Queens Road Bus Depot, Manchester

Office & Reception Refurbishment

Heritage Statement

Project: Office & Reception Refurbishment, Queens Road Bus Depot, Cheetham Hill, Manchester, M8 8UT
Title: Heritage Statement
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1. Introduction

Stephen Levrant Heritage Architecture Ltd ('SHLA'), a specialist practice of architects, heritage consultants and surveyors have been commissioned by Transport for Greater Manchester ('TfGM', the Applicant) to provide a Heritage Statement to form part of an application for Listed Building Consent ('LBC') for a minor scheme of works centred on the refurbishment of the ground floor office and reception area of the Queens Road Bus Depot, Cheetham Hill, Manchester.

The building is Grade II listed and subsequently a Heritage Statement is required in order to assess the potential impact of the proposals on the significance of the site as a designated heritage asset.

The location and local context of the Queens Road Bus Depot is illustrated at **Figure 1**.

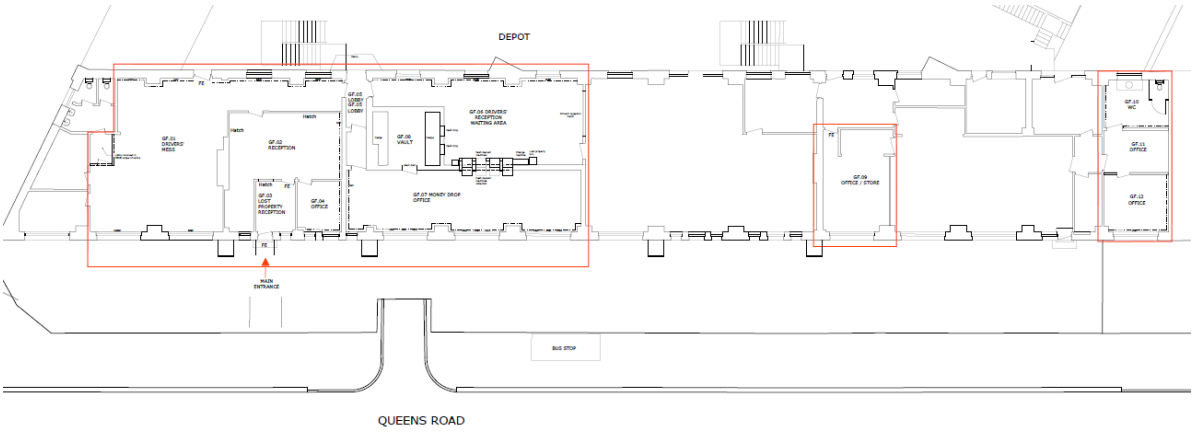
Figure 1: *Aerial view of the Queen's Road Bus Depot, illustrating the scale of the full site. Source: Google Earth.*

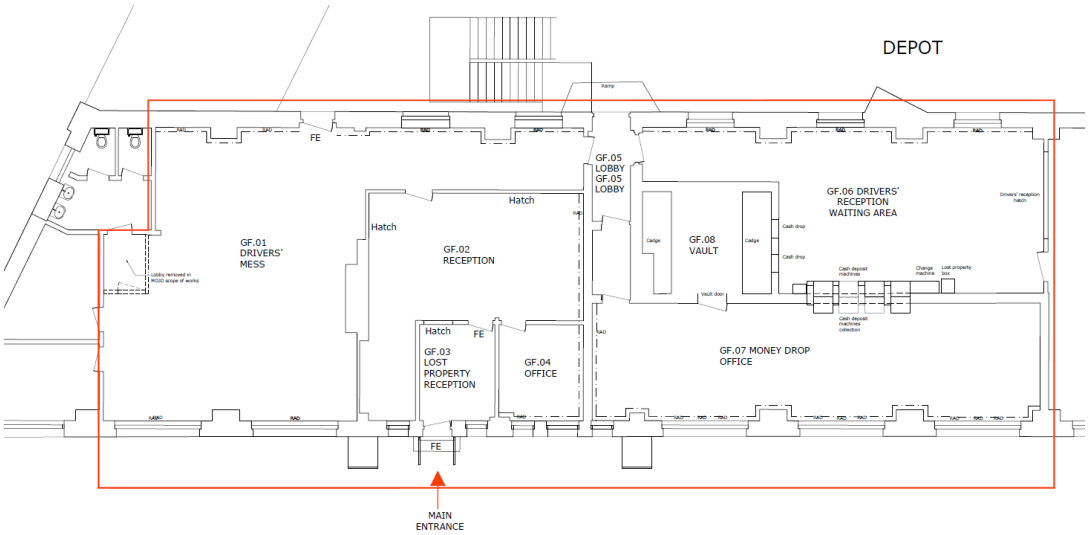
The 'Site' comprises a select area of the building, encompassing office and reception areas at the ground floor in an administrative range which fronts Queens Road. The application boundary and existing arrangement of these areas is illustrated in the plans on the following page (**Figures 2, 3** and **4**).

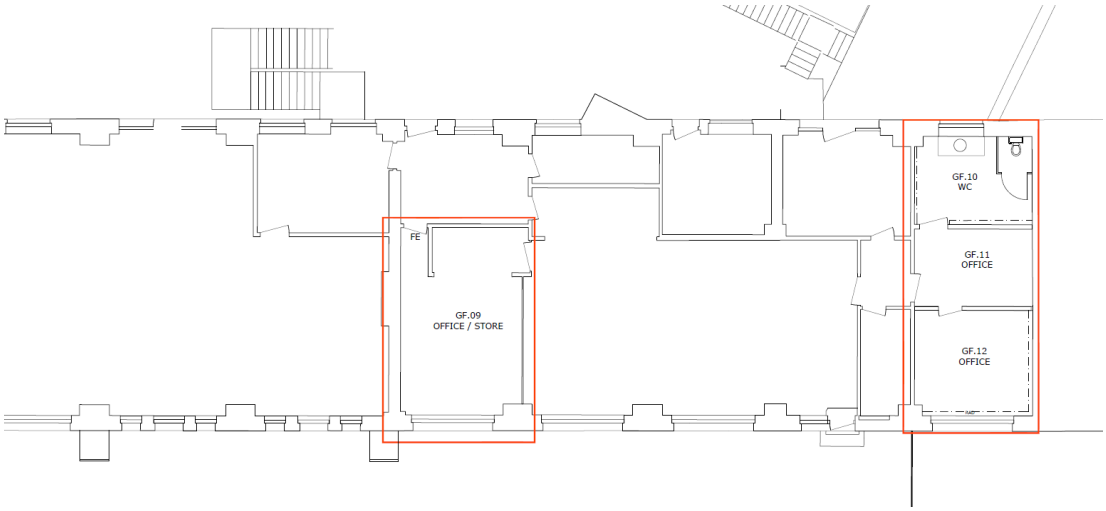
The proposals for the refurbishment of the office and reception areas have been developed by TfGM and Jefferson Sheard Architects (the 'Architects') in consultation with the Local Planning Authority ('LPA'), Manchester City Council ('MCC'), who attended a site visit with the application team on 30 April 2025. The proposals have also emerged in the context of a separate LBC application for works related to Driver and Engineers' toilet and canteen facilities. At the time of writing, this LBC application (ref. 142912/LO/2025) is with the LPA for consideration.

In summary, this application relates to works to improve the office and reception areas of the depot, including improving access and circulation across the ground floor, providing a legible and improved entry

into the building with a new public reception area, creation of high-quality office space, and rationalisation of services across the subject ground floor areas.







Figures 2 (top), 3 (centre) and 4 (bottom): Existing ground floor plan of the office and reception areas at Queen's Road Bus Depot, with extracts showing detailed existing arrangements at ground floor. The areas which are subject to the proposed works, and thus comprising the application boundary, are outlined in red. Source: Jefferson Sheard Architects.

An understanding of the condition and functionality of the existing areas of the building has been informed

by multiple site visits undertaken by SLHA alongside the application team in November 2024 and in March and April 2025. The proposals have been prepared by the architects in tandem with TfGM.

This Heritage Statement has been prepared to establish the relative significance of the building as a designated heritage asset and to consider to what extent the proposals may affect an appreciation of its significance. This is to ensure that the proposals accord with national legislation, specifically the Planning (Listed Buildings & Conservation Areas) Act 1990, and policy, including MCC's Local Development Framework, and the National Planning Policy Framework ('NPPF'), most recently updated in December 2024.

This report should be read in tandem with the design information, comprising application drawings and Design and Access Statement ('DAS'), prepared by Jefferson Sheard Architects.

2. Statutory Designations

Queens Road Bus Depot was designated as a Grade II listed building in 1988 (National Heritage List for England entry is reproduced at **Appendix I**). Statutory listing means that a building of structure is identified as being of special architectural or historical interest at a national level and it is therefore protected though law and through the planning system. The grading of listed buildings reflects the different levels of architectural and historical interest associated with a particular building or structure. Historic England defines that Grade I listed buildings are of exceptional interest; Grade II* listed buildings are particularly important buildings of more than special interest; and Grade II listed buildings are of special interest.

The Site is not located in a Conservation Area.

The proposals do not comprise works to the exterior of the building or any works within its setting. Any surrounding heritage assets (designated or non-designated) and their settings will therefore not be impacted by the proposals and are not considered in this Heritage Statement. This document seeks only to address the direct impact of the proposals on Queens Road Bus Depot as a designated heritage asset.

3. Policy Framework and Guidance

With regards to legislative framework provided by the Planning (Listed Building and Conservation Areas) Act, **Section 66** is applicable, as it requires the Local Planning Authority to "*have special regard to the desirability of preserving [a listed building] or its setting or any features of special architectural or historic interest which it possesses*" when considering whether to grant planning permission.

This report has been prepared to align with the requirements of NPPF **paragraph 207** which requires applicants to describe the significance of any heritage assets which have the potential to be affected by development proposals.

Other pertinent guidance from the NPPF is found in **paragraphs 212-215**, which emphasise the weight that should be given to the conservation of heritage assets in the planning balance and that any harm requires clear and convincing justification, with any public benefits of the scheme which offset the harm to be clearly articulated. With this in mind, this report has been structured to accord with **paragraph 207** and as such aims to be proportionate to the asset's importance and the nature of the proposals and their potential impact on the asset's significance.

This report has also been prepared in accordance with and in accordance with Historic England's '*Good Practice Advice Note 2: Managing Significance in Decision-Taking in the Historic Environment*' (2015).

The key component of MCC's Local Development Framework for the purposes of this assessment is the Core Strategy (2012). The pertinent policy from the Core Strategy with regard to the proposed works at Queens Road Bus Depot is **EN3** (Heritage) which stipulates that developments should seek to conserve or enhance the historic environment and deliver schemes which complement heritage assets in their setting.

