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Application for listed building consent for alterations, extension or demolition of a listed building.
Planning (Listed Buildings and Conservation Areas) Act 1990

Listed Building Consent – Design and Access, and Heritage Statements

Installation of Olympic Operational Information Screens at Manchester Piccadilly Station

1 Summary

Retrospective ***Listed Building Consent*** is sought for the new information screens, which were installed to ensure that real-time information was available to passengers using ***Manchester Piccadilly Station*** during the Olympic and Paralympic Games, London 2012. These new screens have reverted to Network Rail for their permanent use now that the *'Games'* have finished.

The existing customer information screens could not display the specific information that was necessary for the Olympic Games.

As part of the the station is listed, the works have taken account of national legislation and local planning objectives to provide a practical solution that respects the setting of ***Manchester Piccadilly Station*** by its sensitive design.

It is considered that these further works do not detract from the heritage status of ***Manchester Piccadilly Station,*** which has existing customer information systems in place. Furthermore, the installation aims to preserve the historic context of ***Manchester Piccadilly Station*** and does not significantly alter its appearance**.**

Specifically, the development presents an acceptable installation in terms of design and impact on the heritage setting.

2 Historic Context

Manchester Piccadilly is the principal railway station serving ***Manchester City Centre***. It is one of the twenty busiest railway termini in the UK and the fourth busiest outside London.

There are two railway stations on the site. The mainline station serves the ***InterCity*** route to ***London Euston,*** and other main-lines routes to ***Edinburgh Waverley, Glasgow Central, Birmingham New Street,*** and ***South Wales,*** and the ***South Coast***, along with regional services throughout ***Northern England.*** The Metrolink station in the undercroft (two levels below the main rail platforms) serves Manchester's light-rail network.

Manchester Piccadilly was originally named ***Store Street Station*** when it was first opened on 8th May 1842 by the ***Sheffield, Ashton-under-Lyne and Manchester Railway (SAMR).*** It was renamed ***Bank Top Station***, when it also became the terminus of the ***Manchester and Birmingham Railway (MBR)*** in August 1844. The station was renamed again to become ***Manchester London Road*** in

1847, when the ***Manchester, Sheffield and Lincolnshire Railway (MSLR)*** was formed. The ***Manchester, South Junction and Altrincham Railway (MSJAR)*** subsequently opened its line from ***Manchester Oxford Road Station*** to ***Manchester London Road*** on 1 August 1849 and built the ***MSJAR South Junction Platforms*** over ***Fairfield Street*** adjacent to the main part of the station.

During the early 1880s the station was enlarged. The present-day four-span roof dates from 1881 carried on lattice girders, which are supported by the masonry walls alongside ***Platforms 1 and 12*** with two lines of single; and one line of twin intermediate cast-iron columns. The trusses are wrought iron with cast iron struts, similar to those at ***Manchester Victoria*** and ***Liverpool Lime Street*** stations, having curved top booms with combined ties and a mixture of N-type and X-type bracings. The present ***Island Platforms 13 and 14*** are situated on skew-arch girder bridges designed by ***George W. Buck*** with ten cast iron arch ribs as part of a long brick arch viaduct topped with open stonework parapets dating from May 1882, when the original bridge over ***Fairfield Street*** and MSJAR platforms were demolished.

Subsequently; ***Manchester London Road*** served the ***London and North Western Railway (LNWR),*** the ***Great Central Railway (GCR),*** and the ***North Staffordshire Railway (NSR)*** until they were superseded by the ***London, Midland and Scottish Railway (LMS)*** and the ***London and North Eastern Railway (LNER)*** following the ***Railway Grouping*** in 1923.

With nationalisation in 1948, ***Manchester London Road*** fell into progressive decline under ***British Railways (BR)***, who operated it as two independent stations separated by iron railings located along ***Platform 5 -*** on one side was the ***BR London Midland Region (BR-LMR)***; on the other was the ***BR Eastern Region (BR-ER)!*** BR renamed ***Manchester London Road*** as ***Manchester Piccadilly*** on 12th September 1960 when it reopened after major reconstruction for BR-LMR's electric train services to London. The ***Island Platforms 13 and 14*** were rebuilt and lengthened as part of the reconstruction, and the cast iron arches and spandrels carrying them encased in concrete. The island platforms were rebuilt and lengthened again in 1988.

