Heritage Statement

Proposed Building of Apartment Block

101 Queens Road

Cheetham Hill

Manchester

M8 8UT

On Behalf of

Mohammed Aljohani

Date: 10th June 2025

Report prepared by Stephen Griffiths
Thursday, 11 September 2025

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1 Introduction

1.1 Author Profile

I am a chartered building surveyor elected in 1983, forming my own chartered building surveying practice since 1984. Since that period, I have dealt with projects in the heritage sector both in terms of survey analysis reports. I was commended in the 1991 first RICS conservation awards and some 7 years ago took a master's degree in the Care of the Historic Environment. I am an RICS registered conservation surveyor, and dealing with heritage statements regarding listed buildings scheduled, ancient monuments, conservation areas and other associated heritage issues.

1.2 Purpose of Report

This is to identify what impact this proposal has on the setting of a listed building.

1.3 Sources & Information Relied Upon

Historic England the Setting of Heritage Assets

Historic Environment Good Practice Advice Planning Note 3 (2nd Edition)

Create It Studios Plan Drawings

AP001 Location Plan and Existing Site Plan

AP005 Proposed Street View

AP003 Proposed Floor Plan

AP004 Proposed Elevations

AP002 Proposed Site Plan 3D Views

Ordnance Survey Plans Relied Upon

1888 Version 1:10,560

Revised Version 1915 - 1921

1931 – 1932

Revision 1938 -

2 Proposals

2.1 The Proposal

Brief Description

The site is currently vacant. There is an established late Victorian stone wall with chamfered copings that surround the site. This is probably in align with the last extension of the row of terraced houses that appears to show up somewhere between 1920 and 1931 by tracking the extension of the end of terraces.

You will see from photograph 11 that there is the two storey end terrace and then a large building which then forwards onto the site forward of the building line.

The proposal is for a four storey building with only part of the fourth floor being developed, the rest of it remaining part of the roof structure, 13 apartments as per the drawings prepared by the Creative Studios Architects.

The building will have in terms of its design a simulated gables to match in with the main gables of the bus depot, and its proposed ridge height is that of the higher element of that building, but it will be higher than the caretakers element which is slightly subservient to the main façade.

Brief Historical Development

As stated in the listing, the tram station was built in 1901. The 1888 plan indicates no buildings at all on the site prior to that, but Johnson Street was well established and was in fact in place on the earlier 1849 plan. That aligns up with the design of the properties which are of very late Georgian/early Victorian nature.

The building which is listed was classed as the Tranway car shed built by the Manchester Corporation.

The style of houses on Johnson Street can be seen from archive photographs in photographs 12 and 13. These buildings were there for some considerable time, although the buildings appear to be in developments in the early 1970's, and whilst the alignment of the street is similar to Johnson Street it then became Apple Ford Drive.

There has been some openings in the original wall that created vehicular access, but no indications of buildings of a recent nature.

It is also evident that the street frontage has changed with terraced housing on the east side of Johnson Street, although now it is very much a more low dense residential type properties.

3 Assessment of Impact on Setting of a Listed Building

Step 1 - Identifying the heritage assets affected by their setting.

The building of the depot was a one off piece of architecture, and really has just been fitted within a slightly out of square site, practically filling the whole site with buildings.

It has obviously followed the line of the rear boundaries of what would have been the properties on Johnson Street.

Its setting is dominated by the street frontage. There is no associated landscape in terms of forecourt area or parkland setting.

The building is simply sat within the confined area of land which can be seen by the non architectural details of the gable and the elements of the building facing onto Johnson Street. Therefore it has been dominated by two facades, that on Boyle Street which has less architectural significance, and the main architectural detail on Queens Road.

Step 2 - Assessing whether, how and what degree the settings make a contribution to the significance of the asset.

The setting of the asset is not particularly important in the sense that its feature is the fact that its large Queens Road frontage delineating the expansion of Manchester and the historical development of trams within the Manchester area.

This particular area at the time of the construction of the building was not a built up area of mills or housing, in fact most of the area of brickworks or other semi industrial sites.

