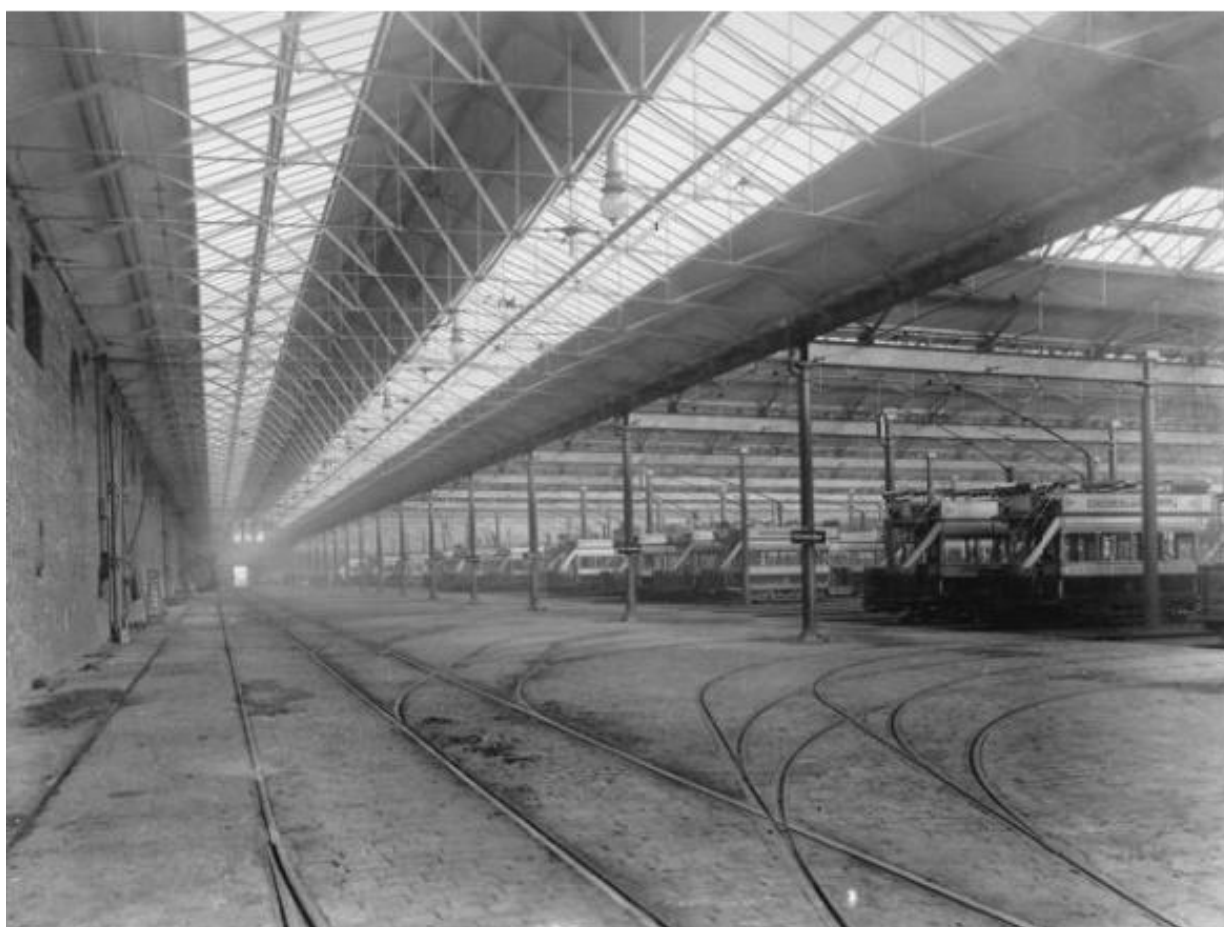




Queens Road Bus Depot, Manchester

Heritage Statement



Project: Queens Road Bus Depot, Cheetham Hill, Manchester, M8 8UT

Title: Heritage Statement

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Date Issued: 24/04/2025

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1. Introduction

Stephen Levrant Heritage Architecture Ltd ('SHLA'), a specialist practice of architects, heritage consultants and surveyors, who work exclusively in the historic environment, 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 at the Queens Road Bus Depot, Cheetham Hill, Manchester. The building (hereafter the 'Site') is a Grade II listed building and subsequently a Heritage Statement is required in order to assess the impact of the proposals on the building as a designated heritage asset.

A plan of the Site is provided at **Figure 1**, an aerial view of the building in context is provided at **Figure 2**.

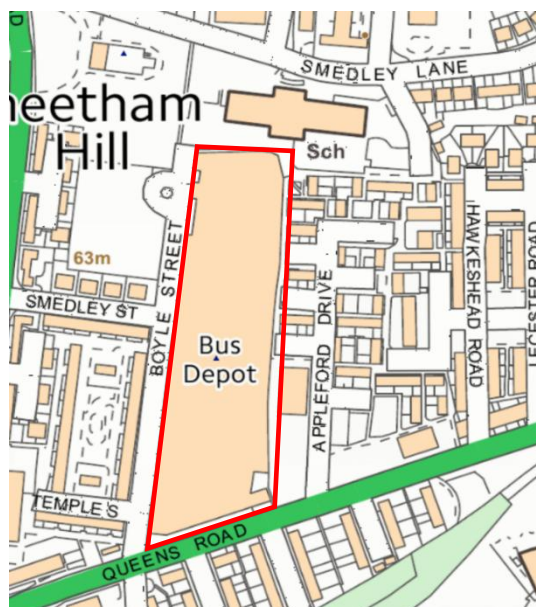


Figure 1: Site location plan. Source: Historic England, National Heritage List for England ('NHLE').



