

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144535/FO/2025

Date registered valid: 24 November 2025

Proposal: External and internal alterations to the existing northern and western elevations to provide a new access door.

Address: Stagecoach Manchester Bus Depot, Hyde Road, Manchester, M12 6JS

Ward(s): Ardwick Ward

Applicant: Transport For Greater Manchester

Agent (if any): Ryan Watt, Turley

Case officer: Ellie Knowles
Tel: 0161 219 6633
Email: ellie.knowles@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 27 January 2026

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 18 December 2025

Standard consultations:

Printed: 8 December 2025 Expired: 31 December 2025

Neighbour notifications

Printed: 8 December 2025 Expired: 31 December 2025

Site notice

Posted: 23 December 2025 Expired: 16 January 2026

Press advert

Published: 16 December 2025 Expired: 9 January 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The Hyde Road Bus Depot is located on the northern side of Hyde Road, to the east of Devonshire Street North (A665). The depot, originally opened in 1902 under Manchester Corporation Tramways and underwent substantial redevelopment in the 1920s to accommodate trolleybuses, with motorbuses added in the late 1930s.

Further major redevelopment took place during the 1960s, involving the partial demolition of the original tram shed and the construction of a new entrance and frontage along Hyde Road. Since then, the bus depot has been subject to a series of minor alterations and additions, resulting in its current operational form.

The surrounding area is characterised by a mix of uses. To the east, the site adjoins Maple Business Park and associated commercial premises. To the north, there are a range of commercial and educational uses, including Apex Self Storage and the Global Banking School. To the west, the site is bounded by Devonshire Street North and Grade II* former Nicholls Hospital, while Hyde Road lies immediately to the south.

Listed building: Not applicable – Grade II* former Nicholls Hospital (opposite the site)

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

The applicant is seeking permission for external and internal alterations to the existing northern and western elevations to provide a new fire escape door along Devonshire Street North.

Consultations & Notification Responses

Local responses

None

Consultee responses

Highway Services – No objections.

MCC Flood Risk Management – No objections, drainage informative provided.

Greater Manchester Police – It is recommended that the recess is limited in depth to 600mm to reduce the potential for misuse and that it is illuminated to a high standard to allow for passive surveillance from those passing by.

Relevant Planning History

At the application site –

140388/FO/2024 – Installation of 5no. electrical sub-stations and associated infrastructure.
Withdrawn 22.10.2024

108131/FO/2015/N2 – Erection of an accessibility ramp to Hyde Road elevation of the building.
Withdrawn 10.04.2015.

History of negotiations

The planning officer requested that the recess was reduced to 600mm, following advice from GMP. The agent submitted revised plans by 15/01/2026, showing a reduction to 800mm.

Local Planning Policies

Places for Everyone (2022-2039) – Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The PfE Plan and its policies are now a material planning consideration in the determination of planning applications. The PfE Plan and its policies must therefore be given full weight in the planning balance.

Manchester Core Strategy Development Plan Document (2012-2027) - The Core Strategy was adopted on the 11 July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan. Parts of the policies have been superseded by the Places for Everyone Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant **Places for Everyone** policies for this application are as follows:

JP-P1 – Sustainable Places

JP-P2 – Heritage

The relevant **Core Strategy** policies for this application are as follows:

DM 1 – Development Management
SP 1 – Spatial Principles (partially superseded by PfE)
EN 1 – Design Principles and Strategic Character Areas
EN 3 – Heritage (partially superseded by PfE)
EN 14 – Flood Risk (partially superseded by PfE)

The relevant saved **UDP** policies for this application are:

DC 19 – Listed Buildings
DC 26 – Development & Noise

National Planning Policy Framework

The National Planning Policy Framework (December 2024) – The NPPF sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt. Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors. The Local Planning Authority consider the following sections relevant to this proposal.

- Section 2 – Achieving sustainable development
- Section 4 – Decision-making
- Section 12 – Achieving well-designed places
- Section 14 – Meeting the challenge of climate change, flooding and coastal change
- Section 16 – Conserving and enhancing the historic environment

Paragraph 135 states – Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 212 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.

Draft National Planning Policy Framework (December 2025) - The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. A draft revised NPPF was published for consultation on 16 December 2025. The consultation period runs for 12 weeks and will close on 10 March 2026.

