

27 November 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: 03994

Dear Sir/Madam

HYDE ROAD BUS DEPOT, MANCHESTER, M12 6JS.

APPLICATION FOR FULL PLANNING PERMISSION FOR EXTERNAL AND INTERNAL ALTERATIONS TO INCLUDE NEW ACCESS DOORS.

On behalf of our client, Transport for Greater Manchester ('TfGM' or 'the Applicant'), we are pleased to submit an application for full planning permission for the development listed below at the Hyde Road Bus Depot, Manchester, M12 6JS (the 'Site').

The description of the proposed development is set out below:

'Full Planning Permission for external and internal alterations to the existing north western and western elevations to provide a new access door.'

The application has been submitted via the Planning Portal (ref. 14476125) and the application fee of **£673.00** 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: 16007H2-THP-BU0-GRF-DR-AR-0001 (P01) - Existing Site Location Plan;
- Drawing Number: 16007H2-THP-BU0-GRF-DR-AR-0002 (P01) - Existing Site Block Plan;
- Drawing Number: 16007H2-THP-BU0-GRF-DR-AR-0003 (P01) - Proposed Site Location Plan;
- Drawing Number: 16007H2-THP-BU0-GRF-DR-AR-0004 (P01) – Proposed Site Block Plan;
- Drawing Number: 16007H2-THP-BU0-GRF-DR-AR-0005 (P01) – Existing and Proposed GA Plans;
- Drawing Number: 16007H2-THP-BU0-GRF-DR-AR-0006 (P01) – Existing GA Elevations and Sections; and
- Drawing Number: 16007H2-THP-BU0-GRF-DR-AR-0007 (P01) - Proposed GA Elevations and Sections

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The Application Site & Surroundings

The Hyde Road Bus Depot is situated within the City Boundary and Central Inner Area of Manchester, located on the northern side of Hyde Road, to the east of Devonshire Street North (A665), within postcode M12 6JS. 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 The Manchester College, while Hyde Road lies immediately to the south.

The Proposed Development

The Proposed Development is limited to the western elevation of the depot, fronting Devonshire Street North, and comprises a series of ancillary works required to support the ongoing operational efficiency of the Hyde Road Bus Depot. The works include:

- Removal and replacement of the existing external door, stairs, and full-height glazing along the northern elevation with a PPC-framed curtain wall system with infill panels designed to appear as glass, incorporating horizontally laid grey metal louvres;
- Internal reconfiguration of the existing floor slab to suit the levels of the adjacent footpath;
- Careful removal of the existing internal stair mezzanine and fuel tanks; and
- 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.

Planning Policy Context

The main operational policies that relate to the proposed development are:

*Manchester Core Strategy – Development Plan Document 2012 -2027 ('The Core Strategy')
(Adopted 11th July 2012)*

- Policy SP1 – Spatial Principles
- Policy CC9 – Design and Heritage
- Policy EC8 – Central Manchester
- Policy EN1 – Design Principles and Strategic Character Area
- Policy EN3 - Heritage

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- Policy DM1 – Development Management

Saved Unitary Development Plan for Manchester (Adopted 21st July 1995)

- Policy DC26 – Development and Noise
- Policy DC19.1 - Listed Buildings

National Planning Policy Framework (NPPF) (December 2024)

- Chapter 6 – Building a strong, competitive economy
- Chapter 12 – Achieving well-designed places

Places for Everyone – Joint Development Plan 2022-2039 (Adopted 21st March 2024)

- Policies JP-P1 – Sustainable Places
- Policies JP – S1 – Sustainable Development
- Policy JP-P2 - Heritage

Planning Appraisal

The principle of the proposed development should be considered acceptable as the proposed works constitute minor works to facilitate the ongoing operation of the bus depot.

Use, Layout, Appearance and Scale

The proposed works relate to minor external and internal alterations associated with the ongoing operational use of the Hyde Road Bus Depot, which will continue to function as an established and essential employment use within the city. As such, the development fully aligns with Policies **EC1** and **EC8** of the Manchester Core Strategy, which seek to support and safeguard existing employment sites, and with Policy **JP-P1** of Places for Everyone, which encourages the retention and enhancement of sustainable employment uses within accessible urban locations.

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. The internal reconfiguration of the floor slab will ensure appropriate level access and improved functionality, consistent with **Policy JP-S1** of Places for Everyone, which promotes safe, inclusive and accessible design.

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, has been selected to complement the existing building and deliver a cohesive and robust visual finish. The design is sympathetic to the industrial character of the depot and its wider commercial surroundings, in accordance with Core Strategy **Policies SP1** and **DM1**, which seek to ensure high-quality, well-integrated design that contributes positively to the city's built environment.

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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. As such, the proposals will not give rise to any adverse visual or amenity impacts. The design promotes sustainability and longevity, consistent with **Policy CC9** of the Core Strategy, which encourages the efficient and adaptive reuse of existing buildings to support low-carbon development.

Overall, the proposed works represent a sensitive and proportionate enhancement to the existing facility, fully compliant with the strategic design, sustainability and employment policies of both the Manchester Core Strategy and Places for Everyone.

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.

Consideration has been given to the potential effects of the proposed works on the setting and heritage significance of this asset. The alterations are limited in scale and relate principally to the cosmetic and access changes. Materials have been chosen to 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 design intent has been to ensure that the works respond appropriately to the local context without drawing undue attention or creating visual distraction.

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.

This approach is in line with the heritage policies of the development plan, including Manchester Core Strategy **Policy EN 3**, Unitary Development Plan Policy **DC19.1**, and Places for Everyone Plan Policy **JP-P2**, and is also reflective of the heritage protection principles set out in the National Planning Policy Framework.

Accordingly, the development is considered to represent a proportionate and context-sensitive response to heritage considerations, with the setting and significance of the listed asset maintained appropriately.

Flood Risk

The site lies within Flood Zone 2, as defined by the Environment Agency Flood Map for Planning, where there is a medium probability of flooding. The proposed development comprises minor operational works, including limited external alterations and internal modifications within the existing building footprint. These works will not result in any increase in built form, ground levels, or impermeable area and will therefore not elevate flood risk either on-site or elsewhere.

In line with **Policy EN14** of the Manchester Core Strategy and the National Planning Policy Framework (NPPF), the proposal represents an appropriate form of development within an established operational site, incorporating a sustainable and proportionate approach to flood risk management.

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The works will maintain existing drainage arrangements and ensure that the site remains safe and functional in flood risk terms throughout its continued use.

Ecology & Biodiversity

This application does not include a bat survey, as the proposed works will not affect areas where bats could roost, and there is no evidence to suggest that bats are likely to be present. In accordance with current guidelines, a bat survey is not considered necessary.

The development involves minor alterations to the external elevations and internal floorspace of an existing building, with no impact on priority or linear habitats. As such, the proposal qualifies for the de minimis exemption under paragraph 4 of The Biodiversity Gain Requirements (Exemptions) Regulations 2024, and therefore no additional assessments or calculations are required.

Conclusion

I trust you will find the enclosed 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



Ryan Watt

Planner

Ryan.watt@turley.co.uk

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