Figure 2: Aerial view of the Site showing surrounding built-up areas. Source: Google Earth.

The proposals comprise internal refurbishment of office, canteen, toilet and shower facilities and the addition of an accessible toilet and female WC and shower facilities. The condition and nature of the existing facilities has been understood through information provided by TfGM, MOJO Architects and a visual inspection undertaken by SLHA in November 2024.

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

2. Statutory Designations

Queens Road Bus Depot was designated as a Grade II listed building in 1988. 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 through 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, warranting every effort to preserve them.

The Site is not located in a Conservation Area.

The proposals do not comprise significant works to the exterior of the building (with the exception of minor repair works) or any works within its setting. Any surrounding heritage assets (designated or non-designated) and their settings will therefore not be impacted by the Proposed Development 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 (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**).

4. Site Description

The Site is roughly rectangular in shape with the principal range fronting Queens Road and the body of the building extending approximately 285m to the north. The Site 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 (**Figures 1 & 2**).

The Site was built as an electric tram shed 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, the 15-bay range facing Queens Road was designed as an office block and the extensive tram sheds are located behind the façade (**Figure 3**). The red brick building to Queens Road has 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 5**).

The long return side to Boyle Street is in a simpler style and has been altered with large openings to allow buses to get in and out (**Figure 4**). 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.



Figure 3: View of the Bus Depot from the corner of Boyle Street and Queens Rd. Source: Google Maps.



Figure 4: View of the Boyle Street elevation, showing the red brick, utilitarian characteristics with modern openings for buses. Source: SLHA 2024



Figure 5: View of the war memorial which is recorded on the War Memorials Register. Source: SLHA 2024



Figure 6: Original steel trusses are extant throughout the building. Proposals include installing suspended ceilings in selected areas, concealing the historic trusses. Source: SLHA 2024



Figure 7: Modern partition that forms the lobby area to existing female toilet facilities. Source: SLHA 2024

Building Condition

SLHA undertook a high-level visual survey of the building's condition during a site visit in November 2024. The building envelope appeared to be generally in good condition with a few localised areas of water ingress that have caused some structural issues to the frontage range. The water ingress is generally related to defective rainwater goods and (potentially) chimney pots without cowls, which has allowed water to discharge onto the fabric and allowed plant growth and/or buddleia to dislodge mortar. The modern facilities that have been inserted into the original building envelope are in poor repair and are no longer fit for purpose.

The existing facilities and conditions of the areas subject to the LBC are illustrated in **Figures 8-17** below.



Figure 8: Photograph of staining from rainwater discharging against the facades as a result of deficient/unmaintained rainwater goods. Source: SLHA 2024



Figure 9: View of the structural crack within the Lost & Found Office in the front administrative range. Source: SLHA 2024



Figure 10: Modern suspended ceiling grid and modern light fixtures, to be removed and replaced under the current Proposals. Source: SLHA 2024



Figure 11: The ceiling finishes of the Driver's Area female toilets have come away due to water penetration issues at roof level/ Source: SLHA 2024



Figure 12: The ceiling finishes to the Driver's Area have been damaged by water penetration issues at roof level. Source: SLHA 2024



Figure 13: The modern internal fit-out to the male toilets in the Engineer's Area is worn and requires updating. Source: SLHA 2024



Figure 14: The sanitaryware to the men's toilets in the Engineer's Area are outdated and increasingly difficult to maintain. Source: SLHA 2024



Figure 15: The Workshop in the Engineer's Area, where female toilets, changing rooms and showers are proposed. Source: SLHA 2024



Figure 16: The temporary toilet and shower facility for female engineers. Source: SLHA 2024



Figure 17: The window to the Engineer's Area kitchen is proposed to be refurbished. Source: SLHA 2024

5. Historic Development

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 originally was built 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. 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 (**Figure 20**). 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. The tram cars were gradually evicted from the Queens Road Shed and by 1938 all tram cars had been removed from the building (**Figure 21**).

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 (**Figure 22 & Figure 23**). 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. 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 18: 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

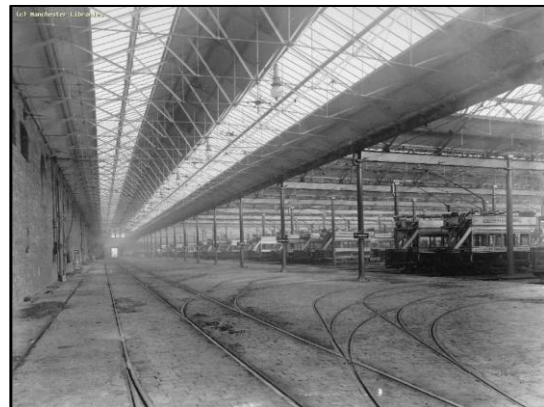


Figure 19: 1902 Photograph of the interiors of the electric tram shed. Source: Greater Manchester Lives Archive



Figure 20: 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 21: 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 22: 1955 photograph of bus workers striking. Source: Greater Manchester Lives Archive



Figure 23: 1966 photograph of the corner frontage, the opening has been infilled with a window, Source: T Brooks, Greater Manchester Lives Archive

6. Significance Appraisal

The following appraisal considers the architectural and historical 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 18 and 19 above are photos of the building from 1902 and 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 to accommodate offices and other ancillary uses.