The draft NPPF proposes significant changes to the structure and content of national policy. These include a move to Local Plan-style policy sections, a clearer distinction between plan-making and decision-making policies, and the reintroduction of strategic planning through Spatial Development Strategies. Other notable changes include an expanded presumption in favour of sustainable development, policies promoting higher densities around transport hubs, and support for small and medium-scale housing schemes through a new "medium development" category. The draft also integrates National Development Management Policies, strengthens climate change and biodiversity policies, and introduces measures to encourage clean energy and critical minerals development.

Once adopted, the revised NPPF will replace the current framework and form a key part of national planning policy. At this stage, as the document is subject to consultation and has not yet been finalised, while still a material consideration, it can only be afforded limited weight in the determination of planning applications. In this instance, the relevant sections is outlined below:

Policy DP3 (Key principles for well-designed places) – This policy states that in order for development proposals to respond to their context and create well-designed places development proposals should consider context, liveability, climate, nature, movement, built form, public space and identity.

The NPPF (December 2024) sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt. Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors. The Local Planning Authority consider the following sections relevant to this proposal.

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- j) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- k) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

- I) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Issues

Principle of development:

The principle of external and internal alterations to the existing northern and western elevations to provide a new fire escape door is acceptable given the requirement to support the ongoing operational efficiency of the Hyde Road Bus Depot. However, consideration must be given to the proposal's siting, scale and massing, appearance and impact upon the adjacent listed building, visual amenity, residential amenity, flood risk and the adopted highway.

Impact on visual amenity and heritage:

The proposed development is limited to the western elevation of the depot, fronting Devonshire Street North. The proposed external works which require planning consent include:

- Removal of the existing external door, stairs, and full-height glazing along the northern elevation with replacement of a PPC-framed curtain wall system with infill panels designed to appear as glass, incorporating horizontally laid grey metal louvres;
- Formation of a new opening along Devonshire Street North to accommodate a single-leaf fire escape door, finished in anthracite grey and set within a recessed brickwork alcove with matching reveals.

The layout of the site remains largely unchanged, with all works contained within the depot's existing operational footprint and primarily affecting the northern and western elevations.

In terms of appearance, the proposal introduces a high-quality PPC-framed curtain wall system to replace the existing external door, stairs and full-height glazing along the northern elevation. The proposed materials palette, comprising glazed panels with horizontally laid grey metal louvres and an anthracite grey fire escape door set within a recessed brickwork alcove, is considered to complement the materiality and character of the existing utilitarian building. The design is sympathetic to the industrial character of the depot and its wider commercial surroundings.

The scale of the proposed works is modest and proportionate to the existing building form, representing functional upgrades rather than an increase in built footprint or massing.

Heritage

The proposed development is located approximately 0.01km east of the former Nicholls Hospital, a Grade II* Listed Building, now forming part of Manchester College. Therefore, the application property is very much seen within the context of the heritage asset and views towards it.

Notwithstanding this, the proposed alterations are limited in scale and relate principally to cosmetic and access changes. Proposed design and materials ensure a visually cohesive appearance that remains in keeping with the industrial character of the depot, the surrounding built form and the wider streetscape. The proposals do not introduce any features that would compete with, obscure or detract from the architectural or historic interest of the nearby listed

building. It is therefore considered that the development would preserve the special interest and setting of the Grade II* asset, and would not result in harm to its character or visual prominence.

As such, the proposal is not considered to give rise to any adverse visual amenity impacts upon the character of the host property, adjacent listed building nor wider street scene, compliant with Core Strategy Policy SP1, DM1 and EN3, saved Unitary Development Plan Policy DC19.1, and Places for Everyone Plan Policy JP-P1 and JP-P2.

Impact on residential amenity:

Nearest residential properties are located circa 185m due south off Coverdale Crescent, given the nature of works and separation distances involved, it is considered that the proposal would not give rise to any impacts upon the amenity of residential occupiers.

Impact on Highway Safety:

The proposed site is located adjacent to the adopted Devonshire Street North, with adoption extending to the back of the footway. Highway Services have reviewed the proposal and consider that the proposed outward opening fire escape door is acceptable in principle.