There were a number of similar depots within the Manchester area built at the same time. It is a fact that it remains relatively unaltered and its significance relates to its historical development of the transport system within the Manchester area.

Therefore, there is nothing of significance on this particular site that would affect its setting.

Step 3 - Assessing the effect of the proposed development on the significance.

There has been previously buildings on part of this site, and it appears that the last terraced type house fronting onto Queens Road was fairly substantial in its height. Whilst we have no record of its particular height in relationship to this building, we feel that the façade of the mains Queens Road depot is unaltered by this proposal.

The unitarian type gable end which is the return of the caretakers buildings, can be seen on photograph 7, means that there is no significant detail which is hidden by this proposal.

Step 4 -Maximising enhancement and minimising harm.

The building line is not forward of the building line of the Queens Road depot, furthermore the height of the building is in alignment with the height of the main building the higher roof level, and therefore does not overly dominate the building.

Queens Road elevation of the depot is a very large building and would still significantly dominate the street scape.

Some creation of the gable ends to simulate architectural styles has been achieved and therefore there is some relevance to its architectural form.

4 Cultural Heritage Impact Methodology

Significant Assessment

English Heritage guidance on heritage assessment is set out in Conservation Principles, Policies and Guidance for the Protection of the Historic Environment (EH, 2008) which identifies a series of "heritage values" against which a site's heritage significance should be assessed.

Evidential Value

Evidential value derives from the potential of a place to yield evidence about past human activity and can be natural or manufactured. Very often archaeological deposits are of evidential value as they are the primary source of human activity for a particular place and period. However, other types of asset can also be of evidential value where the written or drawn record may be incomplete. Age is a strong indicator of relative evidential value but is not paramount while the evidential value of an asset tends to be diminished in proportion to the extent of its removal or replacement. There is a certain degree of overlap with historical value, discussed below.

Historical Value

Historical value derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be either illustrative or associative. Illustrative value relates to the way a place may provide a tangible link to illustrate aspects of history or prehistory. This relies on visibility and may relate to distinctiveness of a regional tradition or an aspect of social organisation. Associative value is concerned with links with a notable family, person, event, or movement. Buildings or designed landscapes may relate to a particular person and the way in which they were designed, laid out or furnished may reflect that person's personality or needs. Buildings or landscapes may also be associated with notable art, literature music or film and they may derive associative value from this.

Aesthetic Value

Aesthetic value derives from the ways in which people draw sensory and intellectual stimulation from a place; it can be because of conscious design or can arise fortuitously because of the development and use of a place over time, or from a combination of the two factors. Where aesthetic value derives from conscious design, this may relate to aspects such as form, proportions, massing or of views and vistas, and the retention of the value relies on maintaining the integrity of the concept. Fortuitous aesthetic values may involve the organic form of a rural or urban landscape and reflect the appearance of a place as it has developed over a period. Aesthetic value resulting from the passage of time on human works, the "patina of age" may overlie the values of conscious design and may enhance or detract from them.

Communal Value

Communal value derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are tightly bound up with historical (particularly associative) and aesthetic values but tend to have additional and specific aspects. This may relate to commemorative or symbolic places, or places which contribute to a sense of identity.

Communal values may tend to relate more to an activity associated with the place rather than the physical buildings themselves and is thus less reliant on the physical survival of historic fabric.

4.2 Summary of the Significance of Heritage Assets

Table 4.1

Heritage Significance	Summary Rationale
High	Asset has importance for an outstanding level of evidential, historical, aesthetic, or communal value or a high level of more than one value, resulting in a high level of architectural or historic interest.
Medium	Asset has importance for a high level of evidential, historical, aesthetic, or communal value or several elements of more than one value.
Low	Asset has importance for elements of evidential, historical, aesthetic, or communal value.
Negligible	Asset has little importance for elements of evidential, historical, aesthetic, or communal value due to its nature or form/condition/survival.

