

PROPOSED WORKS AT 5 APPLEFORD DRIVE

CHEETHAM HILL, MANCHESTER

HERITAGE STATEMENT

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1. The site

The application site is located at 5 Appleford Drive, Cheetham Hill, Manchester. It currently contains a warehouse along with a two-storey apartment building.



Location of the application site

2. Designation

The site adjoins the rear of the Grade II listed Bus Depot and Transport Museum on Queens Road, which was first designated in 1994. The list description reads:

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",

3. The proposal

An application has been submitted to Manchester City Council for an upward extension to the apartment building to create an additional storey and a two-storey side extension to create four additional dwellings, along with an extension to the existing warehouse to create one additional warehouse.



Proposed site plan

4. Heritage impact

The heritage consideration arising from the proposal is its potential impact upon the setting and therefore the significance (i.e. heritage interest and value) of the listed building.

5. *Significance of the listed building*

The significance of the listed building derives from its architectural and historic interest in the national context as a large former tram shed of 1901, later extended and converted to a bus depot, that is a prominent streetscene landmark representative of the early 20th century development of public transport in the city. It occupies an altered setting that is now characterised by 20th century redevelopment rather than the original industrial/terraced streets surroundings in which it was first built. The contribution and significance of this setting is therefore low.

6. *Policy context*

Chapter 16 (*Conserving and Enhancing the Historic Environment*) of the National Planning Policy Framework (revised December 2023) provides the guidance on how applications affecting the historic environment are to be dealt with. Paragraph 203 states that in determining applications, local planning authorities should take account of:

- *The desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation*
- *The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality, and*
- *The desirability of new development making a positive contribution to local character and distinctiveness*

In the local planning context, policy EN3 of the City Council's Local Development Framework Core Strategy, adopted July 2012, requires new development to preserve or where possible, enhance the historic environment.

7. *Impact of the proposal*

The key views that illustrate the significance of the listed building are obtained from Queens Road and Boyle Street, where the principal elevations are sited. From Appleford Drive, only portions of the rear of the depot are visible in glimpses: it is not a viewpoint one would readily choose in order to get an understanding of the listed building and its qualities. The proposed development will not alter this experience, and conforms to the modern surroundings that the listed building is now viewed in.

8. *Conclusion*

The proposal will have a neutral effect upon the setting of the listed building and hence its significance will be sustained. The proposal is thus in complete accordance with national guidance and the local development plan, and merits approval without delay.