Key elements of architectural interest are:

- Open plan form of the original tram shed.
- The retained office block to the Queens Road elevation.
- The architectural detailing of the splayed corner to Queens Road/ Boyle Street.
- The internal metal roof structure.

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 will be clear that the 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 seek to refurbish interior areas of the Bus Depot that have previously been adapted in the late 20th century for areas used daily by staff working in the Depot (**Figure 24**). The proposals generally consist of the removal of late 20th century partitions and doors (**Figure 25**), installing new wall linings and suspended ceilings to encase the historic brickwork and ceilings, and installing upgraded facilities. This includes new kitchen, toilet, and shower facilities, which will reuse the current service openings and infrastructure already in place wherever possible. The proposed plan for the Site is provided at **Figure 26**.

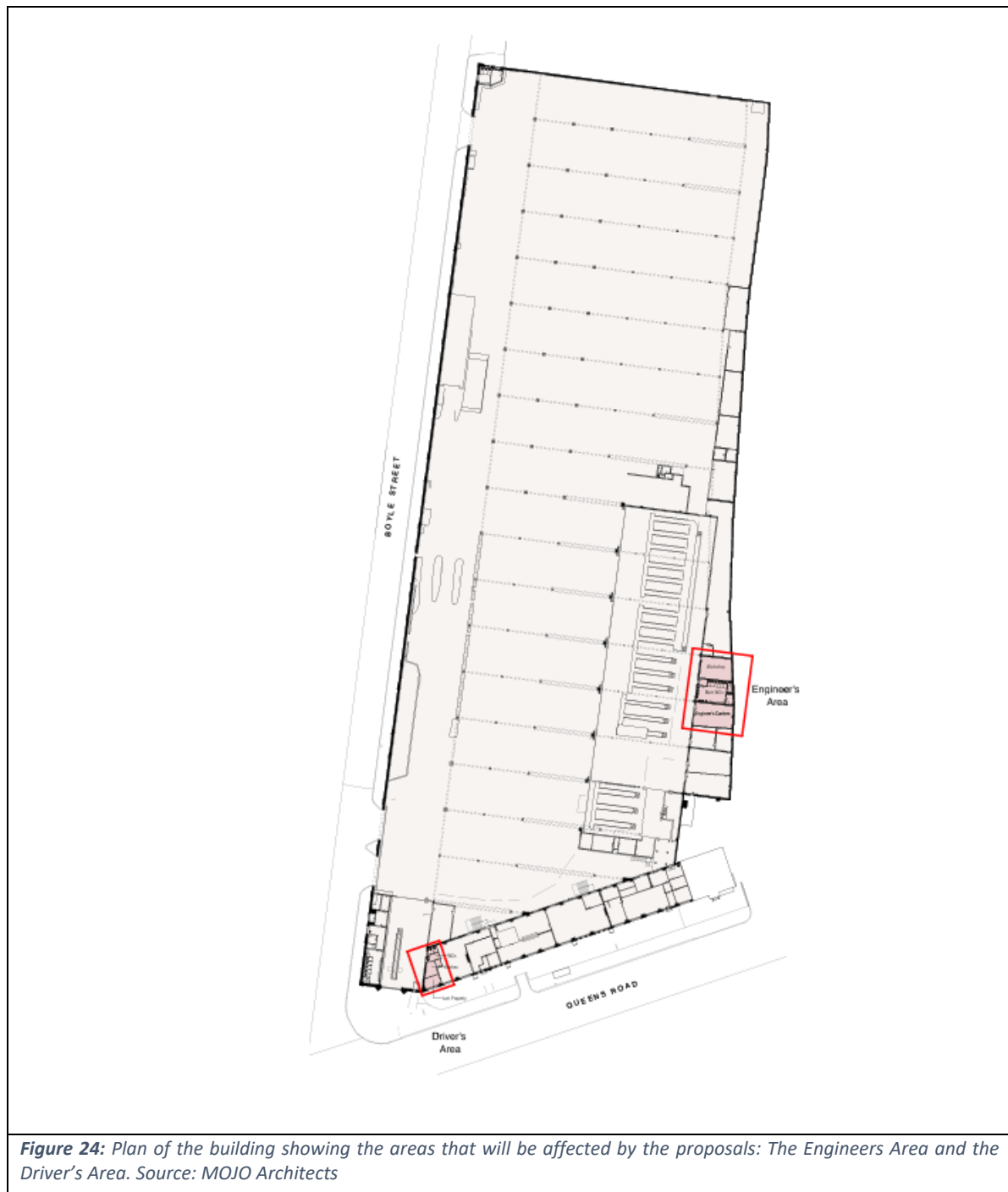


Figure 24: Plan of the building showing the areas that will be affected by the proposals: The Engineers Area and the Driver's Area. Source: MOJO Architects

Driver's Area

- **Driver's Female Toilets:** The existing modern doors and partition walls forming the lobby area will be removed. The toilet facilities will be upgraded to modern units with an extraction system installed. A removable opaque film will be applied to the historic windows for privacy, the existing suspended ceiling will be replaced, new doors fitted, and new floor and wall tiles installed.
- **Kitchen (to become Accessible WC):** The kitchen will be renovated and converted into an accessible toilet, with new facilities, alarm system, and extract ventilation system installed. A removable opaque film will be applied to the historic windows for privacy, the existing suspended ceiling will be replaced, new door fitted, and new floor and wall tiles installed. The existing original radiator in this space will be retained.
- **Office:** The office will be refurbished with suspended ceilings and new carpet floor finishes. The structural defects affecting the masonry at the west wall will be repaired prior to the modern fit-out. A new door will replace the existing late 20th century door.

