



PICCADILLY STATION REDSTAR WAREHOUSE



DESIGN AND ACCESS STATEMENT INCLUDING HERITAGE IMPACT STATEMENT

October 2025

Prepared by

S T R  A L A
| architects

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INTRODUCTION AND CONTEXT

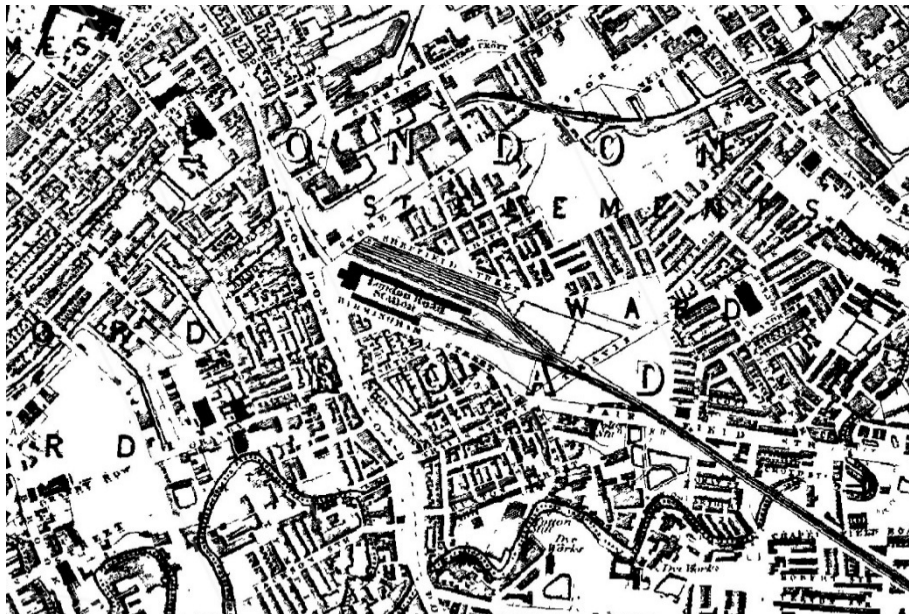
- 1.1 This Heritage Impact Statement has been produced by Strzala Architects on behalf of Trans Pennine Express to support the Listed Building Application for the proposed works at Piccadilly Train Station.
- 1.2 The intention of this document is to outline the design proposals and to demonstrate that due consideration has been given to the heritage value of the existing features and appearance of the building, in order to preserve the historic character of this Grade II Listed Building and its surrounding environment.
- 1.3 It is the intention of Strzala Architects to provide a design that fulfils the Client's requirements whilst preserving all existing historic elements within the areas of the proposed works.
- 1.4 The aim is to fit out a warehouse space in the undercroft of Piccadilly Station, providing improved storage facilities along with the refurbishment of existing staff facilities. The works in the warehouse involve: the installation of new hygienic wall finishes to 2400mm and floor finishes to internal spaces; installation of storage facilities such as racking and chillers/freezers and a trolley packing station; and the construction of a mezzanine floor accommodating a 2-person office space. The works in the existing staff facilities involve: the construction of a partition wall with internal windows maintaining line of sight between spaces; new wall and floor finishes; installation of new office desks and storage; installation of insulated suspended ceilings to staff accommodation; installation of a new kitchen to replace the existing; and the relocation of existing metal stair.
- 1.5 The proposed works are described in Section 4.0 (Design Statement) of this document.

2.0 BACKGROUND AND HISTORY

Background

Foundation of London Road Station

The name 'Manchester Piccadilly' was introduced in 1960 under the nationalised control of British Railways since 1948, the name previously being London Road Station. A railway station first came to fruition in the location in 1840, as the Manchester and Birmingham Railway (Later LNWR) established a temporary terminus station on its line to Stockport on Travis Street. This was later constructed into a permanent terminus in 1842, where an area closer to Store Street was cleared of terraced houses and industrial premises. This permanent Terminus was constructed on a viaduct, it was here the station opened adjacent to London Road on the 8th May, containing two platforms, offices and passenger facilities. The station shortly after became a joint terminus with the Manchester, Sheffield and Lincolnshire Railway (MSLR) as well as having a line extended to Crewe. Between 1846-49 a through platform was constructed in the south-east corner of the station along with its associated viaduct to connect to the Manchester South Junction and Altrincham Railway (MSJAR). During this time in 1847, the station was renamed London Road Station.



Manchester London Road Station 1840s – Digimaps Historic Archive

Over the next decade, the station use increased dramatically, causing significant overcrowding. In addition to this, the relationship between LNWR and MSLR had deteriorated due to rival services to London. Despite this, the two collaborated to rebuild and expand the station. With construction between 1962 and 1966, a new main concourse

was erected atop a ramped road from London Road. To the east, a 200m iron and glass train shed was built consisting of two 29m wide arch spans covering the platforms. The northern platform used by MSLR and the southern by LNWR.



Manchester London Road Station with Station Approach 1905 – Old Postcard



Manchester London Road Station 1860 Extension – Old Postcard

At street level, directly below the passenger station, a large undercroft was created to house a goods depot, enabling the handling and storage of goods. While it is probable that an undercroft already existed beneath the 1840s station, this space was greatly expanded during the 1860s construction works when the new station was built. The enlarged undercroft, fitted with a goods rail network and sidings, stretched west beneath the station approach lines and extended northwards below a rail goods yard positioned beyond the station's train shed. The western side of the undercroft was largely open, whereas the eastern portion was divided into storage rooms. In its northern section, four hydraulic hoists were originally installed, allowing goods wagons to be lifted between the undercroft

and the goods yard deck above. On the south side, fronting London Road, a goods office was added in the 1850s–1860s; this structure has a separate Grade II listing.