Other Criteria Used

Cultural Heritage Impact Assessment Methodology

No standard method of evaluation and assessment is provided for the assessment of significance of effects upon cultural heritage, therefore a set of evaluation and assessment criteria have been developed using a combination of the Secretary of State's criteria for Scheduling Monuments (Scheduled Monument Statement, Annex 1), Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07, Transport Analysis Guidance (TAG Unit 3.3.9, Heritage of Historic Resources Sub-Objective) and English Heritage Good Practice Advice in Planning Note 3: The Setting f Heritage Assets. Professional judgement is used in conjunction with these criteria to undertake the impact assessment.

Table 4.2

Value	Examples
Very High	World Heritage Sites, Scheduled Monuments of exceptional quality, or assets of acknowledged international importance or can contribute to international research objectives. Grade I Listed Buildings and built heritage of exceptional quality. Grade I Registered Parks and Gardens and historic landscapes and townscapes of international sensitivity, or extremely well-preserved historic landscapes and townscapes with exceptional coherence, integrity, time-depth, or other critical.

	factor(s)
High	Scheduled Monuments, or assets of national quality and importance or that can contribute to national research objectives Grade II* and Grade II Listed Buildings, Conservation Areas with very strong character and integrity, other built heritage that can be shown to have exceptional qualities in their fabric or historical association. Grade II* and II Registered Parks and Gardens, Registered Battlefields and historic landscapes and townscapes of outstanding interest, quality and importance, or well preserved and exhibiting considerable coherence, integrity time-depth or other critical factor(s)
Medium	Designated or undesignated assets of regional quality and importance that contribute to regional research objectives Locally Listed Buildings, other Conservation Areas, historic buildings that can be shown to have good qualities in their fabric or historical association Designated or undesignated special historic landscapes and townscapes with reasonable coherence. integrity, time-depth or other critical factor(s)
Low	Undesignated assets of local importance Assets compromised by poor preservation and/or poor survival of contextual associations but with potential to contribute to local research objectives. Historic (unlisted) buildings of modest quality in their fabric or historical association Historic landscapes and townscapes with limited sensitivity or whose sensitivity is limited by poor preservation, historic integrity and/or poor survival of contextual associations. Assets that form a resource within the community with occasional utilisation for educational or recreational purposes.
Negligible	Assets with little or no surviving cultural heritage interest. It is a building of no architectural or historical note. The Landscape has been severely fragmented, and the contextual associations are compromised due to the demolition of the main hospital complex.

Evidential Value

There is no evidential value on the site. Prior to the 1901 construction, the site was vacant.

Historical Value

It has some level of historic value as it is a sign of the development of the transport system in the Manchester area of the late Victorian period.

Aesthetic Value

The building has some quite significant architectural detail, particularly on the corner of Queens Road and Boyle Street.

Communal Value

We consider it has a high level of communal value as it has been a central point of activity from the time of 1901 and particularly with the commemorative plaques relating to the people who have lost their lives in the first and second world war.

With regard to table 4.1, we would therefore consider it is an importance in terms that whilst there is no level of evidential, there is historic, aesthetic and communal value, so there is several elements of more than one value, so we consider that to be medium.

On table 4.2, it dos align up that it is a designated asset to reasonable importance, contributing to reasonable research objective, value medium.

Table 4.3 Magnitude of Impact

Magnitude of Impact	Typical Criteria Descriptors
Moderate	Substantial impact on the asset, but only partially affecting the integrity; partial loss of, or damage to, key characteristics, features or elements; intrusive into the setting and/or would adversely impact upon the context of the asset; loss of the asset for community appreciation. The assets integrity or setting is damaged but not destroyed so understanding and appreciation is compromised. (Negative) Benefit to, or restoration of, key characteristics, features or elements; improvement of asset quality; degradation of the asset would be halted; the setting and/or context of the asset would be enhanced and understanding, and appreciation is improved; the asset would be bought into community use. (Positive)
Slight	Some measurable change in assets quality or vulnerability; minor loss of or alteration to, one (or more) key characteristics, features or elements; change to the setting would not be overly intrusive or overly diminish the context; community use or understanding would be reduced. The assets integrity or setting is damaged but understanding and appreciation would only be diminished not compromised. (Negative) Minor benefit to, or partial restoration of, one (more) key characteristics, features or elements; some beneficial impact on asset or a stabilisation of negative impacts; slight improvements to the context or setting of the site;

	community use or understanding and appreciation would be enhanced. (Positive)
Negligible/No Change	Very minor loss or detrimental alteration to one or more characteristics, features or elements Minor changes to the setting or context of the site. No discernible change in baseline conditions (Negative). Very minor benefit to or positive addition of one or more characteristics, features or elements. Minor changes to the setting or context of the no discernible change in baseline conditions. (Positive)