Engineer's Area

- **Workshop (to become Engineer's Female WC):** One of the workshop areas will be renovated into the female toilets and shower facilities. This is to include new cubicles, toilets, showers and extract ventilation system. The existing modern door will be removed. All existing modern fixed furniture will be removed. New partition walls, doors, sanitaryware, suspended ceilings, ventilation and extraction system, cubicles and flooring will be introduced. The floors will be screeded, and a new floor finish introduced. A new wall lining system will be introduced, which will conceal services and provide a suitable hygienic surface.
- **Engineer's Male WC:** The existing modern doors, cubicles, sanitaryware and stub wall will be removed. New sanitaryware, cubicles, suspended ceilings, ventilation and extract system, doors and flooring will be introduced. The floors will be screeded, and a new floor finish introduced. Walls will be retiled.
- **Engineer's Canteen:** The existing modern fixed furniture and doors will be removed. A wall lining system to the kitchen wall, suspended ceiling which follows the pitch of the roof, vinyl flooring, new door, ventilation and extraction system, kitchen and breakfast bar facilities will be introduced. The window at the west wall will be refurbished i.e., repainted and the glazing replaced.

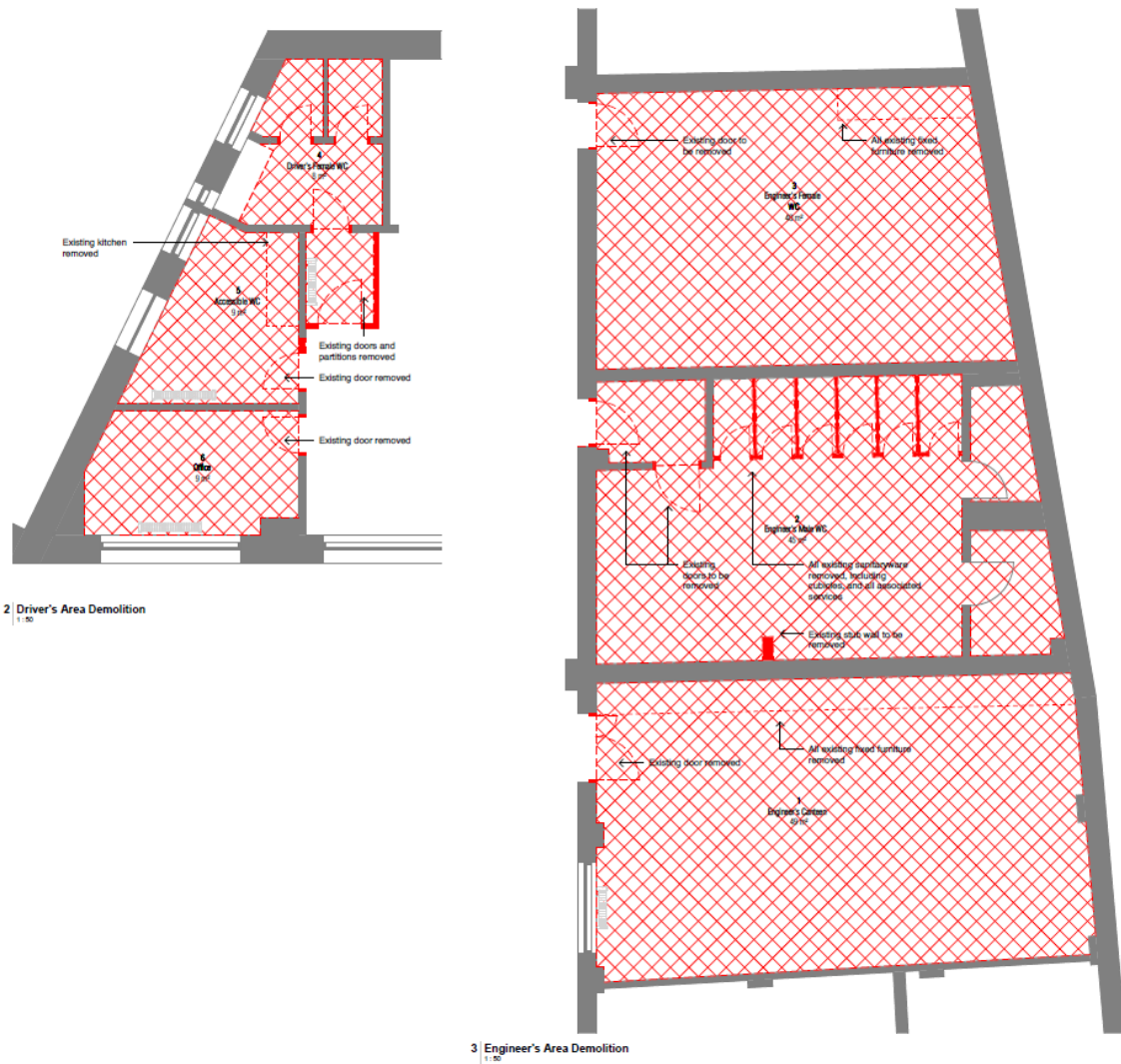


Figure 25: Plan showing the modern partitions, doors and floors to be removed (indicated in red). Source: MOJO Architects