This report also considers the Places for Everyone Joint Development Plan ('PfE', adopted March 2024) which comprises a long-term plan for the nine Greater Manchester districts. The second paragraph of **Policy EN3** (above), has been replaced by **Policy JP-P2** in the Places for Everyone document. The Heritage Statement seeks to adhere to **Policy JP-P2** within this document, specifically: "*Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process*."

The structure of the document is consistent with the requirements of the NPPF (2024) and Historic England's guidance on the form of *'Statements of Heritage Significance'* (October 2019). This report also utilises a tailored form of the International Council on Monuments and Sites (ICOMOS) heritage impact evaluation method to ensure the conclusions are evidence-based and consistent (refer to **Appendix III, IV** and **V)**.

4. Site Description

The bus depot comprises a large plot, roughly rectangular in shape with the principal range fronting Queens Road and the body of the building extending approximately 285m to the north. The depot is bound by Queens Road to the south, Boyle Street to the west, Temple Primary School to the north, and residential development off Appleford Drive to the east (**Figure 1**).

The building was constructed as an electric tram shed (the first in the city) and is now in use as a bus depot for TfGM and accommodates the Museum of Transport (the museum is located to the northern end of the site). Constructed in 1901, a 15-bay range comprising an administration block fronts Queens Road, with extensive tram sheds adjoining to the north (**Figures 5** and **6**). The frontage administration block is constructed from red brick with stone dressings and steeply pitched slate roofs.

A wide splayed corner to Boyle Street has a large round-headed window with chamfered surround and five stone voussoirs including a carved keystone, and a keyed clock-face above with arched surround. There is 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 to the right (**Figure 7**).

The long return side to Boyle Street is in a simpler style and has been altered with large openings to allow buses to enter and exit (**Figure 6**). The Museum of Transport is sited at the northern end of the building and housed within later extensions/infill dating to the late 1920s onwards.

The existing frontage to Queens Road is illustrated in **Figure 8;** car parking obscures the legibility of the public reception access which is situated on this frontage. A number of the large round-headed windows on this principal elevation are in a deteriorated condition or fitted with internal security grilles which obscure the original fixtures (**Figure 9**).

Figure 5: *View of the Bus Depot from the corner of Boyle Street and Queens Rd. Source: Google Maps*

Figure 6: *View of the Boyle Street elevation, showing the red brick, utilitarian characteristics with modern openings for buses.*

Figure 7: *View of the war memorial which is recorded on the War Memorials Register.*

Figure 8: *Queens Road frontage, which includes public reception entrance.*

Figure 9: *Damage to round-headed window on Queens Road frontage.*

Building Condition

During site visits, SLHA have undertaken high-level visual surveys of the building's condition. The building envelope is, generally, in a good condition with a few localised areas of deteriorated plaster which is likely due to water ingress and the inappropriate use of non-breathable plaster in previous redecoration schemes particularly in those walls which, externally, front Queens Road.

The administration and ancillary areas which are the subject of this LBC application are of a varying condition and quality. The office areas are poorly planned and underutilised; modern partitions, fixtures, and fittings are of no quality and excessive wiring / poorly contained servicing creates visual clutter which diminishes from an appreciation of the original character and quality of the administration range. The existing condition of the areas subject to the LBC are illustrated in **Figures 10-24** below.

Figure 10: *Existing 'Money Drop Office' (GF.07), with frontage to Queens Road. Historic cast iron radiator to west wall.*

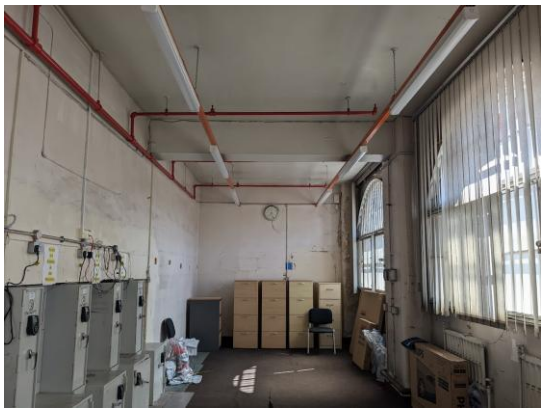


Figure 11: *Money Drop Office (GF.07), with frontage to Queens Road, including large round-headed window with security fixtures. Original panel radiators seen below windows. Cash drop machines present to left.*

Figure 12: *Historic sprinkler system in Money Drop Office (GF.07), assumed altered to adjust to partition insertion in c.1950s.*

Figure 13: *Evidence of historic damp and damage to plaster work in Money Drop Office (GF.07).*

Figure 14: *Security fixtures attached to interior of windows, Money Drop Office (GF.07).*

Figure 15: *Cash drop machines, to be relocated and re-used, Money Drop Office (GF.07).*

Figure 16: *Former vault (GF.08, altered in 1950s alterations), used more recently for lost property. Accessed from Money Drop Office.*

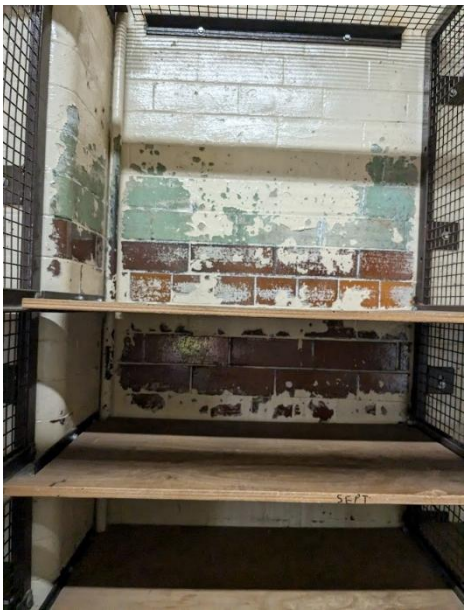


Figure 17: *Glazed bricks which have been painted in former vault (GF.08), now lost property storage, accessed from Money Drop Office.*

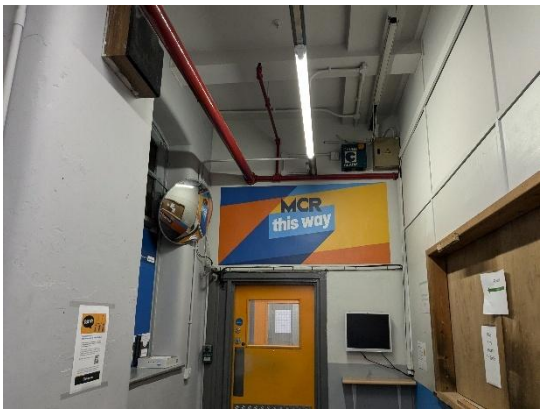


Figure 18: *Corridor in Drivers' Mess. Non-original partition to right forming existing Reception (GF.02) area.*

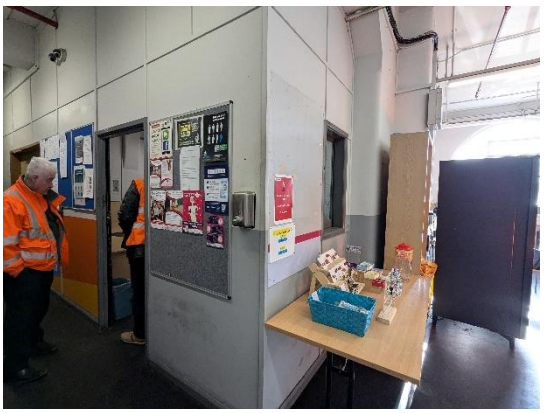


Figure 19: *Non-original partition forming existing Reception (GF.02) area, with Drivers' Mess to the right side of the frame.*

Figure 20: *Infilled opening between Reception (GF.02) and Drivers' Mess (GF.01), to south of existing chimneybreast.*

Figure 21: *Partition as seen from Drivers' Mess (GF.01), with chimneybreast to the left of the frame.*

Figure 22: *Ceiling in WC (GF.10) at eastern end of ground floor plan.*

Figure 23: *Inappropriate blind and servicing extrusions in office/store (GF.09) in centre of ground floor plan*.

Figure 24: *Obscured window (damaged) in office at eastern end of ground floor plan (GF.12).*

5. Historic Development

The following summarises the historic development of the Site; a series of historic maps which provide a visual illustration of this are reproduced at **Appendix II.**

The First Electric Tram Shed

In 1899, the plot where the Bus Depot now stands was investigated by the Manchester Corporation's Tramways Committee to identify its suitability as a location for the site of an electric tram shed. The Site was purchased from the former landowner, Lord Derby, and the existing structure built to designs by John Gibbons of the City Surveyors Department (1850-1935) in 1899-1900.

The building was designed to house 252 tram cars, four entrances off Boyle Street at the north-west, and a number of sidings that spanned the land that now forms part of the museum to the north of the Site. The principal tram car entrance was positioned at the splayed corner at the intersection of Queens Road and Boyle Street (**Figure 25**). The tram lines flowed from the public realm into the building, with docking bays for the trams (**Figure 26**). There were several buildings at the north of the Site, including stables where horses were kept for the purpose of providing transport to tram workers conducting emergency repairs of the electric tramway.

In 1926, a motorcar garage and workshop were built at the north of the Site to house the buses that Manchester Corporation had acquired in the 1920s. During this time, the area between the motorcar garage and the main building was roofed over and became a fuelling and washing station to cater for the growing fleet of buses (**Figures 27** and **28**). The tram cars were gradually evicted from the Queens Road Shed and by 1938 all tram cars had been removed from the building.

In the 1950s, the tram shed was refurbished and made fit for purpose as a bus garage, including inserting modern openings for buses at the south end of Boyle Street. It housed over 250 buses. A series of building plans from 1955 are included at **Appendix VI** of this report.

The later buildings at the north of the Site became obsolete and were leased to the Ministry of Works who refurbished the buildings and rented them to the Post Office who housed their road vehicles there until the mid-1970s, after which they stood empty. Greater Manchester Transport Society and local enthusiasts worked to open the northern buildings as the Museum of Transport in 1979 to house a collection of public transport vehicles. At some stage in the post-war period, the original tram car corner entrance from Queens Road was converted to a large round-headed window in a style complementary to the existing windows to the principal frontage of the building (**Figure 30**). The southern part of the building is currently in use as a Bus Depot managed by TfGM and as such modern facilities have been inserted at the south and east of the building to provide administrative, catering, toilet, and shower facilities for staff.