Ten years on, the station was again experiencing overcrowding and required expansion. Between 1880 and 1883 the train shed was extended southward by LNWR, adding two 21m wide arch spans for new platforms and lines, the undercroft below was also extended at this time with the addition of new cast iron structure. In addition, the MSJAR platform was rebuilt as an island platform (This is now the present location of platforms 13 & 14), with a new girder bridge spanning Fairfield Street, connected to the main station via footbridge. In 1910, Mayfield station opened aiming to alleviate crowding at London Road Station with a total of 4 platforms. The stations were linked via footbridge. Mayfield closed to passengers in 1960 and to all traffic in 1986.

Following the railway grouping of 1923, LNWR merged with several other railway companies to form the LMS Railway (London Midland and Scottish Railway), and the MSJAR (Now called the GCR) merged with others to form LNER (London and North Eastern Railway). The division of the station remained and it continued to operate as two separate stations, even after the initial nationalisation of rail in 1948; one side being used as the London Midland Region of British Railways and the other by the Eastern Region.

Formation of Piccadilly Station

Under the West Coast Mainline modernisation scheme undertaken by British Railways, London Road Station was rebuilt and renamed 'Manchester Piccadilly' on 12th September 1960. The C-19 entrance building was completely replaced at platform level with a new concourse structure as well as a 10-storey tower block of offices for British Rail. The train shed structure was relatively left unaltered, however the 1880's spans were shortened at the concourse (west) end. There was also a reconfiguration of the platform layout, extending them eastwards, beyond the train shed.



Construction of New Concourse and Office Tower – Photograph from Network Rail Archive



Newly Refurbished Manchester Piccadilly 1960 – Photograph from Network Rail Archive

The MSJAR girder bridge over Fairfield Street was also rebuilt with pre-stressed concrete at this time, forming platforms 13 and 14. These platforms were further extended in 1989 allowing services from places to the north of Manchester to run directly into the station, and continue directly south to destinations such as Stockport. This allowed services to be diverted from Manchester Victoria, enhancing Piccadilly's position as Manchester's main railway station.

In the early 1970s there were plans to connect Manchester Piccadilly to Manchester Victoria via an underground tunnel titled the 'Picc-Vic Tunnel'. Due to expected high costs the project was cancelled and the developers resorted to light rail, connecting the two stations to old railway lines to Altrincham and Bury, forming the Metrolink. This led to the creation of a tram terminus in the 1880s undercroft of Piccadilly Station opening in 1992. The train shed roof, originally clad in slate with some integral glazing and then later in boarded felt and glass, was refurbished in 1997 and reclad in toughened glass.



Manchester Piccadilly Station 1993 – Photograph by Ben Brooksbank

The Eastern side of the undercroft, seen from Sheffield Street features a flat arch for a former goods tunnel, which now facilitates the Metrolink route. North of this, the masonry arches continue under the former goods yard which was repurposed as a car park in the late 20th century. This former goods yard sits above a series of red painted cast iron columns, and masonry vaulted arches. To the north end of these masonry arches, concrete blockwork partitions were installed in the late 20th century and early 21st century, creating business units and service areas for retail in the train shed above.

The station underwent significant renovations between 1998 and 2002, this was primarily due to the 2002 Manchester Commonwealth Games, but was also due to further overcrowding in the station rendering its current form redundant. The 1960s entrance and concourse building were replaced with a design by BDP. Including new ticket offices, shops, and a mezzanine restaurant level. This work also involved further development within the northern end of the undercroft, adding new lift shafts and stairwells to provide access for staff and facilitate deliveries for the newly installed retail and business spaces. The 1960s tower block was reclad and refurbished. A new glazed entrance was created on Fairfield Street, providing access to a new taxi rank and to the Metrolink Station.



Newly Refurbished Manchester Piccadilly 2002 – Photograph from Flickr Website

3.0 LISTED BUILDING ENTRY

Overview

Heritage Category: Listed Building **Grade:** II

List Entry Number: 1283014 **Date first listed:** 06-Jun-1994

List Entry Name:

Train shed and undercroft at Manchester Piccadilly Station

Statutory Address:

PICCADILLY STATION, LONDON ROAD, MANCHESTER

District: Manchester (Metropolitan Authority)

National Grid Reference: SJ 84903 97859

Details

Train shed set above a rail-served undercroft, 1866, extended 1883 with significant remodelling 1958-1966 and 1998-2002

LAYOUT: the passenger platforms are set above the general surrounding street level (this upper level is referred to in this description as platform level), within a Victorian train shed which forms a rail terminus approached from the east.

Beneath the station, set at the level of the surrounding streets, is an extensive undercroft, including a cast-iron colonnade which supports a former unenclosed goods yard deck to the north side of the train shed. The undercroft extends between Store Street, Sheffield Street, Travis Street, Fairfield Street, and the separately listed goods office on London Road (listed Grade II).

Attached to the west side of the train shed is the 1998-2002 concourse range (incorporating a reclad 1960s tower block), to the east are C21 gull-wing shelters covering the external part of platforms 1-12, and to the south-east is an early-C21 mezzanine-level satellite lounge on concrete and brick pillars linked by a footbridge to an island platform (platforms 13 and 14) set on a pre-stressed concrete bridge over Fairfield Street; all of these additions (excluding the train shed) are not of special architectural and historic interest and are not included in the listing. To the north of the train shed, above the undercroft, are detached C20 and C21 railway maintenance buildings*, prefabricated office buildings*, as well as car-park infrastructure* and the car-park surface* which are not of special architectural or historic interest and are not included in the listing.*

UNDERCROFT

PLAN: below the passenger concourse and train shed is an extensive undercroft originally including railway sidings and facilities for the unloading, movement and storage of goods. The undercroft is roughly split into two sections either side of a skewed underground railway tunnel (now part of the Metrolink route) which originally ran north-east to the south-west under the station. The WESTERN UNDERCROFT mainly sits below the concourse building, and the western end of the train shed; it is enclosed by retaining walls to the south-west and west, otherwise it is open. The

EASTERN UNDERCROFT consists of interlinking partitioned bays which mostly run north to south, and is enclosed by retaining walls to the north, west, and south.