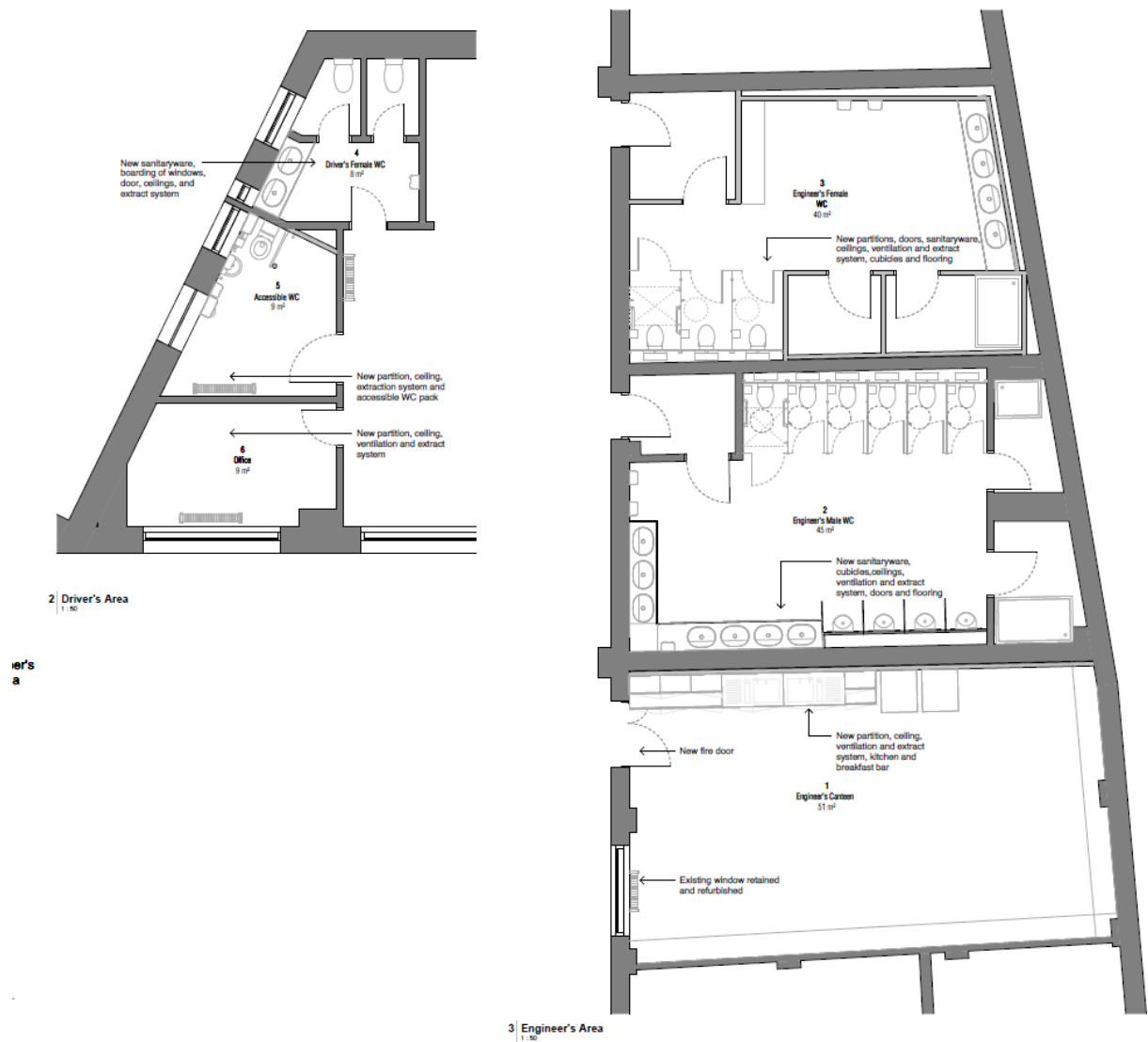


Figure 26: Plan showing proposed insertions. Source: MOJO Architects.