Figure 25: *1902 Photograph of the Site as viewed from Queens Road, showing main tram car entrance fronting onto the corner of Boyle Street and Queens Road. Source: Manchester Lives Archive*

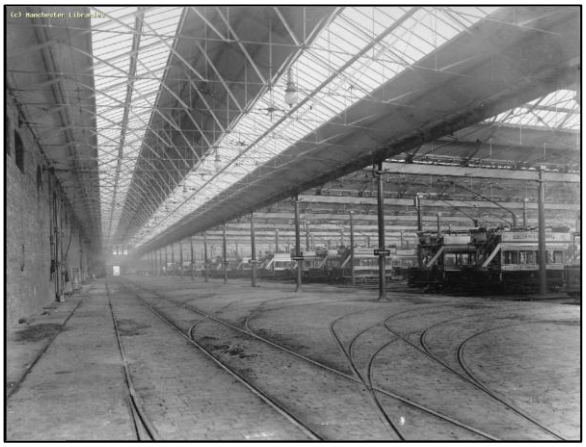


Figure 26: *1902 Photograph of the interiors of the electric tram shed. Source: Greater Manchester Lives Archive*

Figure 27: *1930 photograph of the Bus washing plant within Queens Road Bus Depot. This was built to support the influx of motorbuses that Manchester Corporation had acquired. Source: City Engineers Department, Greater Manchester Lives Archive*

Figure 28: *1937 photograph of the petrol and fuel pumps within the Bus Depot that catered for the buses used for public transport. Source: Transport Department, Greater Manchester Lives Archive*

Figure 29: *1955 photograph of bus workers striking.*

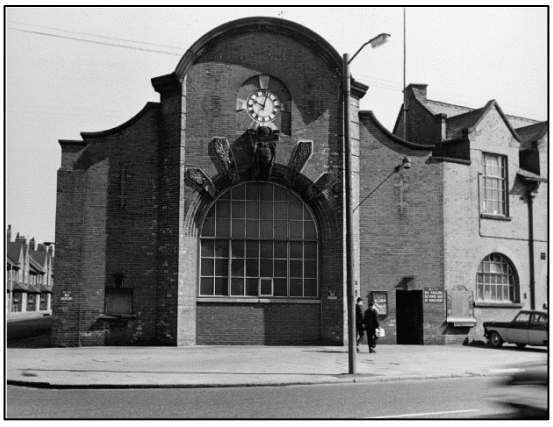


Figure 30: *1966 photograph of the corner frontage, the*

Source: Greater Manchester Lives Archive	*opening has been infilled with a window, Source: T Brooks, Greater Manchester Lives Archive*

6. Significance Appraisal

The following appraisal considers the architectural and historic interest of the Site using recognised criteria to assess the relative heritage significance of the building which has the potential to be impacted by the Proposed Development. This will provide a baseline for the relative magnitude of change and scale of impact which is to be assessed within the subsequent Heritage Impact Assessment ('HIA').

The Site

Queens Road Bus Depot clearly yields historic interest as Manchester's first electric tram shed. Alongside this, the sheer scale and ambition of the building, and the use of high-quality architectural detailing to the splayed corner and the administrative range to Queens Road illustrate the building's architectural interest and townscape presence and associated streetscape value.

Figures 25 and **26** (photographs from 1902) illustrate how well preserved the historic fabric of the Site is, especially considering its long-standing functional use and adaptation over time. Key alterations that have been made are the conversion of the original entrance into the building on the splayed corner of Queens Road and Boyle Street to a window and the creation of large openings to the southern end of the Boyle Street elevation to allow buses to enter/ exit the building. Internally, numerous ad-hoc, free-standing structures have been installed into the former trad shed to accommodate offices and other ancillary uses. The administrative range to Queens Road – the subject of this Heritage Statement – has seen similar ad hoc additions in the form of modern partitions to create sub-divided office spaces and facilities, and an accruement of modern servicing including a significant amount of cabling which is fixed to walls and ceilings. Modern finishes have also been applied, including paint and flooring materials. Notwithstanding this, the original floorplan has largely survived in structure, albeit later additions have detracted to some degree from an appreciation of this.

Key elements of architectural interest of the Queens Road Bus Dept:

- The scale and open plan form of the original tram shed which has largely been retained, along with other key features of interest including the original metal roof structure.
- The clear identity and architectural quality of the administrative range to Queens Road, including details such as the round-headed windows, original radiators, historic sprinkler system, historic strong room, and areas of glazed brick.
- The architectural detailing of the splayed corner to Queens Road/ Boyle Street which has an attractive and impressive presence within the local streetscape.

Key elements of historic interest are:

- High historic interest is yielded by the fact the building is an example of an exceptionally large tram shed, demonstrating the key development in transport infrastructure in the early 20th century.
- High historic interest is yielded by the fact the building is Manchester's first electric tram shed.
- High historic interest is yielded by the inclusion of a War memorial commemorating the lives of workers of the bus depot lost during the First and Second World Wars.
- The use of the north part of the building as a transport museum documents the history of Greater Manchester's transport network and development.

In the *'Infrastructure: Transport Listing Selection Guide'* (2017), produced by Historic England, it is noted that electric tramways first appeared in 1883 and proliferated at the beginning of the 20th century in primary main urban centres; they soon gave way to the more flexible motor bus. The guidance states:

> *"Many municipalities built large tram depots, often with ornate frontages that reflected municipal pride. Depots could be little more than large open-air screen-walled enclosures with some rudimentary repair and maintenance facilities but were more usually large, top-lit structures with the roof supported on a dense pattern of supports. They were often designed to incorporate other elements such as the offices. Many tram depots survived as bus garages until recent years but are now very vulnerable."*

The guide further notes that transport buildings have to be assessed in terms of their intrinsic value – special architectural, historic, planning, engineering and technological interest. It is clear that Queens Road Bus Depot yields all of this and that the building merits its listing at Grade II. It is therefore considered to be of **medium architectural interest** and **medium-high historical interest.**

7. The Proposals

The proposals have been developed by Jefferson Sheard Architects in conjunction with TfGM and are illustrated in a full suite of application drawings and a DAS prepared by the architect. The proposals are summarised below:

- Current Drivers' Mess to be converted to open-plan office space.
- New office with public reception desk provided in GF.02 and creation of new public lost property reception area at GF.03.
- Creation of three offices within existing money drop office at GF.07.
- Removal of later ad-hoc partitions which currently form GF.03 and GF.04.
- Insertion of glazed partitions to facilitate continued administrative use but restoring sense of visual permeability and spatial quality across the floorplan.
- Retention and restoration of historic fixtures and fittings, including glazed bricks (where identified), radiators and redundant sprinkler system.
- Removal and rationalisation of M&E servicing, particularly cabling.
- Improvements to legibility of spaces across the ground floor, with better defined reception and waiting area, office spaces, and public entry point.
- Improvements to circulation and flow across the floorplan.
- Areas to be made good through repair and decoration of fixtures and finishes, including plaster repairs and new floor and wall finishes.
- Refurbishment of existing WC facilities.
- Reinstatement of skirtings in most areas with replacement fixtures in matching style where required.
- Replacement of doors with new fittings to meet fire safety requirements.

The proposed layout of the ground floor is illustrated in the following extracts from the plans prepared by Jefferson Sheard.

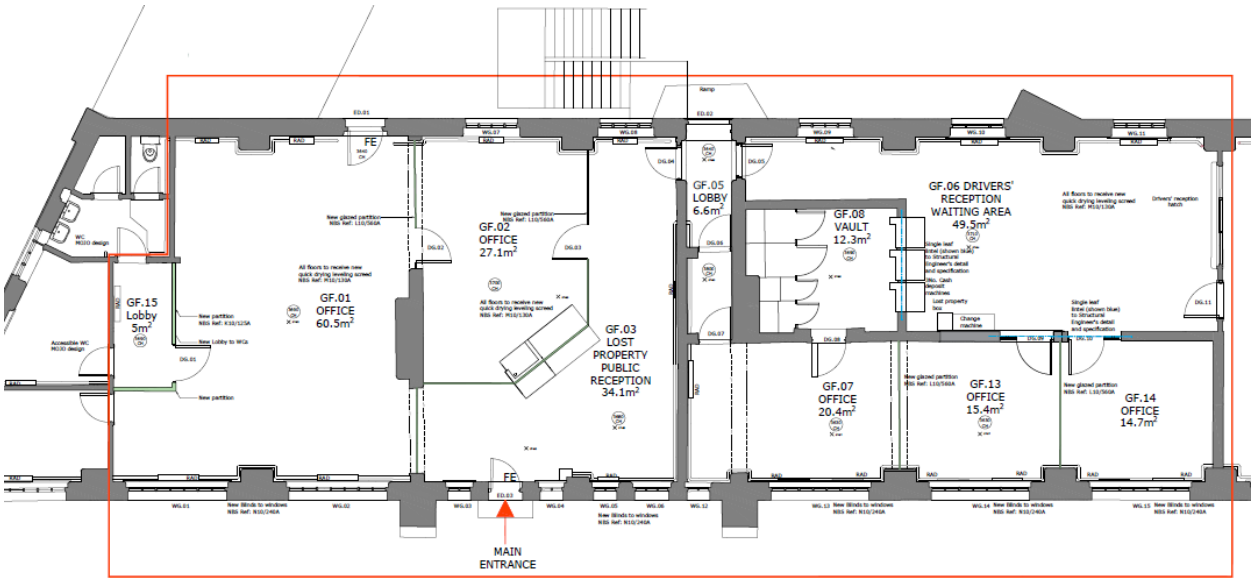


Figure 31: *Proposed Ground Floor plan, western end of floorplan. Source: Jefferson Sheard Architects*.