EXTERIOR: the retaining walls to the WESTERN UNDERCROFT run along London Road (south-west) and Store Street (west). The London Road wall includes a brick pier with ashlar detailing and a section of C19 brick retaining wall. The wall consists of a large rounded arch with a rusticated-ashlar entablature, boarded fanlight and a late-C20 shop front (disused); above is a section of decorative cast-iron railing. Further east are two, late-C20 masonry flat arches which were inserted as part of the Metrolink station are not included in the listing. The Store Street retaining wall extends under a bridge; it contains evidence of further blocked arches, including one at the southern end which is thought to be the original mid-C19 street level access to the station above. The northern end of this elevation has been partially rebuilt at parapet level in blue-engineering brick.*

The undercrofts that run beneath the train shed are mainly open along Sheffield Street (north) and Fairfield Street (south).

The EASTERN UNDERCROFT is mostly enclosed by retaining brick walls. The Sheffield Street (north) elevation incorporates a flat-arch former goods tunnel which is now part of the route of the Metrolink line. The rest of the elevation is articulated by a regular arrangement of rounded arches; most of which have been reused in the C20 as the entrances to business units; although at least one arch retains its original brick and glazed façade and another retains a set of metal gates that provide access to the undercroft. The retaining wall along Travis Street (east) has further blocked arches. The east end of the Fairfield Street undercroft arches is open. Further west the undercroft is enclosed by a yellow brick retaining wall which incorporates a set of 1960s metal gates decorated with lettering reading 'MANCHESTER PICCADILLY STATION' in front of a partially-glazed door that leads into a disused lobby, and a broad set of timber-plank doors which provide access to the undercroft.

INTERIOR: part of the WESTERN UNDERCROFT lies under the concourse building, and includes a former C19 railway staff dining and refreshment area. Some of the arches in this area have been removed to create foundations for the various phases of 1998-2002 concourse rebuilding, and contemporary partitions and lift shafts have been inserted to create service areas; this C20 and C21 building fabric is not of special interest.*

Under the train shed the undercroft is mostly open. On the north side (visible from Sheffield Street), are the remains of two rows of large red- and white-painted cast-iron columns supporting an iron-girder and metal-plate that lies under the former goods yard deck (since the late-C20 the deck above has been a car park). A section of the original iron-girder parapet walls survives to the east end of the deck. Other parts of the deck's parapet walls have been replaced in concrete and blue-engineering brick.

Beyond the painted cast-iron columns is the brick undercroft that lies beneath the 1860s train-shed phase. It is constructed of brick-vault arches on brick piers (a few of which are rusticated). Most of the brick rows are open, apart from the two most easterly rows which have blocked triple-arches supported by small cast-iron columns at the north end. This undercroft area is used for car parking. There are blocked gaps in the brick vaulting which are interpreted as the former shafts for goods hoists. To the south is the 1880s train-shed undercroft which consists of three rows of large cast-iron columns supporting a brick jack-arch roof set on riveted girders. Within the part of the 1880s cast-iron undercroft, late-C20/ early-C21 modifications have been made relating to the 1998-2002 concourse building and the Metrolink station (including the insertion of mezzanine levels, partitions, escalators, stairs and lift shafts track, siding and associated plant); this late-C20 and early-C21 building fabric is not of special interest. Some of the original cast-iron columns have been encased in concrete. The EASTERN UNDERCROFT retains most of its original layout as well as several sidings, former stairways, cast-iron columns, some timber rolling doors and shutters, and sections of rail track and cobbles. Several tunnels have been subdivided by concrete-block partitions, particularly at their northern end to*

create business units; the concrete partitions and the interiors of the business units* are not of special interest.*

**Pursuant to s.1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') it is declared that certain features not of special architectural or historic interest.*

*For clarity, in addition the following features are not of special architectural or historic interest**.*

***The north-west end of the former northern colonnaded goods yard deck which has been rebuilt in concrete (the north of the train shed); the late-C20 Metrolink double-flat arch section of retaining wall on London Road; the sections of the 1998-2002 concourse building and satellite lounge on Fairfield Street which have been built beyond the extent of the C19 undercroft; and the brick wall to a former private goods yard at the corner of Fairfield Street and Travis Street are not special interest and are not included in the mapped extent of the listing.*

***Within the mapped area at platform level, the 1998-2002 concourse building (and the incorporated re-clad 1960s tower block); the external platforms to platforms 1-12 and their C21 shelters attached to the east side of the train shed; the C21 satellite-lounge structure attached to the east end of the southern train-shed span; the part of the C20 station footbridge which lies beyond the extent of the C19 train shed; the platform island known as platforms 13 and 14, its 1960s concrete platform bridge and the linking covered footbridges; and the C20 and C21 maintenance buildings, prefabricated offices, car park infrastructure and car park surface above the undercroft to the north side of the train shed are not of special architectural or historic interest.*

***Within the mapped area at undercroft level the C20/early-C21 building fabric beneath the 1998-2002 concourse building and the infrastructure relating to the Metrolink station (including mezzanine levels, partitions, escalators, stairs and lift shafts, track, sidings and associated plant); and the C20 and C21 partitions and interiors of the business units in the Eastern Undercroft are not of special architectural or historic interest.*

MAPPING NOTE:

The listed part of the station is on two levels with the train shed above and the undercroft below. The mapped extent of the listing largely relates to the extent of this undercroft at street level.

Listing NGR: SJ8490397859

4.0 DESIGN STATEMENT

Existing Arrangement and Access

The existing space is located at the North-Western part of the undercroft, located within the masonry arched tunnels that are subdivided by concrete partitions creating business service areas (outlined in the Heritage listing as 'not of special interest'). The internal entrance to the warehouse and office space links to the C20 and C21 modifications of next stars and lift shafts, providing access to the train shed above. The external access to the warehouse and office space links to the access point from Sheffield Street and Boad Street. This area features colonnades of red painted cast iron columns, supporting an iron-girder and metal-plate, supporting the former goods yard deck, since the late C20 the above area has been a car park.