We consider that the impact is very minor loss or detrimental alteration to the setting, but no discernible change in the baseline condition.

Table 4.4 Significance of Effect

By combining the value of the cultural heritage resource with the predicted magnitude of impact the significance of the effect can be determined. This is undertaken as the table below:

Significance of Effects	Magnitude of Impact			
Cultural Heritage Value	Substantial	Moderate	Slight	Negligible/No Change
Very High	Major	Major Intermediate	Intermediate	Minor
High	Major Intermediate	Intermediate	Intermediate Minor	Neutral
Medium	Intermediate	Intermediate Minor	Minor	Neutral
Low	Intermediate Minor	Minor	Minor – Neutral	Neutral
Negligible	Minor-Neutral	Minor-Neutral	Neutral	Neutral

As the cultural heritage value of the building is medium and we consider that the impact is negligible with no change, applying this to table 4.4, we therefore consider the effect to be minor /neutral.

5 Local Plan Policy

Policy EN3 states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset. The proposal complies with policy EN3 in that it will undertake appropriate and sensitive work to this important Listed Building. The works will preserve the building in situ and will enhance the setting of the Listed Building in the Conservation Area.

A conservation approach will be taken to the removal, alteration, repair and reinstatement to the buildings ensuring that historic fabric is retained and incorporated into the development.

We consider as assessed that the large listed building which fronts onto the main road is not overly dominated by this proposal. It still allows the main façade to be clearly seen and the setting of the building is still appreciated.

6 National Planning Policy Framework

6.1 207

In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

We have in this report described the significance of the heritage asset including its contribution made by the setting, the level of detail is proportionate to the building.

6.2 215

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.

We do not feel that there is any even less than substantial harm to the heritage asset, but if this is not agreed and there is a minor effect, this is minor and this has to be taken against the public benefits of the building which is producing housing within a residential area.

7 Conclusion

We consider that the proposed development does not detrimentally affect the setting of the main building which is dominant façade on Queens Road.

The design of the building does simulate some architectural form in terms of the massing and the ridge level is not any higher than the main building.

Some account also has to be taken of the similar buildings already been approved in 2007. Although of course the criteria and the NPPF has been developed since that period.

In conclusion therefore, even if accepting there is a minor harm, this has got to be weighed against the public benefit of a residential development on the site.

8 Appendix A – Photographs

Photograph 1



Junction of Apple Ford Drive (formerly Johnson Street) and Queens Road showing stone wall.

Photograph 2



Junction of Apple Ford Drive (formerly Johnson Street) and Queens Road showing stone wall.

Photograph 3



Queens Road elevation of listed building.

Photograph 4



End of façade indicating caretakers accommodation.

Photograph 5



Main elevation of listed building looking towards the site.

Photograph 6



Boyle Street elevation.

Photograph 7



Unitarian elevation of depot view within the site.

Photograph 8



Plain architectural details to gable and outrigger at caretakers section.

Photograph 9



Johnson Street House.