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
Female Toilets, Driver's Area	Existing modern doors and partition walls forming the lobby area will be removed. The toilet facilities will be upgraded to modern units with an extraction system installed. A removable opaque film will be applied to the historic windows for privacy, the existing suspended ceiling will be replaced, new doors fitted, and new floor and wall tiles installed.	The building fabric that is being removed is modern and of no historical significance. The historic windows at the west wall are being obscured with opaque film to provide privacy. Whilst this alteration detracts to a small degree from an appreciation of the original fixture, it is of minor significance and the works are reversible in nature. The floor finishes to be renewed are of late 20th century origin and of no significance. The proposed works are judged to be neutral in nature.
Kitchen, Driver's Area	The kitchen will be renovated and converted into an accessible toilet, with new facilities, alarm system, and extract ventilation system installed. A removable opaque film will be applied to the historic windows for privacy, the existing suspended ceiling will be replaced, new door fitted, and new floor and wall tiles installed. The existing original radiator in this space will be retained.	The building fabric that is being removed is modern and of no historical significance. All fixed furniture to be removed is modern. The historic window openings at the west wall are being obscured with opaque film to provide privacy. Whilst this alteration detracts to a small degree from an appreciation of the original fixture, it is of minor significance and the works are reversible in nature. The floor finishes to be renewed are of late 20th century origin and of no significance. The works will provide an accessible WC which is currently lacking across the Site. The proposed works are judged to be neutral in nature.
Office, Driver's Area	The office will be refurbished with suspended ceilings and new carpet floor finishes. The structural defects affecting the masonry at the west wall will be repaired prior to the modern fit-out. A new door will replace the existing late 20 th	The building fabric to be removed is modern and of no historical significance. Structural defects to the historic fabric are to be repaired and the external issue addressed through appropriate repair works. The works will replace the existing modern door

	century door.	to the Driver's Area, to which no significance is attached. The proposed works are judged to be neutral in nature.
Workshop, Engineer's Area	Refurbishment of existing workshop to provide female toilets and shower facilities for engineers. This is to include new cubicles, toilets, showers and extract ventilation system. The existing modern door will be removed. All existing modern fixed furniture will be removed. New partition walls, doors, sanitaryware, suspended ceilings, ventilation and extraction system, cubicles and flooring will be introduced. The floors will be screeded, and a new floor finish introduced. A new wall lining system will be introduced, which will conceal services and provide a suitable hygienic surface.	The building fabric to be removed is modern and of no historical significance. The fixed furniture to be removed is modern and of no historical significance. These works are considered to be neutral in nature. The floor finishes to be renewed are of late 20 th century origin and of no significance. A suspended ceiling will be installed in order to facilitate the room's change of use to WC and shower facilities. Whilst a minor adverse impact is attributed to the obscuration of the original roof trusses, it is appreciated that the proposal is necessary to allow for permanent facilities for female staff to be provided (and which are currently lacking on site). Detailed justification for these works (particularly for the installation of a suspended ceiling and wall lining system) has been provided in the DAS prepared by MOJO.
Engineer's Male WC. Engineer's Area	Refurbishment of male toilet and shower facilities. The existing modern doors, cubicles, sanitaryware and stub wall will be removed. New sanitaryware, cubicles, suspended ceilings, ventilation and extract system, doors and flooring will be introduced. The floors will be screeded, and a new floor finish introduced. Walls will be retiled.	The building fabric that is being removed is modern and of no historical significance. All fixed furniture to be removed is modern. The floor finishes to be renewed are of late 20 th century origin and of no significance. The proposed works are judged to be neutral in nature.
Engineer's Canteen. Engineer's Area	Refurbishment of canteen facilities. The existing modern fixed furniture and doors will be removed. A wall lining system to the kitchen wall, suspended ceiling which follows the pitch of the roof, vinyl flooring, new door, ventilation and extraction system, kitchen and breakfast bar facilities will be introduced. The window at the west wall will be refurbished i.e., repainted and the glazing replaced.	The historical window to the west will be retained and refurbished in-situ, by redecorating and replacing the glazing. The restoration of the original fixture is judged to be minor beneficial in nature. A suspended ceiling which follows the apex of the line of the pitched roof will be installed to facilitate the room's use as a canteen area. Whilst a minor adverse impact is attributed to the obscuration of the original roof trusses, it is appreciated that the proposal is necessary to allow for fit-for-purpose kitchen facilities to be provided. The nature of the suspended ceiling is such that the spatial quality of the space will continue to be legible and appreciated even if the trusses and structural elements are obscured. The proposed works are judged to be minor adverse in nature.

		The rest of the building fabric that is being removed is modern and of no historical significance. All fixed furniture to be removed is modern. The floor finishes to be renewed are of late 20 th century origin and of no significance. These works are judged to be neutral in nature.
South elevation, Queens Road	Repair of structural and cosmetic defects related to water penetration. Rainwater goods that are blocked and/or broken will be repaired to match the existing. Mature plant growth in the brickwork will be removed. Localised areas of masonry will be repointed to match the existing.	Repairs are concentrated on the historic fabric that is most visible from street level, i.e. where the building can be best experienced and appreciated from by the public. The repairs works are judged to be minor beneficial in nature.

Conclusions

The proposals represent a minor scheme of works to upgrade the staff facilities within the Bus Depot in a minimally intrusive way and to provide the means to facilitate the continued use of the building in line with its historical function. The existing facilities at the Bus Depot which are the subject of this LBC are demonstrably poor and at the end of their serviceable life. This is particularly evident in the lack of adequate female and accessible toilet facilities, and the deteriorated condition of the existing male WC and shower facilities. There are also no accessible WC facilities on site. In SLHA's judgement, the scheme of works to upgrade the facilities and improve the working conditions of staff at the Site provides the motivation for the proposals and the justification for the works.

The proposals have been demonstrated to result in a series of mainly **neutral** impacts to the Grade II listed building, with a large proportion of the works affecting areas of modern fabric. **Minor adverse** impacts are attributed to the obscuring of historic roof trusses with suspended ceilings to encase services in the area to be converted to female WC and showers and the existing Engineer's Canteen. In assessing the balance of impacts, due consideration has been paid to the overall significance of the listed building.