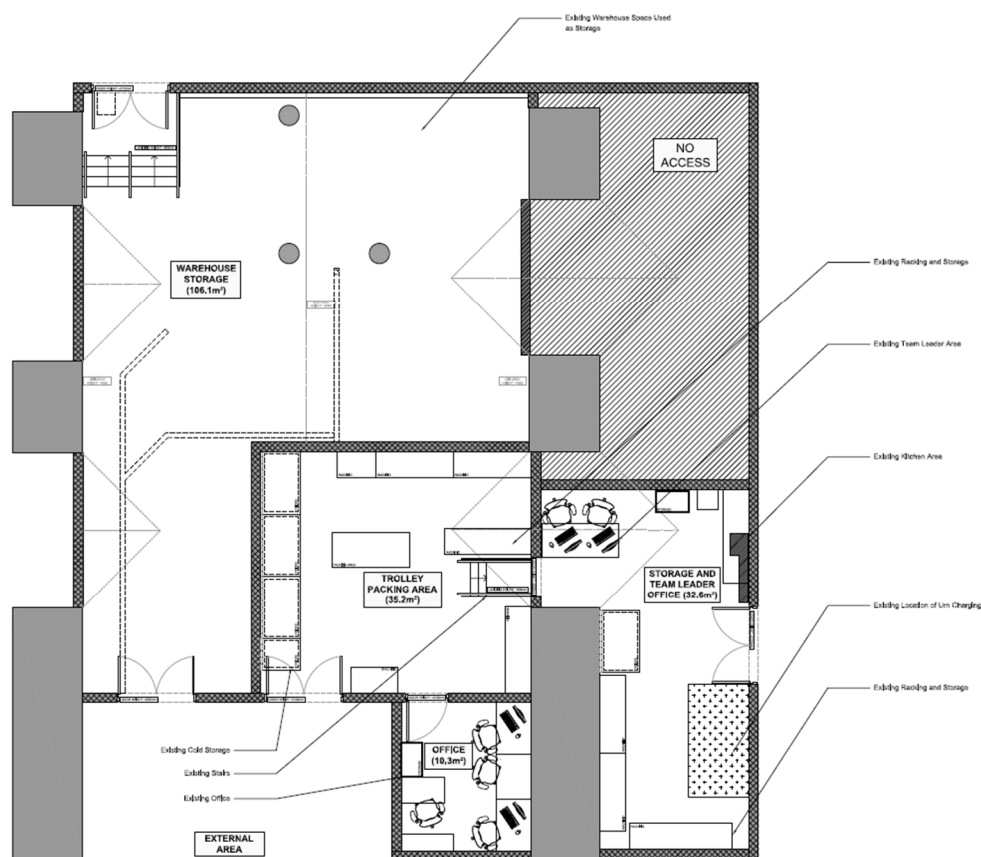
External Entrance to Undercroft from Sheffield Street



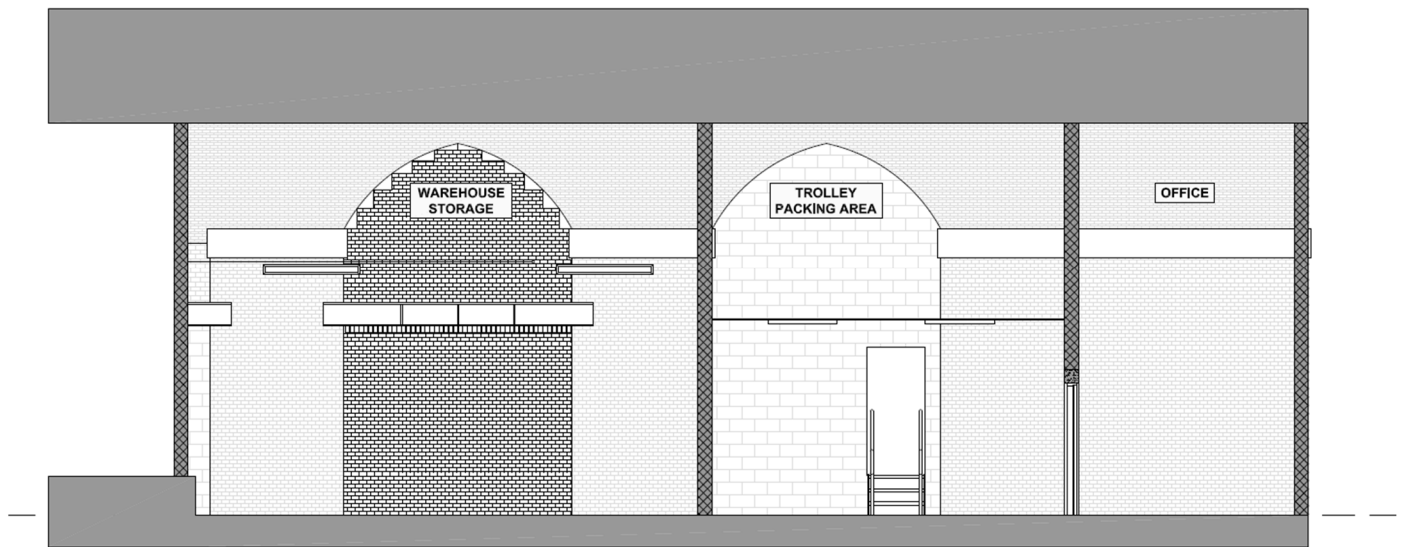
Location of Warehouse Space and External Undercroft Access Point

The existing space currently consists of 4 'rooms', as well as an external area where deliveries are received and sorted. The existing space used by Rail Gourmet are located in the bottom right of the plan, showing the Trolley Packing Area, the Office and the Storage & Team Leader Office; these areas are currently densely packed and are not sufficient for the increasing capacity required. The Warehouse Storage space is the largest of the areas and is currently vacant of activity, used only as a rough storage area by Network Rail. This Warehouse Storage space is situated within the same archway as the Trolley Packing Area and the Office, but is separated by concrete blockwork partition walls which also mark the boundary to the external area. Blockwork and masonry enclose the Warehouse Storage Space internally as it infills the relieving arches of the main viaduct as well as forms an internal wall to the main circulation of the undercroft. The concrete blockwork and masonry span from the ground to ceiling of the undercroft.

