March 2008

Design & Access Statement and
Justification of Works in accordance with PPG15

Installation of Main Train Indicator Board
Manchester Victoria Station

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Introduction

Network Rail is applying for Listed Building Consent for the installation of a main train indicator board within Manchester Victoria railway station.

The screen is required to advise passengers of the train departures and arrivals information that is noticeably lacking from the station at present.

The system allows the input real-time information about train services so that this can be displayed on the screens.

The works, which will be of benefit to the travelling public, constitute works carried out by railway undertakers on their operational land required in connection with the movement of traffic by rail, and as such these works are considered to be permitted development under Part 17 Class A of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 and a separate planning application is therefore not required.

Proposal



Figure 1 Photomontage of proposed screen

It is proposed to situate the new train indicator board within the main concourse at the end of platforms 1 and 2, above the fence that screens the buffer stops. There are currently two automatic ticket machines and a passport photo-booth which will remain in situ. The screen will be mounted on three posts that will be bolted to the platform riser wall. This detail is shown on drawing No. 16229A-O.

The screen will comprise a row of 8 train indicator screens, 6 of which will show detailed information for the next 6 trains to depart the station, including the platform, real-time departure in the event of delays, the train operating company and services available on board as well as the train stops on route.

The two outermost screens will display arrivals and departure times. Figure 1 shows a photomontage view of the proposed screens.

The proposed screens will meet with the Department for Transport's recommended type of displays for visually impaired passengers in compliance with the Disability Discrimination Act (DDA). The requirements are outlined in the following documents:

- SRA Train and Station Services for Disabled Passengers: A Code of Practice
- Inclusive Mobility

The proposed location of the screen will allow passengers to congregate on an area where the concourse it at its widest, whist allowing sufficient space for uninterrupted pedestrian flow to/from platforms and station entrances/egresses and the booking office.

PPG15- Planning and the Historic Environment

The Grade II listed station (refer to figure 2, listing description) began life as a single storey building developed under the Manchester and Leeds Railway in 1844, designed by George Stephenson. Increasing popularity of the railways saw the station extended in 1909 with the development of the Edwardian main façade. At its peak, Victoria station was served by 17 platforms, including what was once the longest platform in the world (now platform 3).

Over more recent years, the station has been altered considerably with the development of the adjoining MEN arena which rafts over part of the station. In addition, the early 1990s saw the former railway line between Manchester and Bury converted to Metrolink with the introduction of a dedicated tram platform situated within the train shed.

Railway station. Original block to Hunt's Bank Approach, 1844, for the Manchester and Leeds Railway Company (also used by the Liverpool and Manchester Railway Company), altered and greatly enlarged 1909 by William Dawes for the Lancashire and Yorkshire Railway Company; altered. Sandstone ashlar office blocks with slate roofs; cast-iron train sheds with slate and glazed roofs. Office blocks form L-plan, the original building on a north-east/south-west axis, and the much larger addition at right-angles to its north end. 1844 block in Italianate manner, now 2 storeys (originally one storey) and 7 bays wide, with square-headed doorways to left and right, arcaded windows to both floors of the centre, other windows with architraves and cornices. 1909 block in neo-Baroque style, 4 storeys and 31 bays plus rounded corner at south-east end; with channelled rustication to ground and 1st floors, pilasters to 2nd and 3rd floors, moulded cornice, and balustraded parapet interrupted by wide segmental open pediments over the 2nd, 6th, 19th and 29th bays, and upstands with clocks over the 4th bay and the curved corner. Round-headed windows and doorways to ground floor protected by delicate iron and glass canopy displaying names of one-time destinations in Art Nouveau lettering; windows to upper floors mostly square-headed and mullioned, but including oriels at 2nd and Venetian windows at 3rd floor of the pedimented bays. Fine surviving interiors to this part, including panelled booking hall, restaurant with stained glass dome and mosaic lettering, bookstall with mosaic decoration, map of Lancashire and Yorkshire railway system in tilework, etc.

Figure 2 Listing Description

Given the station's significance one of the most relevant documents applying to the assessment of the application is PP15 Planning and the Historic Environment, September 1994.

Paragraph 3.5 of PP15 lists four issues that are generally applicable to the consideration of all listed building applications. These are:

- *The importance of the building, its intrinsic architectural and historic interest and rarity, in both national and local terms;*
- *The particular features of the building (which may include its design, plan, materials and location) which justify its inclusion in the list: list descriptions may draw attention to features of particular interest or value, but they are not exhaustive and other features of importance (e.g. interiors) may come to light after the building's inclusion in the list;*

- *The building's setting and its contribution to the local scene, which may be very important, e.g. where it forms an element in a group, park, garden or other townscape or landscape, or where it shares particular architectural forms or details with other buildings nearby;*
- *The extent to which the proposed works will bring about substantial benefits to the community, in particular by contributing to economic regeneration of the area of enhancement of its environment (including other listed buildings).*

The screens will be affixed to the riser wall of the platform which has been renewed and thus has no significant historic merit. The proposed modifications within the station do not affect the items identified in the listing description. In addition, the screen could be removed/relocated with relative ease and as such will have no lasting imprint on the station.

We are mindful of the proposed redevelopment of the "Fishdocks" site and integrated development with the station. The installation of the screen will not impact on or impede this scheme.

Planning Policy

Guide to Development in Manchester SPD Adopted April 2007

Legibility: A place that has a clear image and is easy to understand

2.17 …Signage can be used positively to enhance legibility in new developments and if appropriately located and designed can be particularly helpful for visitors and users of large complex schemes.

Manchester UDP

Policy T1.5

Objective

To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport.

Reason

The local rail network which serves Manchester is one of the most extensive in the Country. At present about 15% of journeys to work in the City Centre are made by train. This figure has remained relatively static for the past ten years. The Council sees it as essential that this proportion is increased if its objectives to reduce

pollution, save energy and reduce accidents are to be met. If rail services are to compete more effectively and carry the proportions common in many other European cities, it is essential that the quality and value of the rail product in Greater Manchester is improved.

The Council attaches particular importance to achieving the following:-

a) improvements to the reliability, comfort and attractiveness of rail services;

b) further electrification of the network to improve speeds and reliability and allow greater flexibility in how the network is used;

c) improvements in the quality of information provided in relation to rail services.

19. Listed Buildings

DC19.1 In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;

b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;

c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;

It can clearly be demonstrated that the proposed new train indicator board will meet with the criteria set out in policy T1.5(c) of the UDP, and with regard to section 19(c) Listed Buildings of the Manchester UDP, it is considered that it will give rise to no significant alteration and will hence have no adverse effect of the character of the station.

Access

The proposed development does not impact on the access arrangements in and around the station. It will enhance the passenger experience by ensuring

that passengers are able to access train information with greater speed and effectiveness. Station staff have noted that passengers are often confused and need assistance locating the departure platform for specific services therefore the installation of new board is clearly needed.

Conclusions

The works are required to ensure that the station continues to function effectively as part of the operational railway network. The national heritage guidance recognises that certain modifications will be required to operational listed buildings, so that they are retained and meet modern operational requirements. Minor modifications to listed buildings, to facilitate their ongoing use, are generally acceptable in terms of PPG 15.