The glass roof train shed over the terminus platforms was completely replaced in the late 1990s. The train shed itself was ***Grade II Listed*** as a ***Building of Special Architectural or Historic Interest*** on 6th June 1994.

The remainder of the station was rebuilt in 2001-2002 in preparation for the ***2002 Commonwealth Games*** to the design of the ***Building Design Partnership (BDP)*** in order to increase the size of the concourse and improve road access. This £100m refurbishment was the most expensive improvement on the UK rail network at the time, when the station's approach and the notable *'wavy-fronted'* ***Gateway House*** by ***Richard Seifert*** (nicknamed the ***Lazy S***) was modernised.

3 Site Context

The ***Manchester Piccadilly*** railway terminus and two through platforms is owned and managed by ***Network Rail*** who are following an approved ***Masterplan*** for the development of the ***Northern Hub Project***. This is a series of proposed works across Northern England to stimulate economic growth by improving train services. ***Network Rail's*** key objectives are to redress congestion of rail traffic and saturation at the station by reversing the long-standing policy of concentrating all inter-regional traffic at ***Manchester Piccadilly***, and re-establishing ***Manchester Victoria*** for express through trains between Leeds and Liverpool.

Manchester Piccadilly's main entrance from ***London Road*** leads to the mainline concourse with ground floor and mezzanine levels separated from the terminus platforms by a glass curtain wall.

The ***Fairfield Street*** entrance leads to the ***Metrolink Station*** and is linked to the rail platforms by escalators. The station's *undercroft* comprises cast-iron columns and brick arches, which support the terminus platforms above. This was once a covered 'goods yard', but converted to provide two platforms for the ***Manchester Metrolink*** tram system, which had first opened in 1992. Sadly, the once ornate columns have been encased in concrete for protection against collision.

Manchester Piccadilly has the highest customer satisfaction level of any UK station with 92% of passengers satisfied with the station; compared to the national average of 60%.

4 Justification for the Application

The associated ***Listed Building Consent*** application seeks permission for the permanent installation of the two ***Olympic Operational Information Screens*** originally installed to provide specific information to assist passengers for the duration of the Olympics and Paralympics. ***Network Rail*** now seeks to regularise their installation by a retrospective application. The requirement for the screens to be commissioned before the start of the Olympics on the 27th July 2012 was only received by ***Network Rail*** at short notice.

The larger screen is approximately 49" by 28" (nominally 55" measured across the diagonals). The smaller screen is 31" by 19" (nominally 26" measured across the diagonals). Similar ***Olympic Operational Information Screens*** have been installed at selected stations throughout the UK including each of the London Termini.

The ***Olympic Operational Information Screens*** were required to deliver specific information for both the Olympics and Paralympics and inform passengers of delays, changes to timetables, Olympic event information, and pertinent real time information should contingency measures be implemented. They also displayed generic security warnings such as leaving bags unattended, etc.

Now the '*Games'* are finished the screens will become a legacy benefit and form part of the ***Network Rail Operational Information System*** to provide real time information about planned engineering works, anticipated delays, and any changes to services etc., to supplement the existing ***Customer Information System (CIS)***.

5 Description of Proposed Works for which Listed Building Consent is sought

Drawing ***MAN/NWR/ISC/PLAN/100000/Y644*** shows the location of each new screen on the station. The following table lists the corresponding photomontage of each item of equipment along with the engineering detail of its fixing and associated works.

Ref:	***Equip.***	***Location***	***View***	***Engineering Detail***
MAN-DIS-001	55" Screen	Satellite Lounge	***A***	***ENG/NWR/ISC/DWG/000041/644***
MAN-DIS-002	26" Screen	Ticket Office	***B***	***ENG/NWR/ISC/DWG/000042/644***

5.1 Fixings

New fixings have been required. These have been concealed as far as is practical; but where exposed, painted to match the existing structure.

5.2 Containment and Conduit

Existing containment will be used wherever possible to accommodate the new cabling. However, where new containment and conduit is required, it will be concealed as far as is practical; but where exposed painted to match the existing structure.

6 Potential Access Issues

No access issues have been identified. The purpose of the project is to increase accessibility of travelling by train. All new equipment is DDA compliant to be inclusive of the needs of all members of the public using or meeting trains at ***Manchester Piccadilly Station***.

Signed: Dated: 19SEP2012

Colin R. Coleman

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