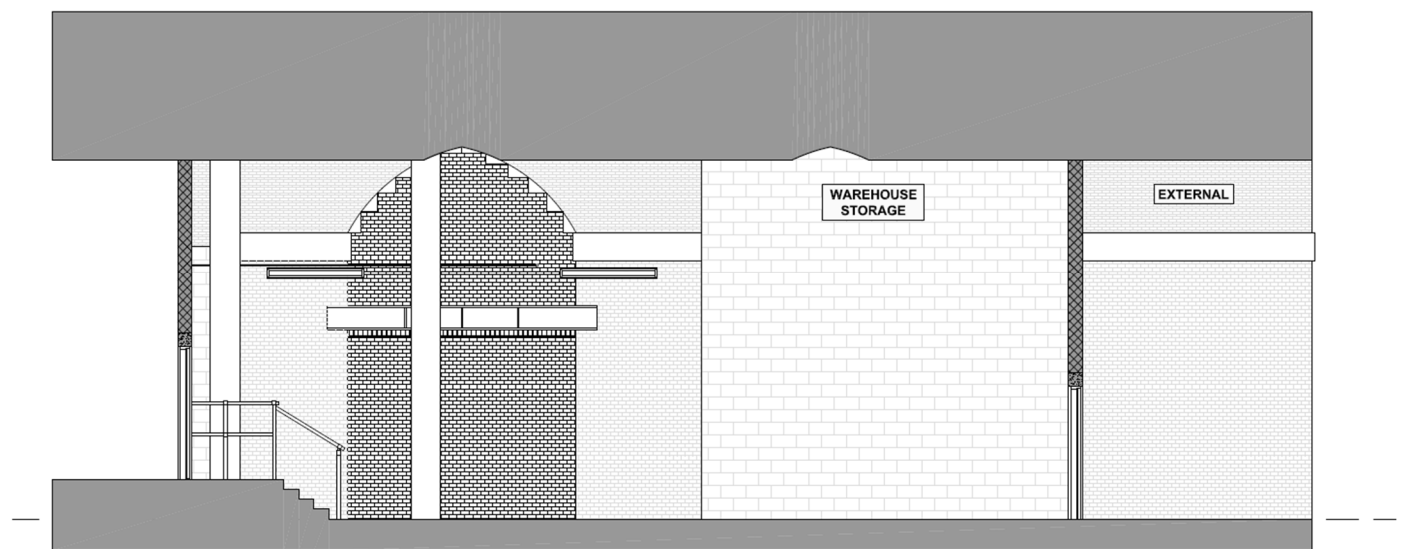
Both the Warehouse Storage and Trolley Packing Area can be accessed externally via the deliveries area. Access internally to the Warehouse Storage area from the undercroft comes from an approximately 625mm higher level, this is resolved with concrete steps at the entrance. Access internally to the Storage and Team Leader Office is level, with the 625mm level change occurring between the Team Leader Office and Trolley Packing Area.



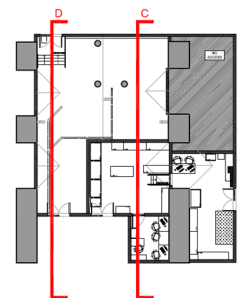
Existing General Arrangement Plan



Existing Section C-C



Existing Section D-D



Section Location Plan

Existing Contents and Use

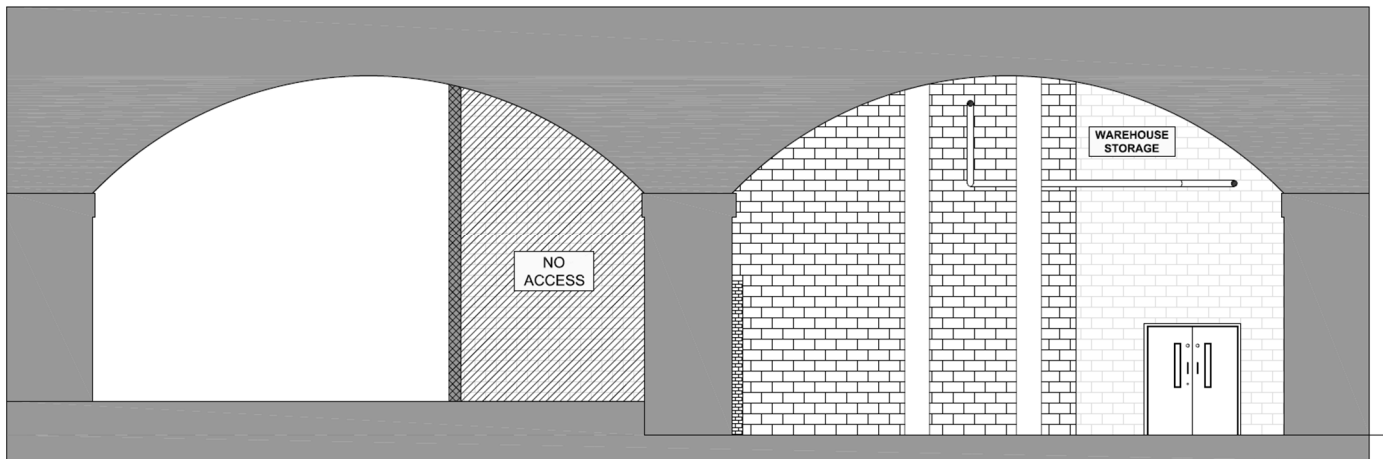
The Warehouse Storage area is currently used as storage, with no permanent fixtures installed. 3 Large columns painted red are situated within the centre of the space. The Pointed relieving arches of the viaduct are infilled with concrete blockwork, their pointed arches can be seen on the ceiling reaching into the space, where high level piping can also be seen fixed to the underside of the masonry arch. The room is illuminated with linear luminaires, mounted along with their cabling to the under the archway springer stone level, on the masonry piers of the arch.