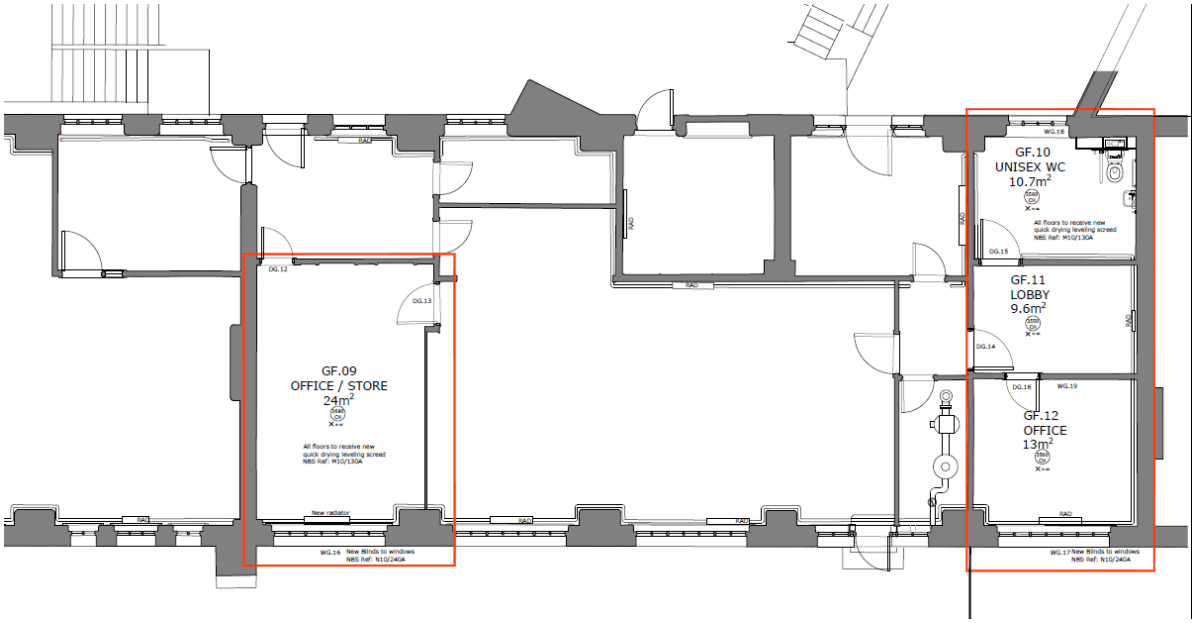


Figure 32: *Proposed Ground Floor plan, eastern end of floorplan. Source: Jefferson Sheard Architects*.

Heritage Impact Assessment

The focus of the following section is to assess the impact of the proposals on the ability to appreciate the significance of the listed building that embodies the Site. The nature of the effect is broadly defined in the table below as adverse, beneficial or neutral (see **Appendix IV** for full criteria).

These terms, and the processes for their use and implementation, follow the recommendations set out in the technical guidance document published by ICOMOS, Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011).

Table 1 provides an assessment of the direct impact of the proposed works on the Site.

Table 1: Assessment of impact on Historic Fabric of the Listed Building		
Building Area	Proposed Alteration	Assessment of Impact
GF.02, GF.03 & GF.04	Removal of non-original partitions.	The removal of non-original, ad-hoc partitions is considered to have a **neutral impact** on the listed building, the partitions being of no interest and having contributed to the creation of cellular spaces within the formerly open floorplan.
GF.01, GF.02, GF.03, GF.07, GF.13 & GF.14	Insertion of glazed partitions to facilitate creation of new reception area and office spaces. Retention of ceiling mounted sprinkler system but localised cuts and capping of the pipes will be required to allow for insertion of glazing panels.	It is proposed to insert glazed partitions (with lower levels obscured with opaque film) in the identified areas of the Ground Floor in order to provide newly defined reception area and offices. It is considered that the insertion of glazed panels to sub-divide the floorplate will be more sensitive than the current ad-hoc partitions which have been installed, and which have diminished from the ability to appreciate the original floorplate. The design intention is that the glazed partitions will enable the spatial quality of the floorplan to be understood and appreciated, with visual connections provided through the subdivided spaces (e.g. through offices GF.07, GF.13, and GF.14). Between areas GF.01 and GF.03, to the south of the historic chimneybreast, an historic opening will be made legible through the insertion of a glazed panel, reinstating a visual connection between these areas. The erection of glazed partitions to define the new reception area (GF.02/GF.03) will provide a greater degree of legibility for the functional nature of this space, aiding wayfinding through the building. Whilst maintaining a degree of subdivision in this space, the partitions will appear lightweight and permeable in comparison to the existing arrangement. On balance, the insertion of glazed panels across

		the floorplan is considered to be **Neutral** in nature, as the partitions will be readily discerned as modern insertions and will maintain a sense and appreciation of the original layout and arrangement of the ground floor office space. In order to facilitate the installation of the floor-ceiling glazed partitions, the existing redundant ceiling-mounted sprinkler system will need to be cut and capped to allow for the insertion of a partition panel, giving the impression that the fixings runs seamlessly through the partition. This represents an intervention to historic fabric in numerous areas across the floorplate and is considered to give rise to a **Minor Adverse** impact. However, the proposed approach and nature of the glazed panels means that a visual appreciation of the historic services will be maintained, balancing the adverse effect to some degree.
Across ground floor areas.	Consolidation of services on cable trays affixed to the ceiling.	The removal of wall-mounted servicing and consolidation in a simple cable tray mounting will have a **Negligible-Minor Beneficial** impact on the character and quality of the interior spaces at ground floor.
Windows to Queens Road Elevation.	Restoration and repair of windows to Queens Road elevation, including replacement of broken panes, removal of security shutters, ad-hoc insertions, and replacement of existing blinds with more appropriate fixtures.	Interior works to better reveal the windows to the Queens Road elevation, including the removal of security shutters, inappropriate blinds, and obscuring affixations etc., as well as the repair of broken pains and general redecoration is considered to have a **Minor Beneficial** impact on the fabric and character of the listed building.
Across ground floor areas.	Where areas of glazed brick are to be revealed, non-original skirtings will be removed. Where skirtings have been removed or damaged elsewhere, simple fixtures which match the retained skirtings will be installed.	Skirtings across the ground floor are of a simple, utilitarian character and are not considered to be original or of any great architectural value. Removal of skirtings in specific areas will facilitate reinstatement of areas of glazed brick. Insertion of simple, matching skirtings to areas where these have been lost or damaged is judged to have a **Neutral impact**, on balance.
Across ground floor areas.	Replacement of internal doors (with exception of vault door) with new fixtures in line with fire safety requirements.	The majority of internal doors identified for replacement are not considered to be of any architectural or historic merit and therefore no harm is considered to arise from their removal. Doors DG.12 and DG.16 appear to have hardware which suggest they may originate from the 1950s works to the building, and they therefore represent a notable phase in the building's history and development. A **Negligible Adverse impact** is associated with the removal/replacement of these two fixtures.

Across ground floor areas.	Retention and restoration of historic radiators as part of building heating system.	The retention of the historic radiators is a positive aspect of the scheme. Their restoration is considered to give rise to a **Negligible Beneficial** impact.
Identified areas across the ground floor.	Retention and restoration of glazed brick where identified, including to the historic strong room and to the internal south elevation within the Site area.	The revealing and restoration of located areas of glazed bricks – including in the historic strong room – is considered to be a positive element of the scheme and will give rise to a **Minor Beneficial** impact to the listed building.
Across ground floor areas.	Removal of gypsum plaster in areas where it has been damaged by water ingress and re-finished with lime plaster.	Removal of areas of plaster which have failed and refinishing with breathable lime plaster is considered to be positive and will have a **Minor Beneficial** impact on the listed building.
GF.08 (Vault)	Retention of one set of cages within historic strong room, removal of another, and insertion of 3 no. new machines within vault wall.	Alterations to the cages (non-historic fixtures/fittings) are considered to the Neutral in nature. The wall affected by the insertion of new cash machines is non-historic (it post-dates the 1955 plans reproduced at Appendix VI) and thus the proposed alterations here are considered to be **Neutral** in nature, as they will not affect an appreciation of the significance of the listed building.
GF.10	Refurbishment of existing WC.	WC comprises no historic fixtures and fittings. **Neutral i**mpact derived from refurbishment.

Discussion

The proposals represent a scheme of works intended to upgrade the existing office facilities and improve the legibility of key spaces within the Ground Floor of the administration range of the Bus Depot, including the public reception area, and drivers' reception and waiting area. Central to the proposed scheme, is the rationalisation of the floorplan, which is to be achieved through the removal of a small number of ad-hoc partitions which have adversely affected the public entry into the building from Queens Road and a tight circulation pattern in the central area of the floorplan, the insertion of clear and legible spaces for offices and reception areas, and the removal and rationalisation of wiring and services.

The sensitive restoration and redecoration of historic fixtures and features, including windows, radiators and glazed bricks – will celebrate and better reveal the architectural character of the building. The exposure of glazed brick walls in particular will go some way to restoring the original internal design intent of the administrative building. Repair of areas of damaged plaster with a more appropriate lime plaster will improve the breathability of the structure in areas where it has been affected by water damage.

The existing office and circulation spaces perform poorly, and there is an *ad hoc,* non-cohesive character to the insertions and amendments that have been made over the years as the use and function of the ground floor has changed and evolved. The proposed use of glazed partitions is considered to be the least intrusive option for the creation of the enclosed spaces required for a functioning office and reception areas as they maintain the spatial legibility of the floorplan whilst appearing lightweight and visually permeable, enabling a visual appreciation for the original proportions of some of the large rooms at the ground floor. Some harm is attributed to the physical impact that will be derived from the insertion of the partitions, principally the cutting and capping of the historic surface-mounted sprinkler system at the points at which they interact with the glazed partitions. Although redundant, the sprinkler system is an historic feature to which value is attributed and so its physical alteration to facilitate the insertion of the glazed partitions is considered to give rise to

adverse impact. This is balanced against the lightweight and permeable solution offered by the glazed partitions when considered against the alternative of solid partitions. The harm identified is to be balanced against the wider benefit of ensuring the longevity of the building and its need for adaptation in line with present day occupancy.

A principal aim of the proposals is to rationalise servicing, reducing the paraphernalia that currently creates visual clutter across most of the ground floor spaces. The consolidation of the majority of necessary cabling into ceiling-mounted trays (in a material considered in keeping with the general utilitarian character of the building) will remove affixed wiring from walls and present a neater and simplified appearance to a number of the rooms.

Other decorative and light-weight refurbishment works are considered unlikely to materially affect an appreciation of the special architectural and historic interest of the building, although they will generally improve its appearance.

It is hoped that the proposals will improve the experience of working in and moving through the building, and create more legible spaces within the floorplan, including the public entrance to Queens Road. On balance, it is considered that the proposals are relatively lightweight in their nature, and there are key elements which seek to better reveal and celebrate the historic architectural character of the building. The amendments proposed are considered necessary by TfGM to facilitate the improved functioning of the administrative spaces at ground floor.

