will retain the high significance of the listed asset and enhance its condition through repair of historic fabric, removal of inappropriate additions and reinstatement of lost features and fabric. The risk of ongoing decay will be reduced and a sustainable future secured for the asset. The changes will ensure the heritage character and distinctiveness is retained and enhanced, externally and internally. The new build is considered a positive enhancement to the setting and an improvement on the existing situation.

Paragraph 199 states, ‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.’

It is recognised that the grade II* listed bus garage is of great architectural and historic importance. Proposed changes are considered to be beneficial in all instances and amount to significant conservation of fabric and character. The new building will not detract from the listed building or its setting.

Paragraph 202 states, ‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.’

The continuing use as a car storage facility/park and ride is the optimum viable use as it avoids any substantial changes or additional interventions. There are changes to the setting, but mitigation through sensitive siting and contextual referencing in the design has reduced the impact to one which is considered to be neutral, with no adverse effect upon significance.

Local Policy

Core Strategy Policy EN3 (Heritage) states that development will be encouraged where it takes advantage of distinct historic and heritage features and that new development must preserve, or where possible, enhance the historic environment, setting, character and accessibility.

Saved UDP policy 19.1 (Listed Buildings) states the Council will have regard to the desirability of securing retention, restoration, maintenance and continued use of listed assets by not permitting alterations or additions which have an adverse impact upon architectural or historic character.

Proposed changes are not considered to constitute harm and seek to ensure long-term protection through minimal intervention. The proposals are considered to be in accordance with national and local policy.



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Heritage

Conclusion



7.0 CONCLUSION

The proposals will repair, restore and reinstate significant historical features in the Grade II* listed bus garage, including the roof; rooflights; windows; entrance doors; and external apron wall. Proposals have been designed to restore the existing listed building with the minimum of intervention, and to provide a new building on an adjacent site which can increase business capacity, provide funds for the restoration works and improve upon the existing, underused, site. It is considered that proposals are appropriate, sensitive and proportionate. There is no harm to the integrity of the asset, nor to its significance, as a result of these works. Overall, the proposals will positively enhance the listed asset, by reducing potential risks to the building. The setting, which contributes to a limited extent to the significance, will be enhanced through a new build proposal which achieves a contextual response.



Image 33: View of bus garage from Bradnor Road.



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