The Trolley Packing Area is currently used as a storage area for 185 trolley stock which is packed onto trolleys for railway service. Currently there are 3no. double cold storage units along with 1no. single cold storage unit (situated directly in front of the external entrance). There is racking as well as shelving for staff to charge work devices. Within the pointed relieving arch connecting the Trolley Packing Area with the Team Leader office is a +625mm level change, this is currently resolved with metal stairs and dual height handrails that stretch directly into the Trolley Packing Area. The area is illuminated via suspended linear luminaires, fixed to metal brackets connected to the internal walls; the connected cables are wall mounted in metal encasement.

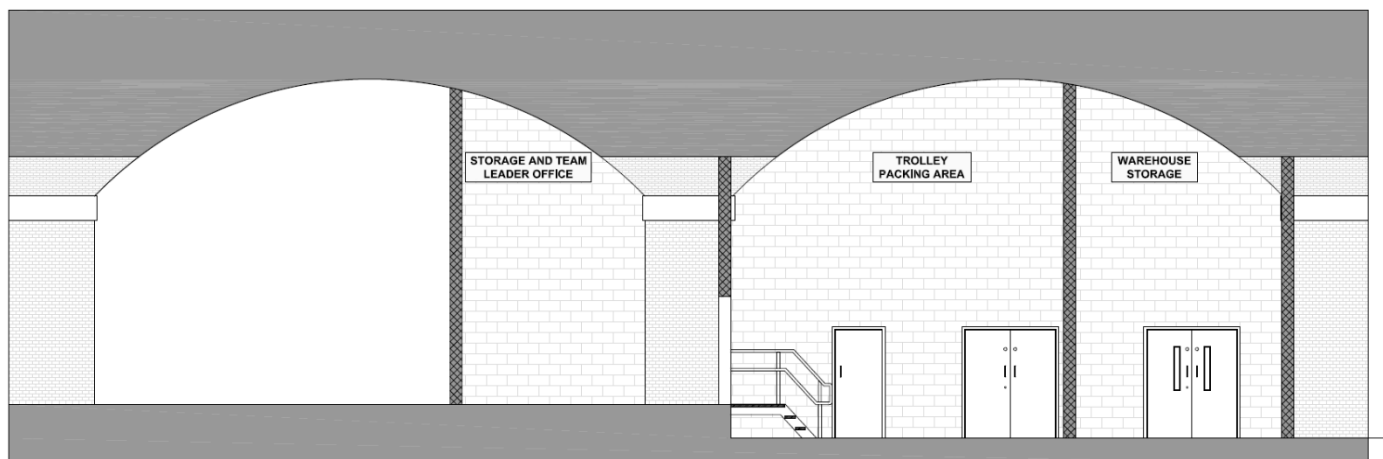
Adjacent to the Trolley Packing Area is the Office, currently used by between 3-5 people. It contains desks and storage facilities as well as a printer/photocopier. The room is lit with suspended linear luminaires, fixed to metal brackets connected to the internal walls. All cables are wall mounted in metal encasement. Fixed to a masonry pier of the viaduct is a wall mounted server rack, connected to a desk level wall mounted PVC cable trunking, offering power outlets to computers on the right-hand wall.

The final internal space is the Storage and Team Leader Office. This contains a desk for the team leaders as well as filing cabinets and office storage facilities. On the right-hand wall is a small kitchenette, with 1no. sink and 4no. base cupboard units, as well as an adjacent self-standing sink unit. Above the kitchenette is a wall mounted distribution board and boiler. The other side of the space contains 1no. double cold storage unit and racking storage, finally it also contains the urn charging area for the trolley service urns, there is a strip of wall mounted PVC cable trunking where power outlets are located.

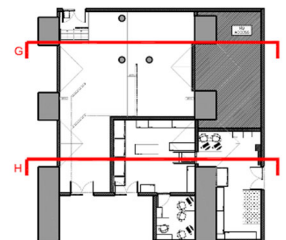
The External Space adjacent to the Warehouse Storage and Trolley Packing Area currently receives deliveries for Rail Gourmet. It directly connects to external access via Boad Street on the North side of Piccadilly Railway Station.