Overall, it is considered the proposals comply with local and national planning policy, with particular regard to para 210 of the NPPF (2024), which states: *"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."*

Appendix I: Listing Description

Heritage Category: Listed Building

Grade: II

List Entry Number: 1247471

Date first listed: 20-Jun-1988

Date of most recent amendment: 06-Jun-1994

Statutory Address 1: 99 AND 99A, QUEENS ROAD

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

Statutory Address: 99 AND 99A, QUEENS ROAD

Statutory Address: BUS DEPOT AND TRANSPORT MUSEUM, QUEENS ROAD

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

Appendix II: Map Regression

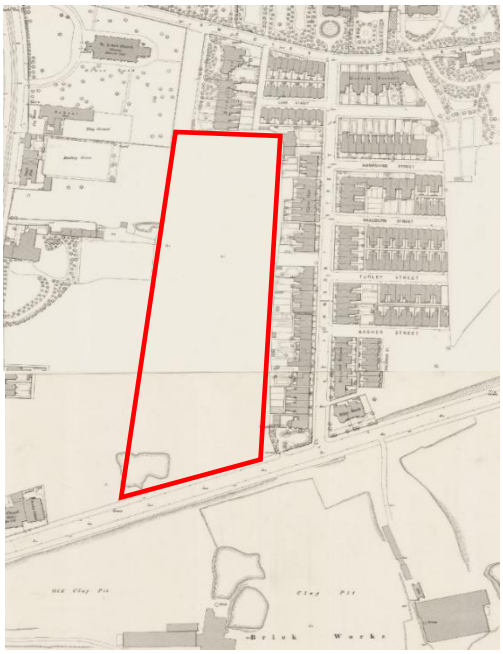


Figure 1: *OS map of 1891. The site prior to the tram shed was undeveloped land enclosed by residential areas to the north and east. Source: National Library for Scotland*

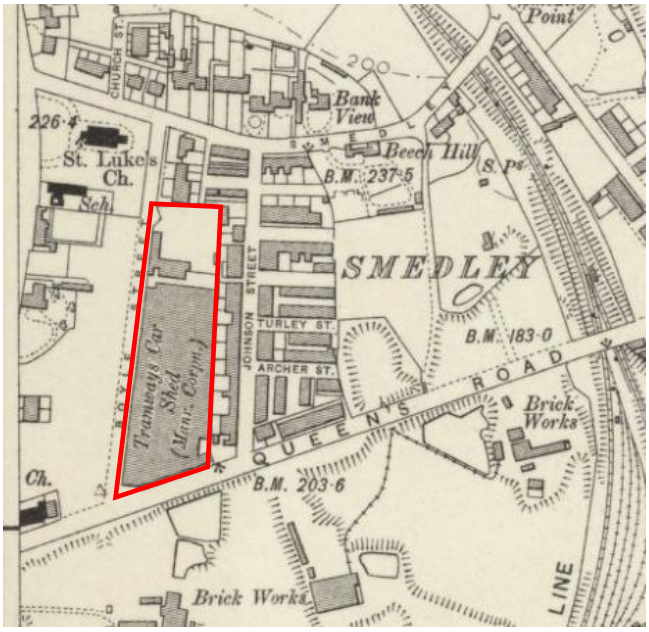


Figure 2: *OS map of 1906. The Site had been developed as the first electric tram shed in Manchester in 1901, run by the Manchester Corporation. Source: National Library for Scotland*

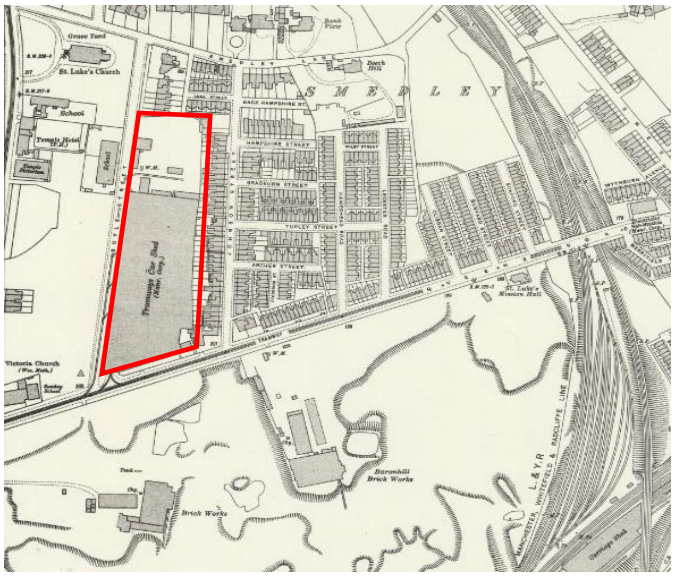


Figure 3: *OS map of 1922. The buildings at the north of the Site have been demolished and new ones constructed. Note that the tramway has been introduced to Queens Road at the south. The trams entered at the south-west corner entrance (now infilled with the large round-headed window) and from Boyle Street to the west. Source: National Library for Scotland*

Figure 4: *OS map of 1936. The buildings to the north of the Site have been demolished to make way for a bus garage for the Manchester Corporation. Source: National Library for Scotland*

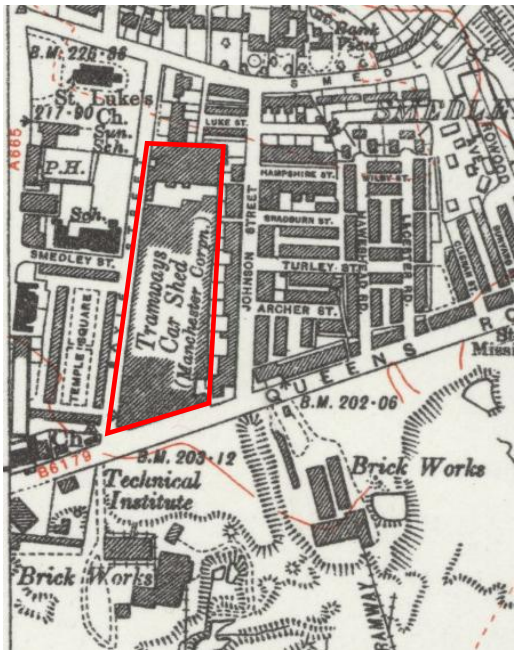


Figure 5: *OS map of 1947. The Site is generally unchanged but the tramline to the south of the Site has been removed and a main road established in its place. Source: National Library for Scotland*

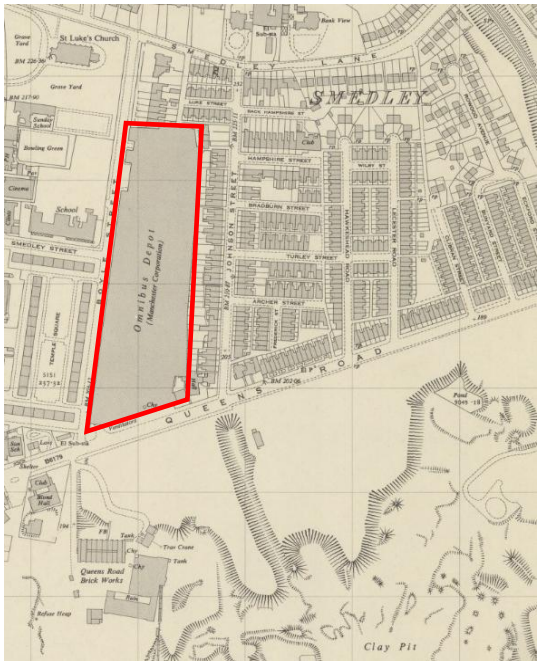


Figure 6: *OS map of 1951. The Site has extended north to encompass the Bus Garage and is now an Omnibus Depot for the Manchester Corporation. Source: National Library for Scotland*

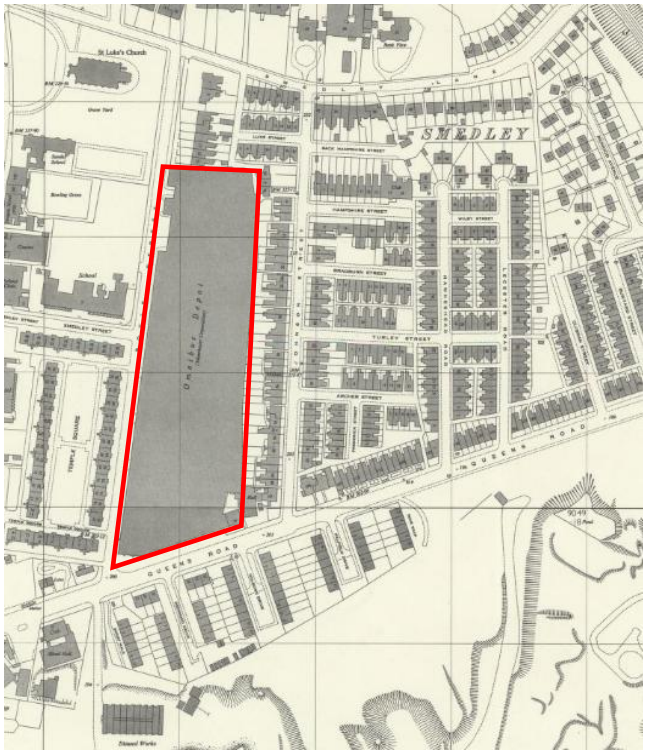


Figure 7: *OS map of 1965. Showing little change to the Site. At the south of Queens Road the Brickworks has been demolished to make way for further residential buildings. Source: National Library for Scotland*

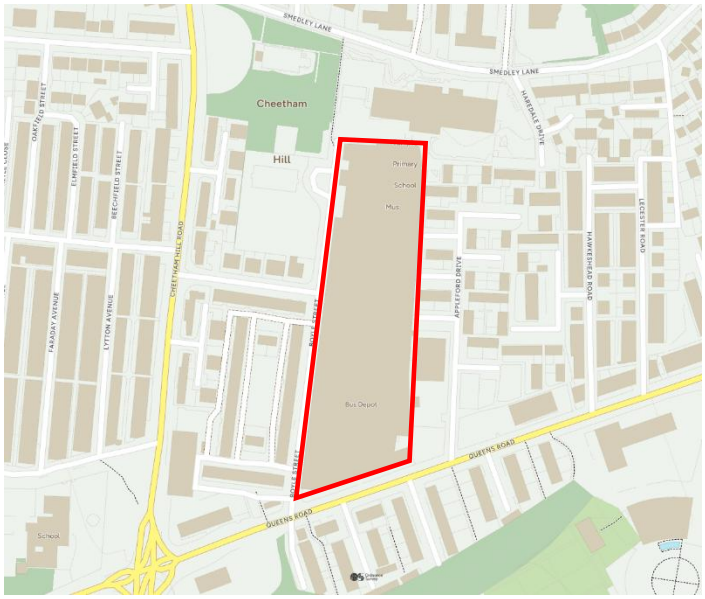


Figure 8: *OS map of 2024. The Site and its environs as it is today. Source: Ordnance Survey*