The experience of the Bus Depot is primarily informed by the entrance into the main open space where the historical and architectural interest of the building can be fully appreciated through the open nature of the roof which displays the metal trusses, exposed brick walls, and utilitarian floors and workshop features. The overarching scale and sheer spatial quality of the building is readily appreciated upon entering the building, and ongoing activities related to the maintenance and servicing of vehicles demonstrates the building working in the function and use for which it was originally designed. Whilst it is acknowledged that minor adverse impacts are derived in the occlusion of the original ceiling trusses in limited areas, it is emphasised that these works affect a very small proportion of the building's overall footprint and it is SLHA's view that the ability to appreciate the architectural, structural and spatial quality of the building as a whole will not be affected to any considerable degree.

The necessity and importance of these works to secure better working conditions for members of staff is outlined in the DAS, as is the optioneering and functional justification for the insertion of proposed suspended ceilings and wall linings. The overarching intention of these insertions is to limit intrusion into original fabric by allowing fixings, new services and finishes to be attached to the new surfaces and thus protect original fabric – particularly in those areas used as shower and WC facilities.

As identified in **Table 1** above, whilst these works are identified as being negative in their nature, it is appreciated that they are necessary to allow for the insertion of essential facilities for female staff members and to improve the overall comfort and environmental quality of these internal spaces where staff frequent.

Notwithstanding the limited negative impacts identified, it is considered that the proposed works, including the structural repairs, the refurbishment of the canteen window, insertion of female engineer's toilets and shower facilities, accessible facilities and upgraded kitchen/canteen space, will secure the continued function of the building going forward, contributing to its long-term conservation by ensuring it is still fit for purpose.

Overall, it is considered the proposals comply with local and national planning policy.

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 27: 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 28: 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

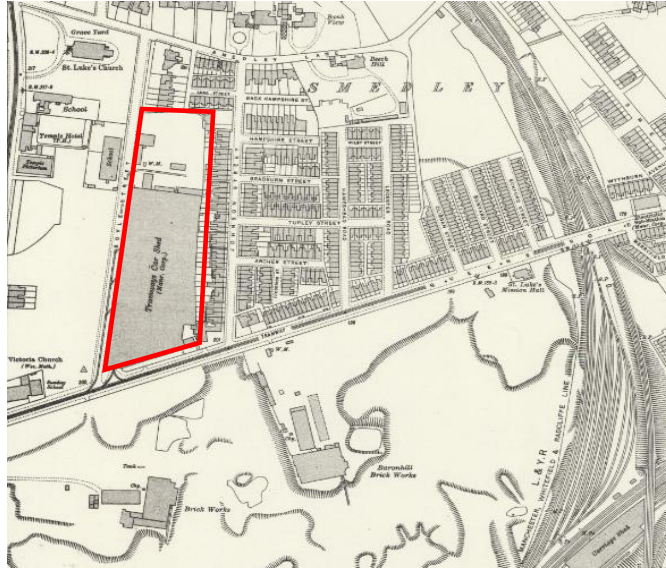


Figure 29: OS map of 1922. The buildings at the north of the Site have been demolished and new ones constructed. Note that the tramway has been introduced to Queens Road at the south. The trams entered at the south-west corner entrance (now infilled with the large round-headed window) and from Boyle Street to the west. Source: National Library for Scotland

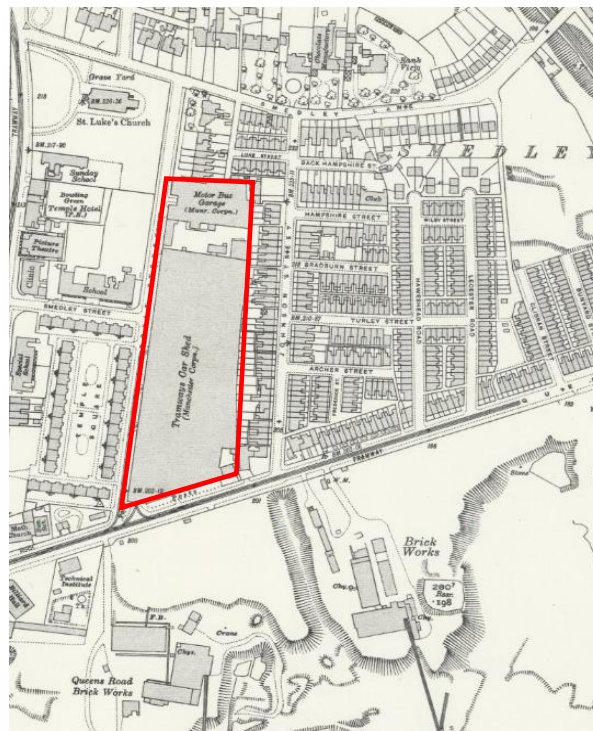


Figure 30: OS map of 1936. The buildings to the north of the Site have been demolished to make way for a bus garage for the Manchester Corporation. Source: National Library for Scotland