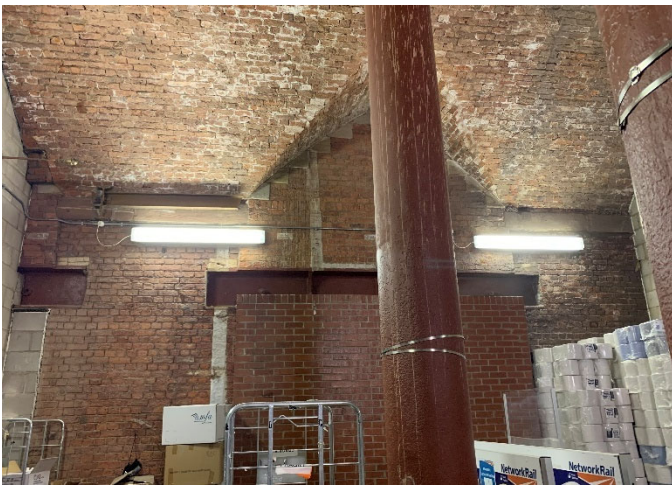
Existing Section G-G



Existing Section H-H



Section Location Plan



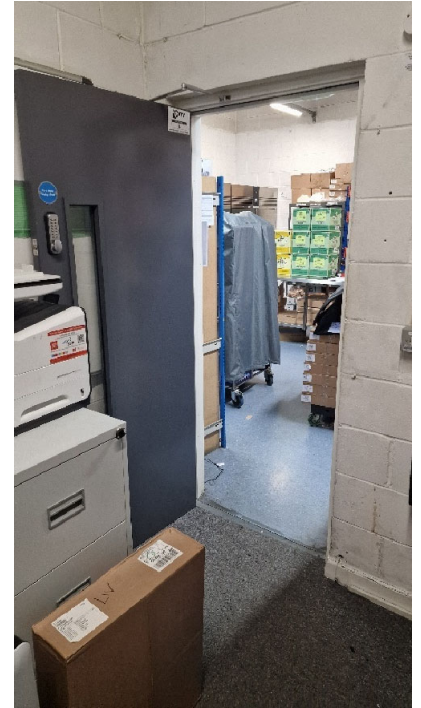
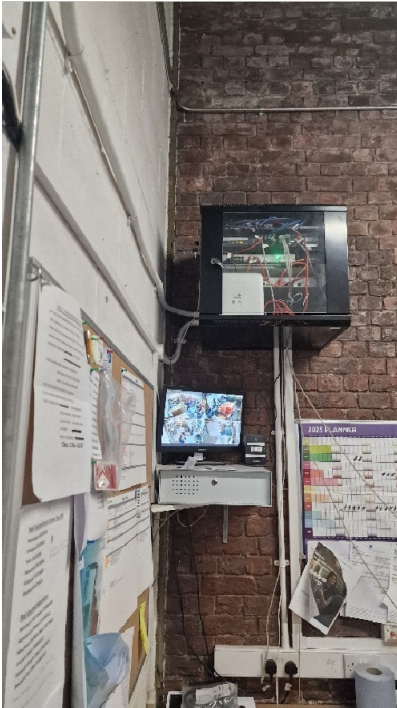
Existing Warehouse Storage Area