Appendix III: Definition of Significance Terms used in this Heritage Statement

Table 2: The hierarchy and definition of heritage significance relevant to the redevelopment of the Site (tailored from ICOMOS & Historic England guidance)	
Heritage status / hierarchy	**Description**
Very High / Exceptional heritage significance *International architectural and historic interest and importance.*	This heritage grading relates to the fabric and setting of: • Scheduled Ancient Monuments, • Grade-I listed buildings, • Grade-I historic parks/gardens, • and battlefields, defined by statute, where the particular site is well represented in the impacted historic environment.
High heritage significance *National architectural and historic importance and interest.*	This heritage grading relates to the fabric and setting of: • Grade-II* and grade-II listed buildings, • Grade-II* and grade-II historic parks/gardens, • battlefields, as defined by statute, • Conservation Areas containing very Important buildings where the particular site is well represented in the impacted historic environment.
Medium heritage significance *Regional architectural and historic importance and interest.*	This heritage grading relates to the fabric and setting of: • Grade-II listed buildings (dependant on character), • Grade-II historic parks/gardens and battlefields, • designated Conservation Areas, • Unscheduled archaeological sites and landscapes of potential national interest where the fabric and character of the site is well represented in the impacted historic environment.
Low heritage significance *Local architectural and historic heritage importance and interest.*	This heritage grading relates to the fabric and setting of: • Locally Listed Buildings (as formally identified by the Council and defined by an adopted Local Planning Policy), • Sites identified and recorded as being of heritage interest on the Historic Environment Record, which retain a definable heritage interest as a component of the historic environment. • unrecorded buildings, structures, or designed landscape features, which demonstrably retain a degree of heritage value due to their: architectural design, historic, communal, or townscape interest.
Negligible heritage significance *Buildings or fabric components which have been extensively altered, eroding or compromising their architectural and historic interest*	This heritage grading relates to sites which may be: • recorded on the Historic Environment Record in record form or as 'Find Sites' but retain minimal or no original fabric or definable character. • buildings, structures, or designed landscape features, which detract from the architectural design, historic, communal, or townscape interest of the principal heritage asset.

Unknown heritage potential *Buildings/sites where the potential importance interest requires determination*	This heritage grading relates to sites which may be locally identified as meriting recognition but have not been previously recorded or investigated so that their origins and fabric significance have yet to be objectively defined.

Appendix IV: Assessing the Magnitude of Change or Impact

The magnitude of change or impact is assessed based upon a detailed understanding of how and to what extent the proposed development might impact the heritage asset.

The contribution of the setting to the value of the heritage asset is an integral component which also contributes to the overall value or significance of the asset. Which in turn, allows for the magnitude of direct and / or indirect heritage impact to be determined.

Table 3: Criteria for defining the effect and degree of direct and indirect heritage impact		
Definition of magnitude and nature of heritage impact.	**Direct heritage impacts *(physical alteration or change to character)***	**Indirect heritage impact *(visual change to the experience or setting of the building and its context).***
Major adverse ***Substantial harm** of this nature, which results in total loss of significance or fundamentally affects the significance of defined heritage assets, should normally be avoided.*	Development resulting in demolition of a significant historic fabric component which results in total loss of significance, or fundamental compromises the setting of a designated heritage asset.	Substantially harmful change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development severely erodes the heritage interest of the identified heritage assets in the view, or the ability to appreciate those values and thus results in total loss of significance.
Moderate Adverse ***less-than-substantial harm** will need to be demonstrably mitigated and justified by clear public benefits.*	Development resulting in extensive harmful alterations (but not total demolition) of a designated heritage asset or its setting.	Less than substantial harm to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a clearly discernible extent the heritage interest of the heritage assets in the view, or the ability to appreciate those values.
Minor Adverse *The negative impact will need to be balanced by appropriate mitigation.*	Development resulting in alterations to a designated heritage asset which result in minor compromise of its fabric or erosion of its character.	Minor compromise to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a minor extent the heritage

		interest of the assets in the view, or the ability to appreciate those values.
Negligible adverse *This does not mean that there will be no physical or visual change, rather that the resultant difference would **not diminish** the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.*	Development resulting in negligible direct impact on a designated heritage asset which results in the removal of a minor, original fabric component, but avoids diminishing its character and its special architectural or historic interest.	Negligible perceptible change to the character of a designated heritage asset, or the experience and understanding of its special interest. The degree of change would alter, but not diminish, the intrinsic values of the identified heritage assets, or the experience and appreciation of the buildings or the designated area to any appreciable degree.
Neutral *This does **not necessarily mean that there will be no physical or visual change**, rather that the resultant difference will be imperceptible or appropriately balanced.*	Development which comprises an imperceptible physical impact resulting in no apparent change or achieved by removing a component of no heritage value which detracts from the special interest of the building fabric.	Imperceptible change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. A neutral impact occurs when the development does not affect the interest of the heritage assets in the view, or the ability to appreciate its significance.
Negligible beneficial *The resultant difference will be imperceptible but have a positive impact on the understanding or appreciation of the heritage asset.*	Development resulting in a negligible beneficial direct impact on a designated heritage asset which results in the removal of a minor non-original fabric component which is detracts from the character and its special architectural or historic interest.	Negligible perceptible change to the character of a designated heritage asset, or the experience and understanding of its special interest. The degree of change would imperceptibly enhance the intrinsic values of the identified heritage assets, or the experience and appreciation of the buildings or the designated area.
Minor Beneficial *The proposed change would result in a demonstrable improvement to the overall character or setting of a heritage asset.*	Development resulting in alterations to a built heritage asset which deliver a minor beneficial physical impact or enhancement of the site's special interest.	Minor enhancement to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development enhances to a minor extent the interest of the heritage assets in the view, the or the ability to appreciate its significance.
Moderate Beneficial *The proposed change would result in a considerable improvement to the overall character and*	Development resulting in alterations to a built heritage asset resulting in moderate beneficial physical impact, or an	Evident improvement of the fabric and character of a designated heritage asset (or the setting of the identified

appreciation of a heritage asset with clear beneficial enhancement of its heritage values.	enhancement of the site's character.	designated heritage assets) resulting in an enhancement of its cultural heritage values. Moderate enhancement to the setting of the built heritage asset. Where the development will enhance to a clearly discernible extent the heritage interest of the heritage assets in the view, or the ability to appreciate its significance.
Major beneficial *The proposed change would result in substantial improvement to the overall character and appreciation of a heritage asset, revealing and/or enhancing important characteristics of its heritage values.*	Development resulting in restoration or alterations to a designated heritage asset which comprises substantial restoration of its fabric and historic character and an enhancement of its cultural heritage values.	Substantial improvement of the fabric and character of a designated heritage asset (or the setting of the identified designated heritage assets) resulting in a significant enhancement of its cultural heritage interest. Substantial restoration or enhancement of the setting of the built heritage asset where the development will enhance to a fundamental extent the heritage values of the heritage assets in the view, or the ability to appreciate its significance.

Appendix V: Assessing the Significance of Impact

The table below, Assessing the Significance of Impact, uses a matrix to combine the value of the heritage assets with the magnitude of impact. As stated within ICOMOS Guidance, this is a general guide and is not intended to be prescriptive.

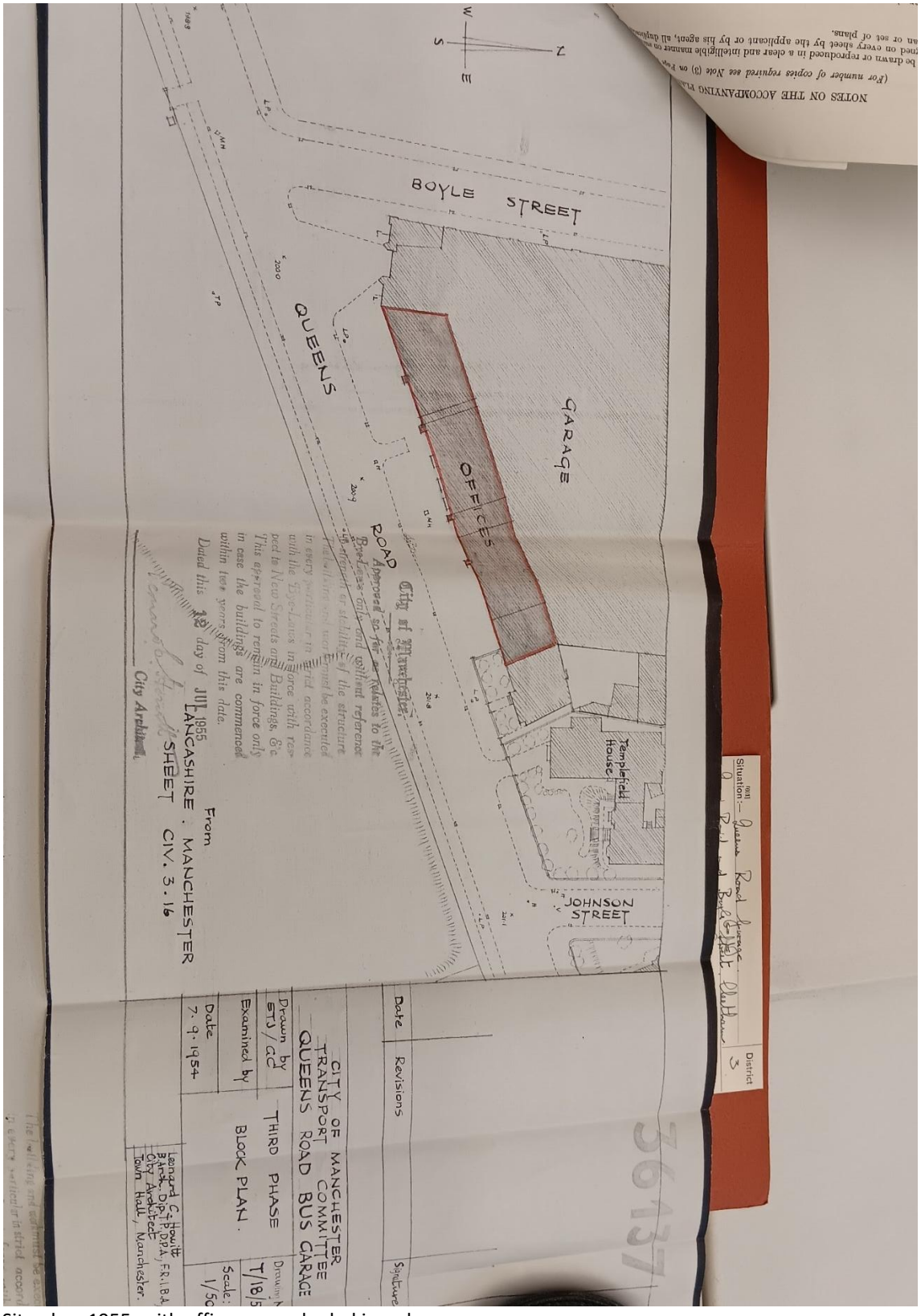
Scale or severity of impacts or changes can be judged taking into account their direct and indirect effects and whether they are temporary or permanent, reversible or irreversible. The cumulative effect of separate impacts should also be considered. The scale or severity of impact can be ranked without regard to the value of the asset. This significance of impact can be either adverse or beneficial.