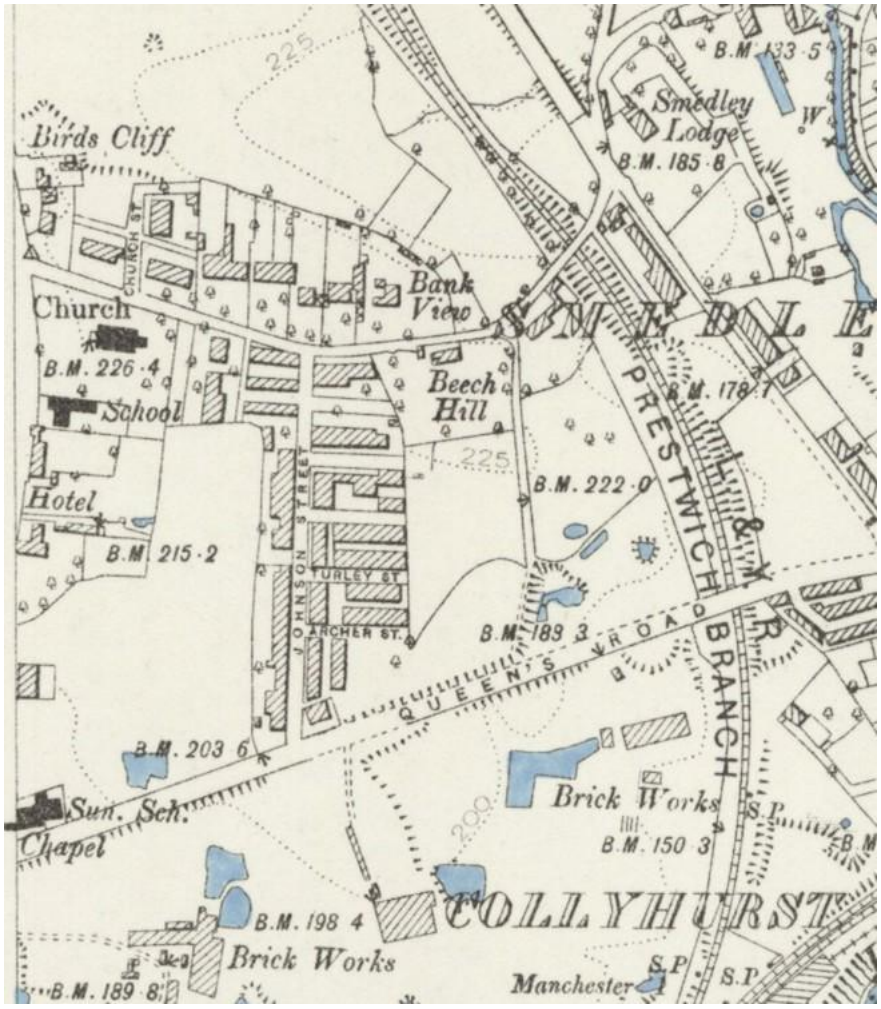
Photograph 10



Johnson Street.