The proposed development would not interfere with the highway network, as such is considered acceptable in this regard.

Flood Risk:

The site lies within Flood Zone 2, where there is a medium probability of flooding. A Flood Risk Assessment has been submitted as part of the proposal, which has been considered by MCC Flood Risk Management, who have raised no objections. The works will maintain existing drainage arrangements. FRM have advised through an informative, that a full survey of the existing drainage infrastructure is undertaken.

Conclusion:

Given the above issues, it is considered that the proposal is acceptable in terms of its principle, siting, scale and massing, appearance, impact upon heritage as well as visual and residential amenity, as it broadly complies with saved policies DC19 of the UDP, policies DM1, SP1, EN3 and EN14 of the Core Strategy, policy JP-P1 and JP-P2 of the Places for Everyone joint development plan document and chapter 12 and 16 of the NPPF.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan, Places for Everyone and other material considerations. In this instance negotiations took place with regards to the depth of the proposed door reveal. Amended plans were submitted showing a reduced reveal depth and the application has been determined with the attachment of appropriate conditions.

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the documents labelled:

- 'Proposed GA Elevations and Section', numbered '16007H2 THP BU0 GRF DR AR 0017 P02', stamped as received by the City Council as Local Planning Authority on the 15/01/2026.
- 'Existing & Proposed GA Plan', numbered '16007H2 THP BU0 GRF DR AR 0015 P02', stamped as received by the City Council as Local Planning Authority on the 15/01/2026.
- Flood Risk Assessment (Prepared by HRS Environmental Ltd; Dated December 2025; Received 18/12/2025)

Reason - To ensure the development is carried out in accordance with the approved plans, pursuant to Policies SP1 and DM1 of the Core Strategy.

3) The materials used in the external surfaces of the development hereby approved shall be those as specified on approved plan/drawing ref. 16007H2 THP BU0 GRF DR AR 0017 P02.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

Informatives

1. If the applicant proposes to utilise the existing surface water drainage system, it is recommended that a full survey of the existing drainage infrastructure is undertaken. Any identified remedial works should be completed, and an ongoing maintenance scheme should be established to ensure that the existing drainage system is fit for purpose for the lifetime of the development.
2. 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.
3. The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

Appendix 1 – List of consultees & neighbours notified

Highway Services
MCC Flood Risk Management
Heritage & Urban Design
Greater Manchester Police

Unit 44, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 42-43, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 65, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 13, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 1, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 6, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Arch 8, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 7, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 12, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 4, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Arch 1, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 33, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 36, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 50, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 66, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
5 Universal Square, Devonshire Street North, Manchester, M12 6JH
Arch 9, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 11F, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 19B, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 26, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 54, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 52, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 51, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 59, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Apex House, Devonshire Street North, Manchester, M12 6JQ
Ground Floor To Fifth Floor, Apex House, Devonshire Street North, Manchester, M12 6JQ
Manchester College Of Arts And Technology, Hyde Road, Manchester, M12 6BA
Arch 10, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 5, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 4A, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 14B, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Arch 2, Maple Industrial Estate, Bennett Street, Manchester, M12 5BW
Unit 15, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Arch No 17, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 11D, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 45, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 40, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 35, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 37, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 61, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 49, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 46, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 29, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Arch 11, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
Unit 14, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
GIWA GLOBAL LIMITED, Arch 4, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ

Unit 19C, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 11E, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 ACTIVE ENERGY DIRECT LIMITED, Unit 41, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 48, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 64, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Arch No 14, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Arch No 16 Maple Industrial Park, Bennett Street, Manchester, M12 5AP
 Unit 11A, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 28, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 32, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 34, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 38, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 30, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 67, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 18, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 11, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Arch 7, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 3, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 11B, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 27, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 53, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 56, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 58, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 39, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 31, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Mercy Educational Society, 116 Hyde Road, Manchester, M12 5AR
 Unit 2, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Arch No 15, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 9, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 14C, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 10, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 16, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Arch 6, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 17, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 68, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 57, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 60, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 47, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Unit 63, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
 Arch 12, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Arch No 13, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 8, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Arch No 3, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Arch 5, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 11C, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ
 Unit 19A, Maple Industrial Estate, Bennett Street, Manchester, M12 5AQ

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3