Table 4: Assessing the Significance of Impact

Value of Heritage Asset	Scale & Severity of Change/Impact				
	No Change	Negligible change	Minor change	Moderate change	Major change
For WH Properties Very High – Attributes which Convey OUV	Significance of Effect or Overall Impact (Either Adverse or Beneficial)				
	Neutral	Slight	Moderate/ Large	Large/Very Large	Very Large

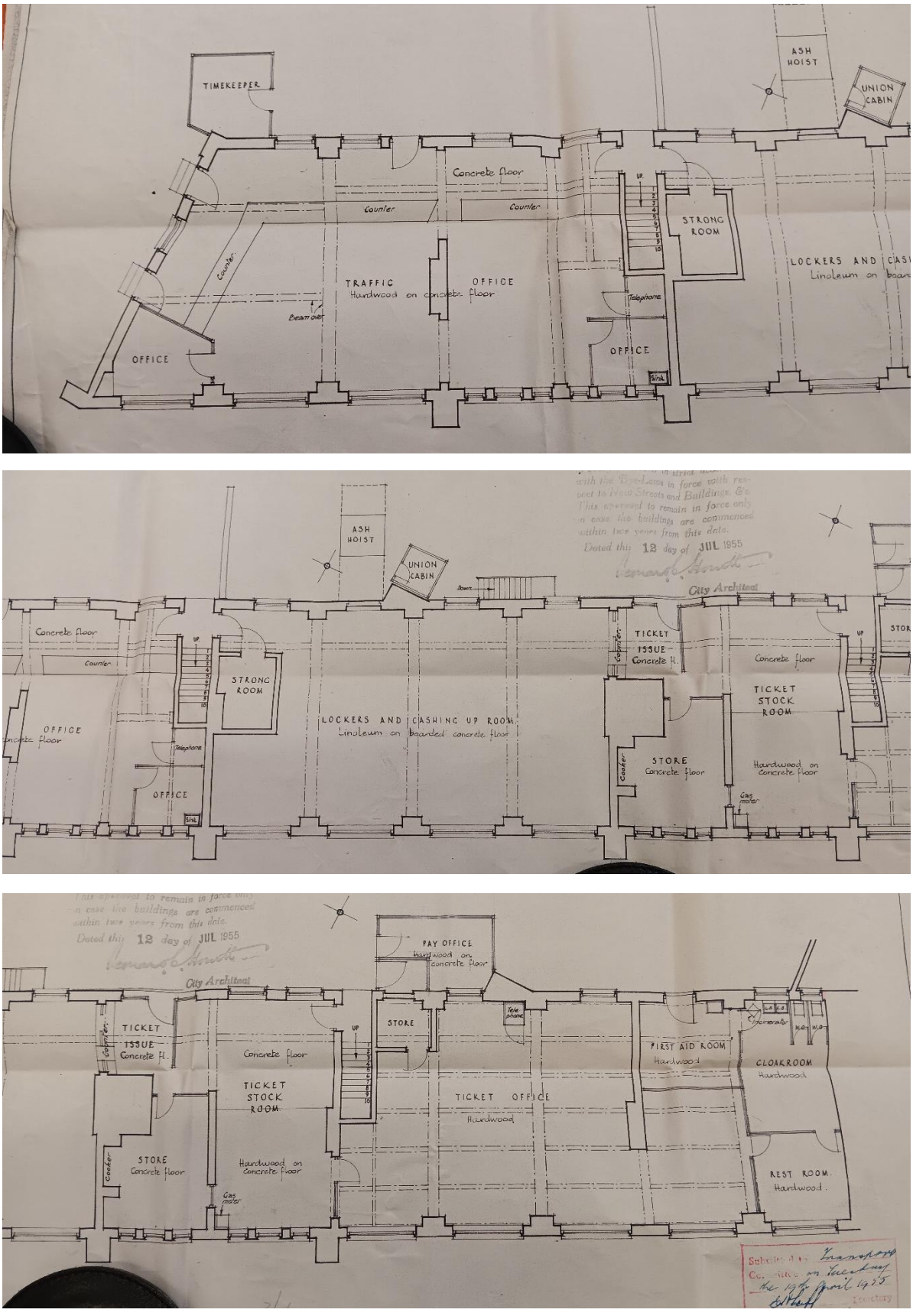
For Other Heritage Assets or Attributes	Significance of Impact (Either Adverse or Beneficial)				
Very High	Neutral	Slight	Slight/ Moderate	Large/very Large	Very Large
High	Neutral	Slight	Slight/ Moderate	Moderate/ Large	Large/Very Large
Medium	Neutral	Neutral/Slight	Slight	Moderate	Moderate/ Large
Low	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/ Moderate
Negligible	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight

Appendix VI: Plans from 1955 of Queens Road Depot (source: Greater Manchester Transport Museum)

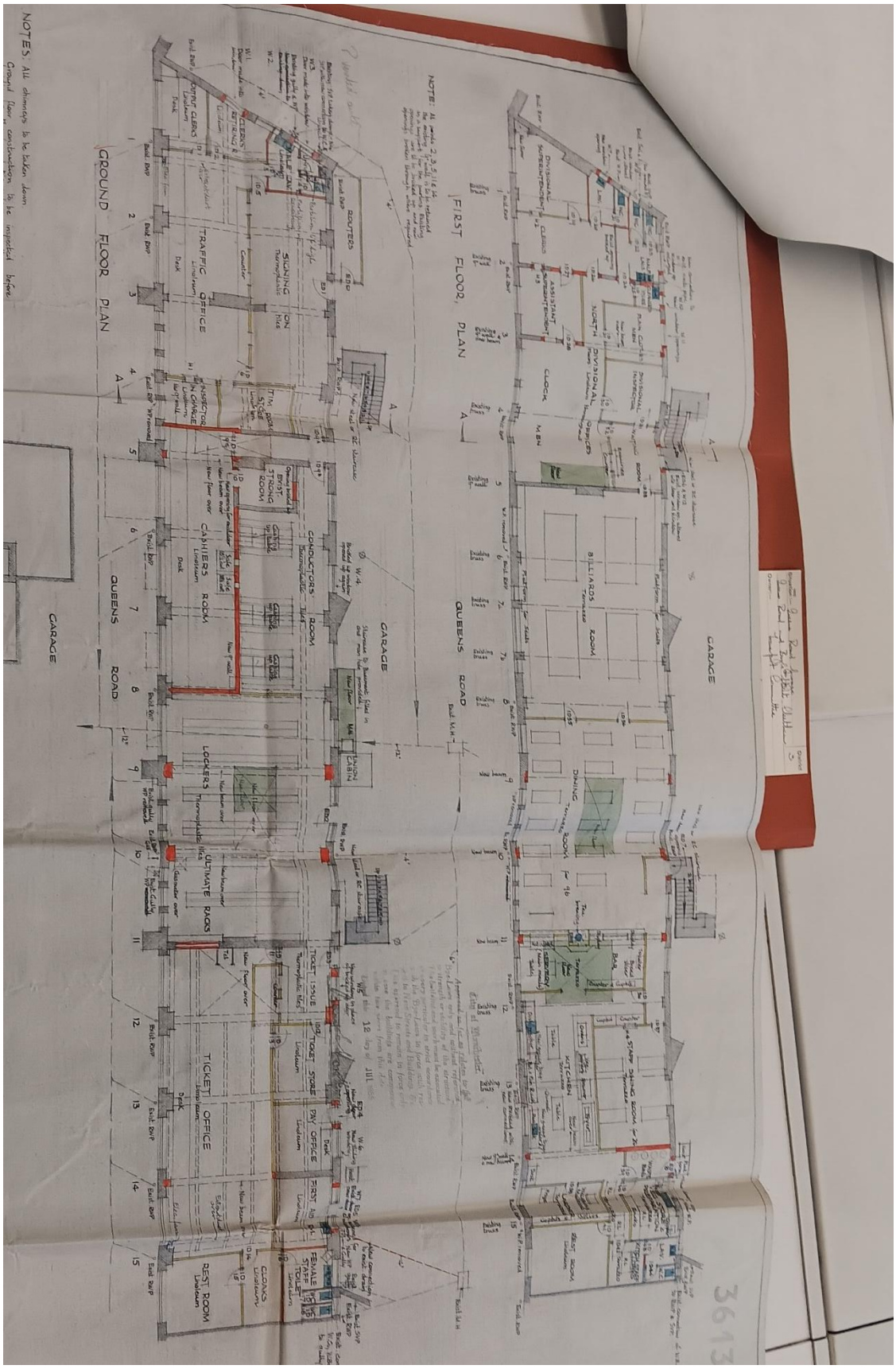


Site plan, 1955, with office range shaded in red.