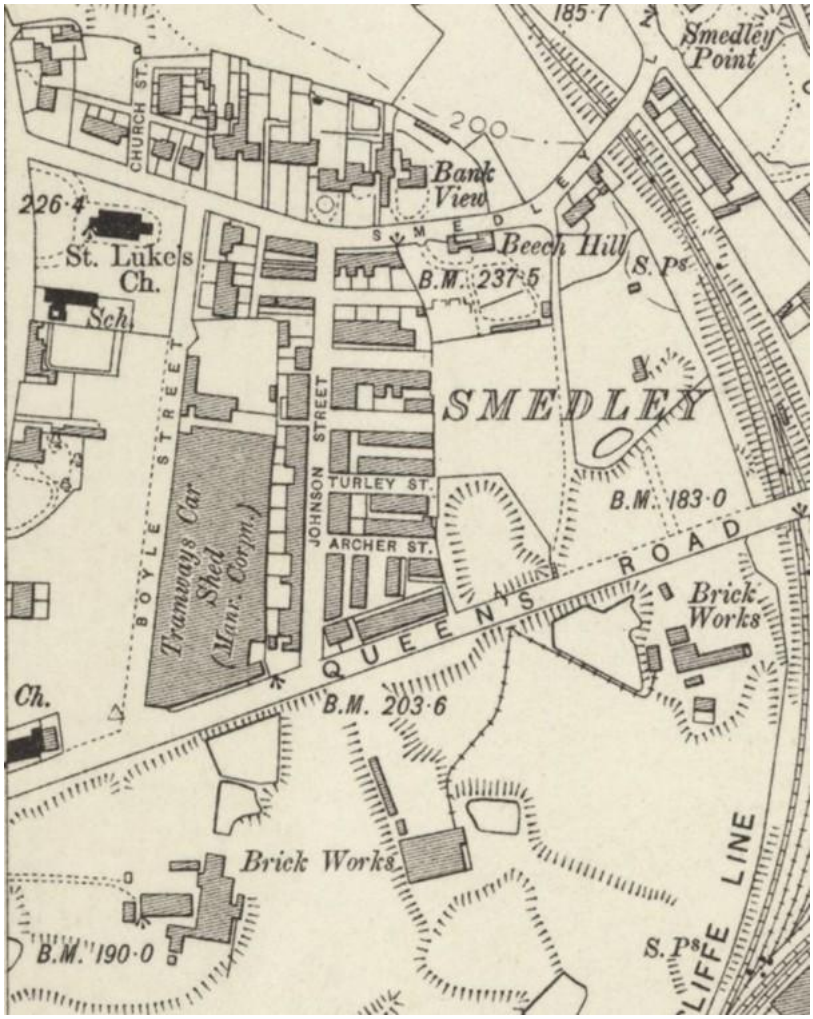
9 Appendix B – Historic Maps

Photograph 1



Extract from the 1888 map showing terraced housing land of depot undeveloped.

Photograph 2



1915 indicating depot having been constructed.

Photograph 3



1932 showing further buildings moving forward with a terraced house fronting onto the main road.

10 Appendix C – Official Listing

Heritage Category: Listed Building

Grade: II

List Entry Number: 1247471

Date first listed: 20-Jun-1988

Date of most recent amendment: 06-Jun-1994

List Entry Name: BUS DEPOT AND TRANSPORT MUSEUM

Statutory Address 1: 99 AND 99A, QUEENS ROAD

Statutory Address 2: BUS DEPOT AND TRANSPORT MUSEUM, QUEENS ROAD

The scope of legal protection for listed buildings

Location

Statutory Address: 99 AND 99A, QUEENS ROAD

Statutory Address: BUS DEPOT AND TRANSPORT MUSEUM, QUEENS ROAD

The building or site itself may lie within the boundary of more than one authority.

District: Manchester (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SD 84607 00594

Details

MANCHESTER

SD80SW QUEENS ROAD, Cheetham 698-1/2/570 (North side) 20/06/88 Bus Depot and Transport Museum (Formerly Listed as: QUEENS ROAD, Cheetham (North side) Bus Depot and Transport Museum including Nos 99 &99a)

II

Includes: Nos.99 AND 99A QUEENS ROAD Cheetham. Former electric tram shed, now bus depot and museum. Dated 1901; altered. Red brick, some stone dressings, steeply-pitched slate roofs. Office block to front; tram shed behind facade. Two storeys, 15 irregular bays, plus wide splayed corner to left. The corner has a very large round-headed window with chamfered surround and 5 stone voussoirs including carved keystone, and a keyed clock-face above with arched surround, and is flanked by ramped screen walls. The main range has bays in rhythm AAABBACABBAAAA, with low buttresses between these sections: "A" bays have semi-circular windows at ground floor and tall half dormers with gables; the central "C" bay is similar but larger, with a banded gable; and the "B" bays

have square-headed windows on both floors, and eaves swept out. All windows have metal glazing bars. Nos.99 and 99A attached at right-hand end similar but with wooden small-paned windows. The splayed corner has a foundation stone with lettering including the words "City of Manchester. The first electric car shed, opened on the 6th day of June 1901", and a war memorial plaque. Very long return side in simpler style. Interior not inspected.

Listing NGR: SD8460700594

This List entry has been amended to add sources for War Memorials Online and the War Memorials Register. These sources were not used in the compilation of this List entry but are added here as a guide for further reading, 29 August 2017.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 456960

Legacy System: LBS

Sources

Websites
War Memorials Online, accessed 29 August 2017
from https://www.warmemorialsonline.org.uk/memorial/134088
War Memorials Register, accessed 29 August 2017
from http://www.iwm.org.uk/memorials/item/memorial/25078

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.