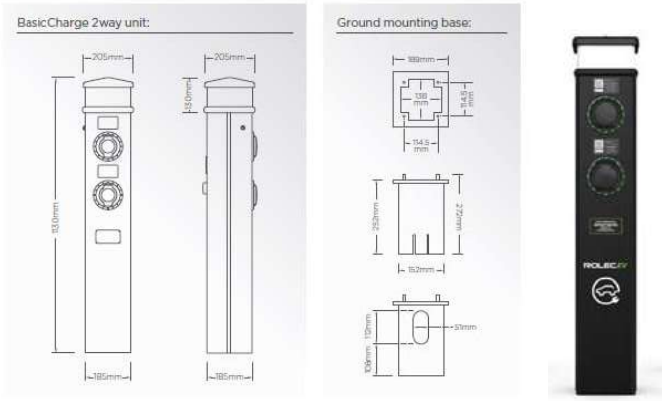
3 Identifying the Heritage Asset Affected and its Setting

The Exterior - Riverside Car Park

Up until the 1985 works, the area now forming the car park was built upon with additional wings of the former factory. These were not in a good state of repair and were removed as part of the works to form the car park. As previously outlined, the rear elevation of the building as it stands now is quite different to how it was historically. The rendered sections date from the 1985 works, with window openings which evoke the historic pattern, but do not form part of the original fabric. The wall forming the south western boundary of the site and car park was constructed as part of the 1985 works, is faced with render and circa 2m high.

As part of the Alliance drive to reduce carbon, it is proposed to install two dual, post mounted Electric Vehicle (EV) charging points located to serve bays against the SW boundary wall.

The mains electrical supply to the building dates from the conversion of the building. It has been running at capacity over a number of years. Notwithstanding the reduced electrical demand achieved by the renewed building services, in order to optimise the functionality of the recently approved PV array, feed the grid, serve the EV charging points and provide resilience for an anticipated increase in staff occupation numbers, it is necessary to replace the existing supply and install a new electrical substation. The substation will be in a grey coloured GRP enclosure, positioned within the space previously occupied by 2 parking spaces, close to the archway beneath the south western end of the building.



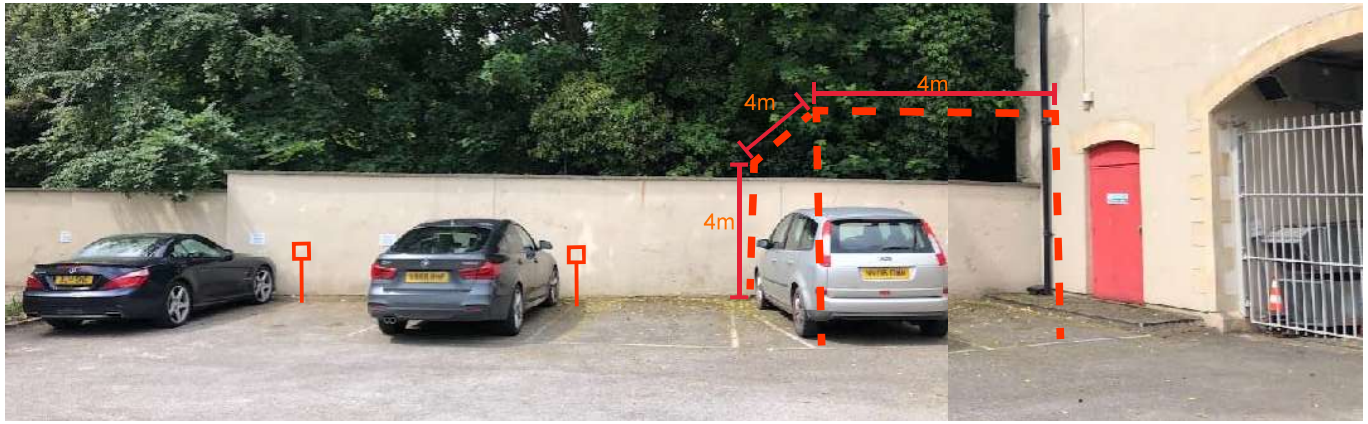
Pole mounted dual charging point



Pole mounted dual charging point with protection barrier



Proposed Transformer enclosure (colour to be grey)



Car park adjacent building - proposed site of sub-station and EV charging points