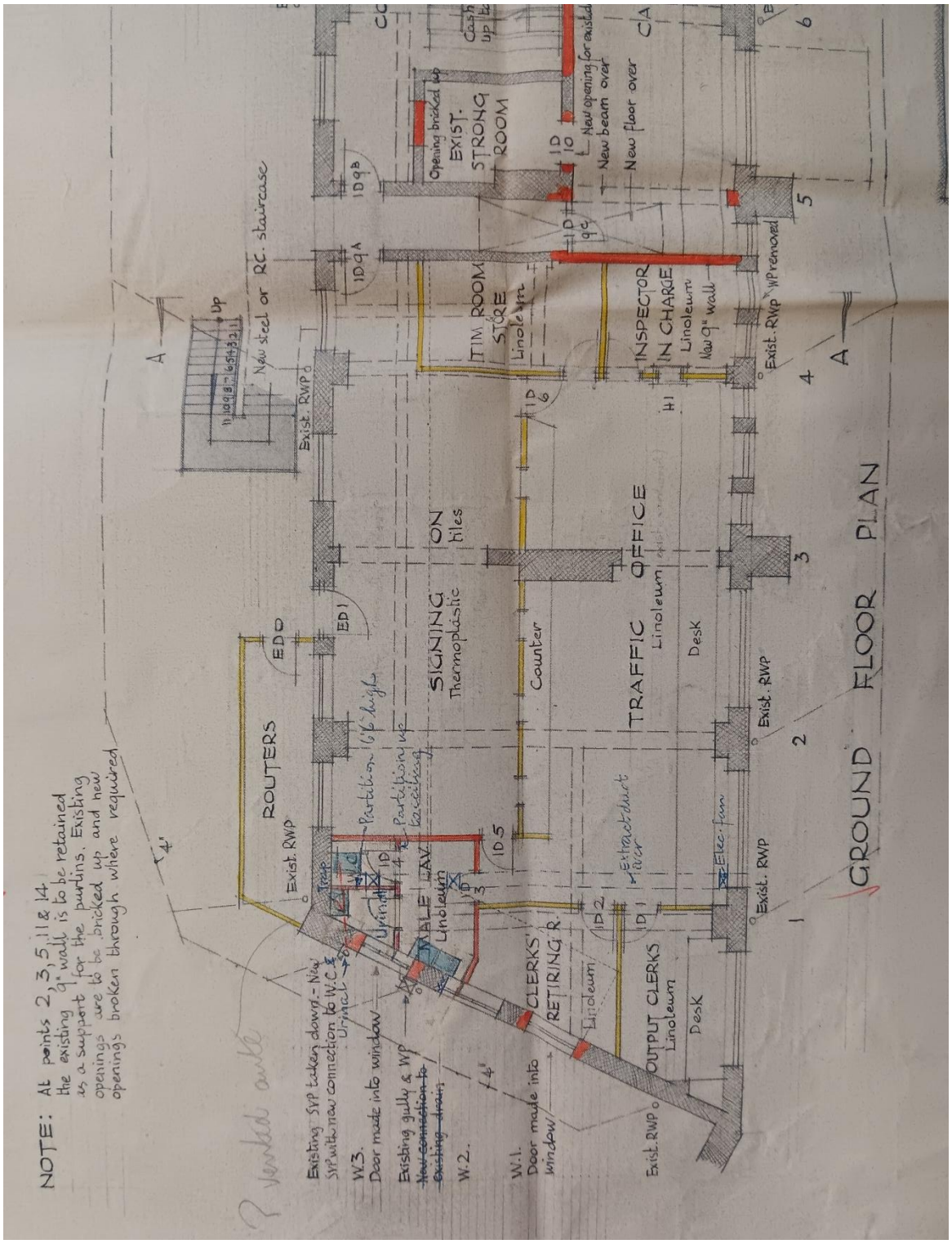
Ground (left) and First (right) floor plans, as existing 1955. Only the Ground Floor is of relevance for the purposes of the proposed scheme of works.



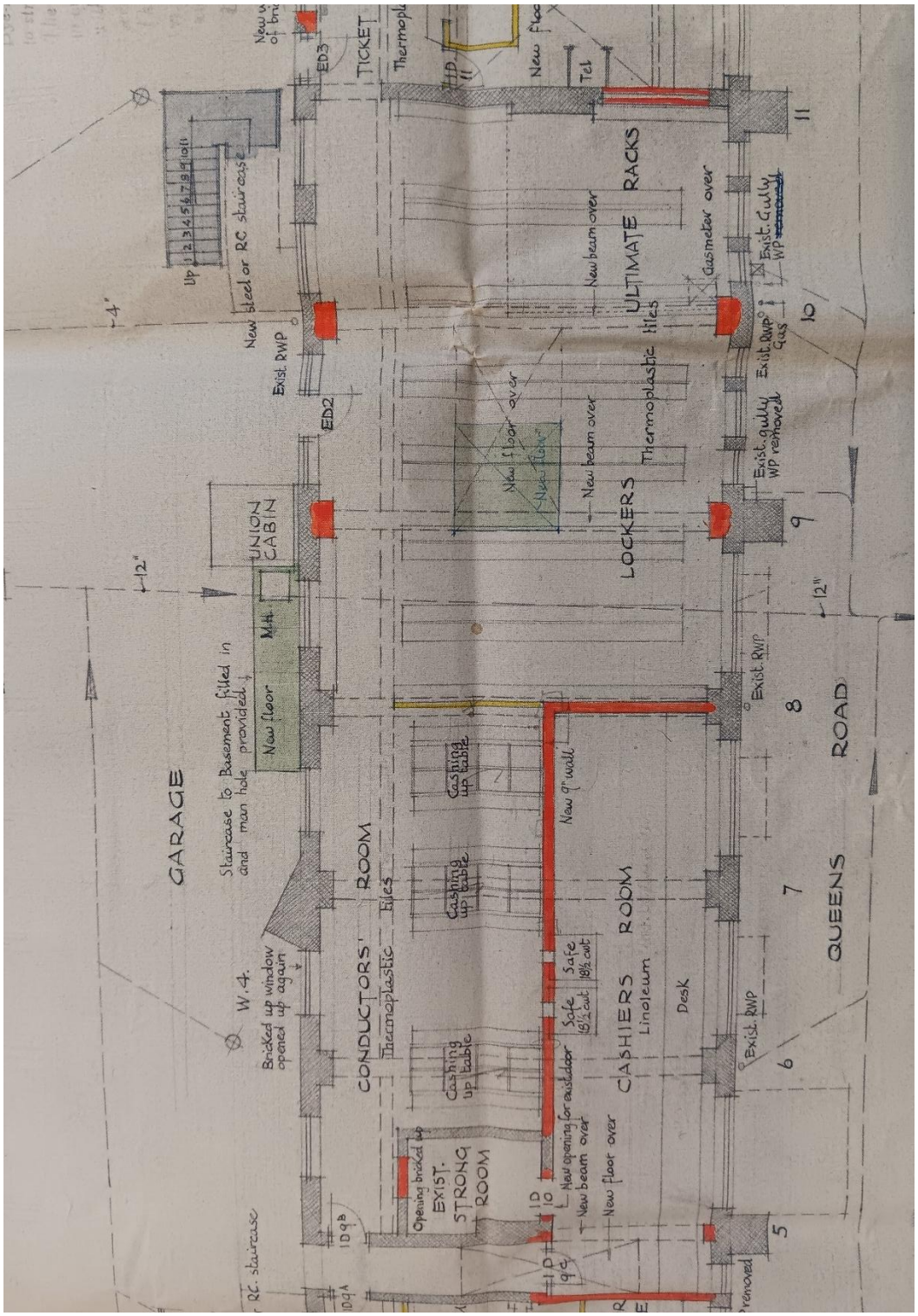
Zoomed in extracts of Ground Floor plan, as existing 1955.



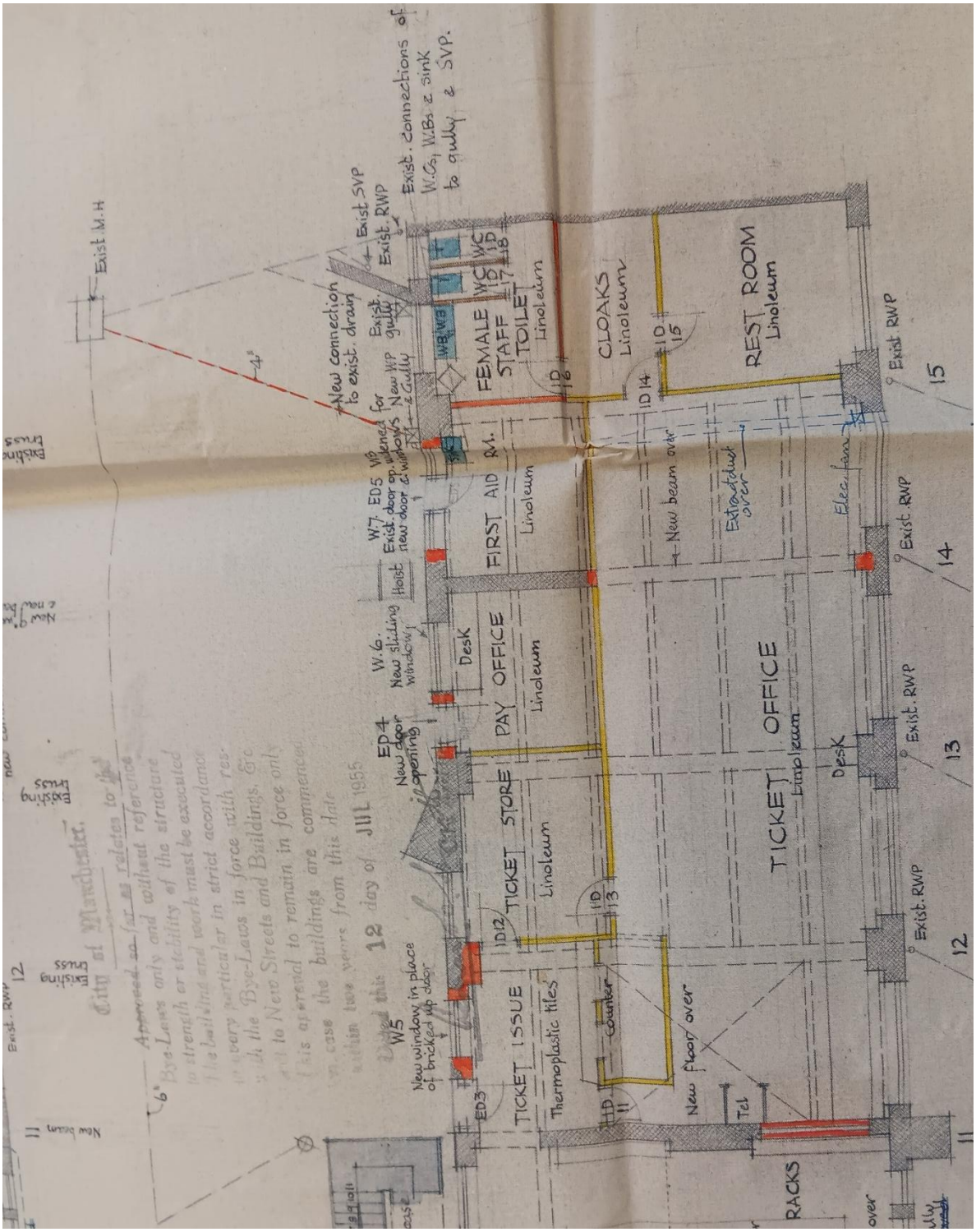
Ground (left) and First (right) floor plans, as proposed 1955. Only the Ground Floor is of relevance for the purposes of the proposed scheme of works.



Zoomed in extracts of Ground Floor plan, as proposed 1955.



Zoomed in extracts of Ground Floor plan, as proposed 1955.



Zoomed in extracts of Ground Floor plan, as proposed 1955.