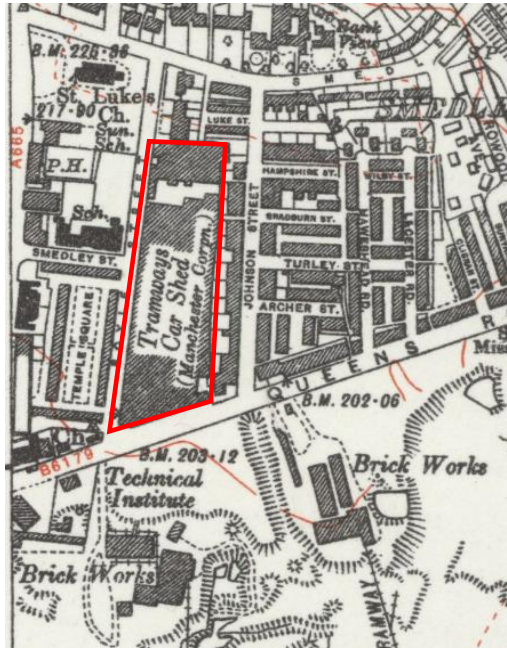


Figure 31: OS map of 1947. The Site is generally unchanged but the tramline to the south of the Site has been removed and a main road established in its place. Source: National Library for Scotland

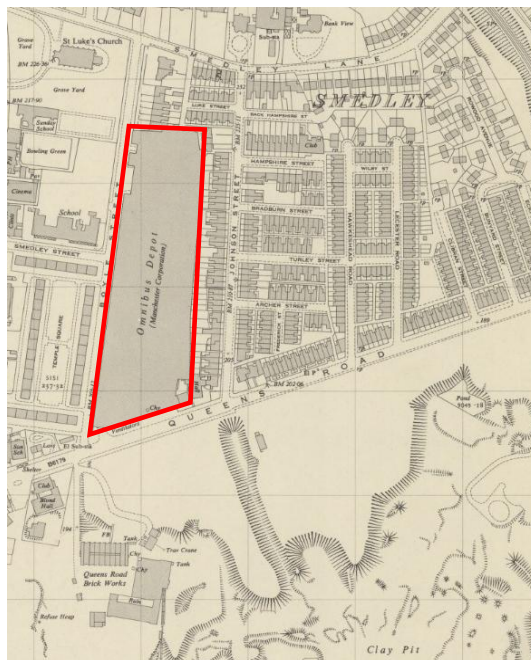


Figure 32: OS map of 1951. The Site has extended north to encompass the Bus Garage and is now an Omnibus Depot for the Manchester Corporation. Source: National Library for Scotland

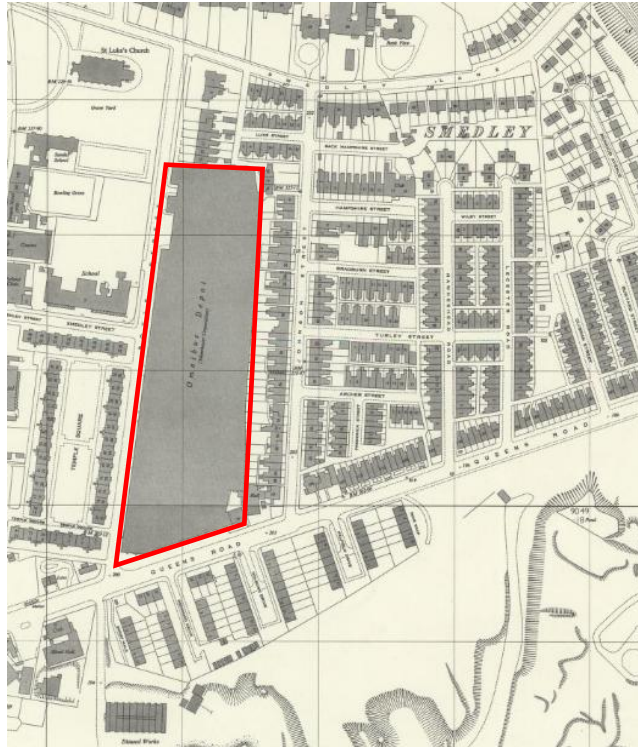


Figure 33: OS map of 1965. Showing little change to the Site. At the south of Queens Road the Brickworks has been demolished to make way for further residential buildings. Source: National Library for Scotland



Figure 34: 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 <i>International architectural and historic interest and importance.</i>	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 <i>National architectural and historic importance and interest.</i>	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 <i>Regional architectural and historic importance and interest.</i>	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 <i>Local architectural and historic heritage importance and interest.</i>	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 <i>Buildings or fabric components which have been extensively altered, eroding or compromising their architectural and historic interest</i>	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 <i>Buildings/sites where the potential importance interest requires determination</i>	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.
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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 (<i>physical alteration or change to character</i>)	Indirect heritage impact (<i>visual change to the experience or setting of the building and its context</i>).
Major adverse <i>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.</i>	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 <i>less-than-substantial harm will need to be demonstrably mitigated and justified by clear public benefits.</i>	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 <i>The negative impact will need to be balanced by appropriate mitigation.</i>	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 <i>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.</i>	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 <i>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.</i>	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 <i>The resultant difference will be imperceptible but have a positive impact on the understanding or appreciation of the heritage asset.</i>	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 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 <i>The proposed change would result in a demonstrable improvement to the overall character or setting of a heritage asset.</i>	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 <i>The proposed change would result in a considerable improvement to the overall character and</i>	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

<i>appreciation of a heritage asset with clear beneficial enhancement of its heritage values.</i>	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 <i>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.</i>	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