Existing Trolley Packing Area



Existing Storage and Team Leader Office



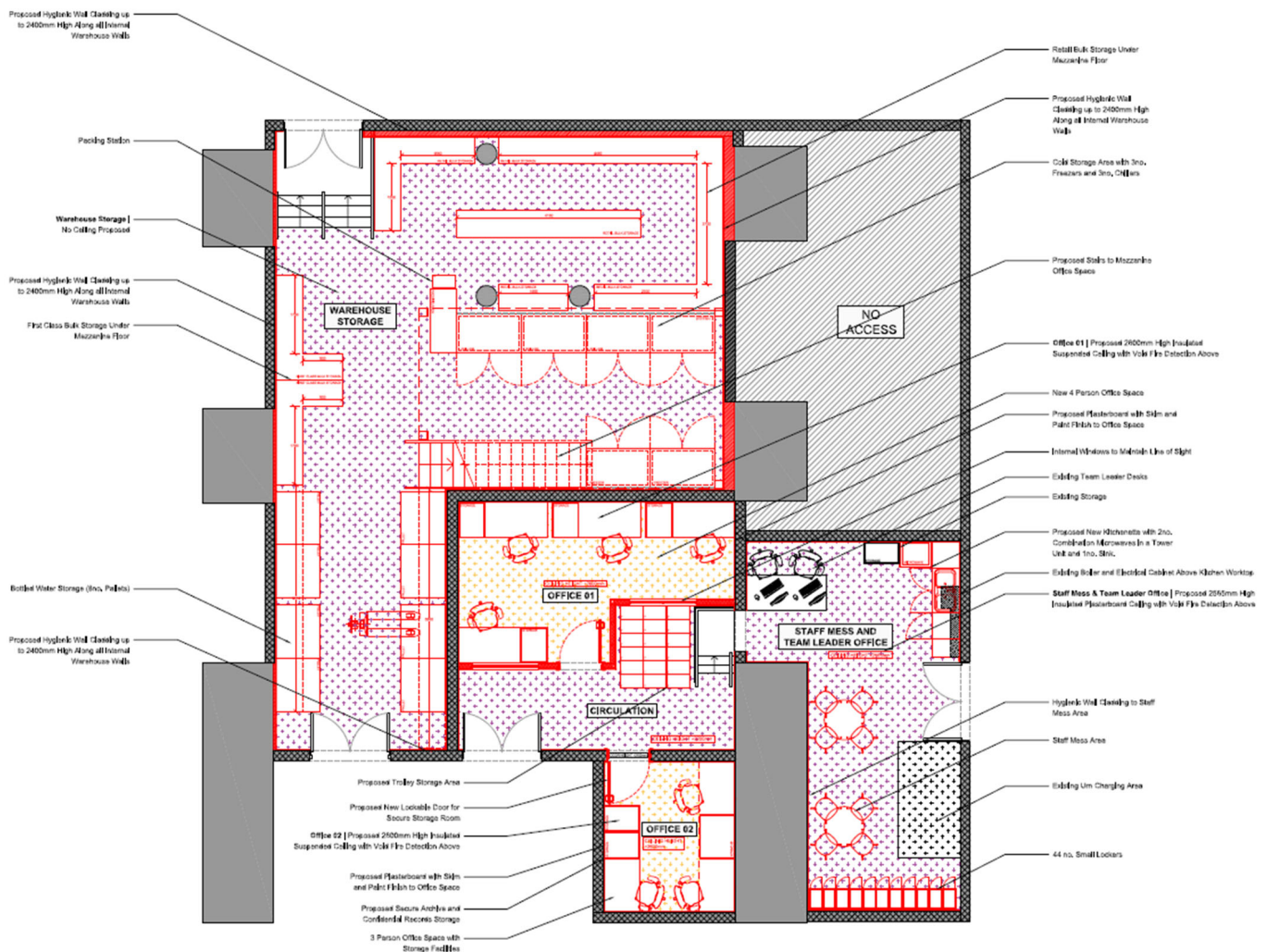
Existing Office Area

Summary of Existing Space

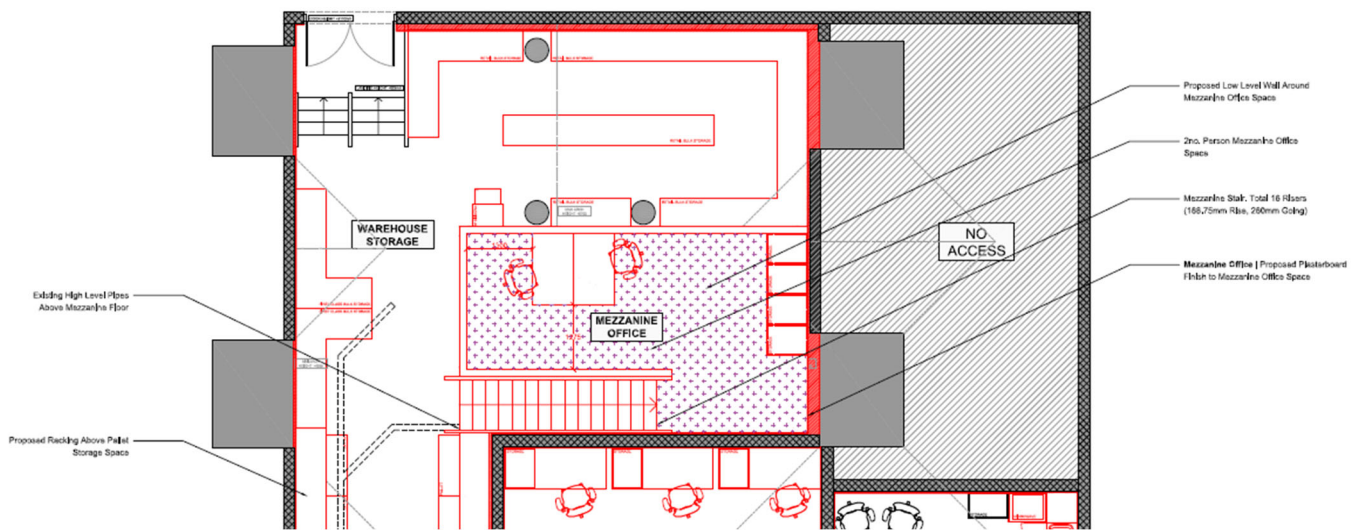
Overall, this is not an architecturally significant area of the station undercroft, with only the masonry arches and 3 large red columns showing original station characteristics. As the infill blockwork and masonry carves the spaces of the undercroft into retail units and staff facilities, the heritage value of the area will not be negatively affected by further internal refurbishment works. As shown, the staff and retail facilities within the space will benefit from refurbishment and expansion into the available warehouse space, to create a more accessible and safer environment for staff.

Proposed Works

The proposed refurbishment of the warehouse and existing Rail Gourmet occupied space aims to improve the functionality and accessibility for staff utilising the area, as well as accommodate an increase in capacity of TPE's catering service. The design aims to achieve this with minimal effect to the existing structure of the undercroft. Primarily, the internal works include the careful installation of internal wall and floor finishes, along with the installation of greater storage and office facilities. The warehouse space will see the installation of a mezzanine floor to accommodate increased office space for staff and will have minimal effect on the existing structure. The existing Trolley Packing Area will have a partition wall installed with internal windows, maintaining line of sight but allowing for the creation of office facilities. There are no external works and visually the structure will not change externally. All proposed works help provide a more functional, accessible and hygienic working environment for staff, and aim to streamline operations within the space; creating a safer and more comfortable work environment for all users.



Proposed Ground Level GA Plan

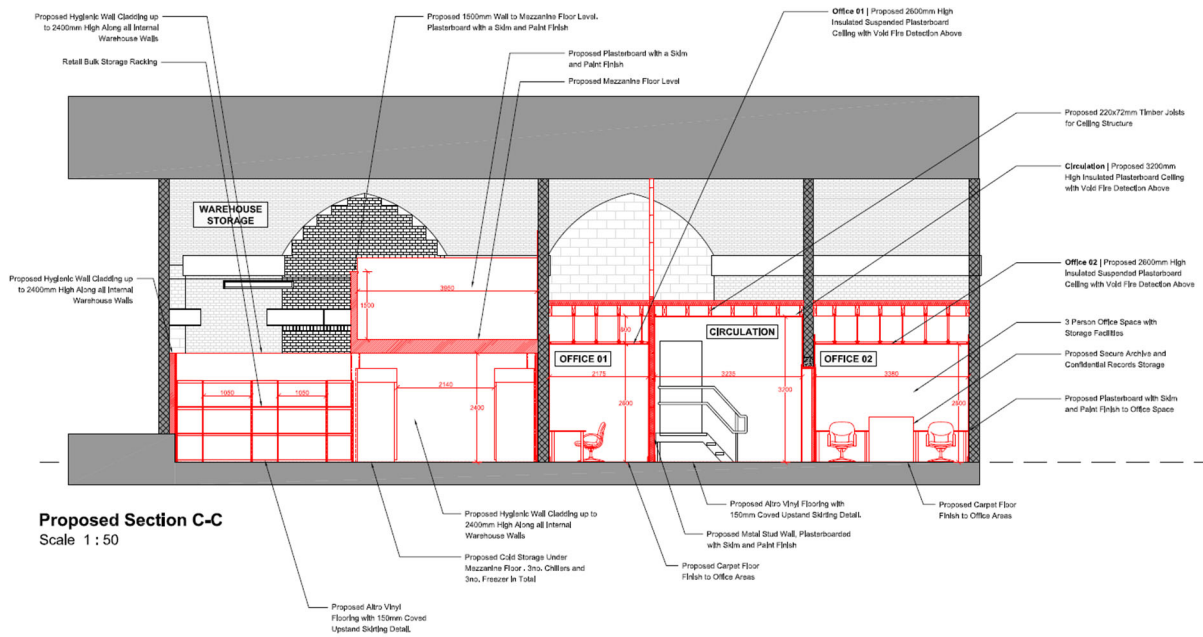


Proposed Mezzanine Level GA Plan

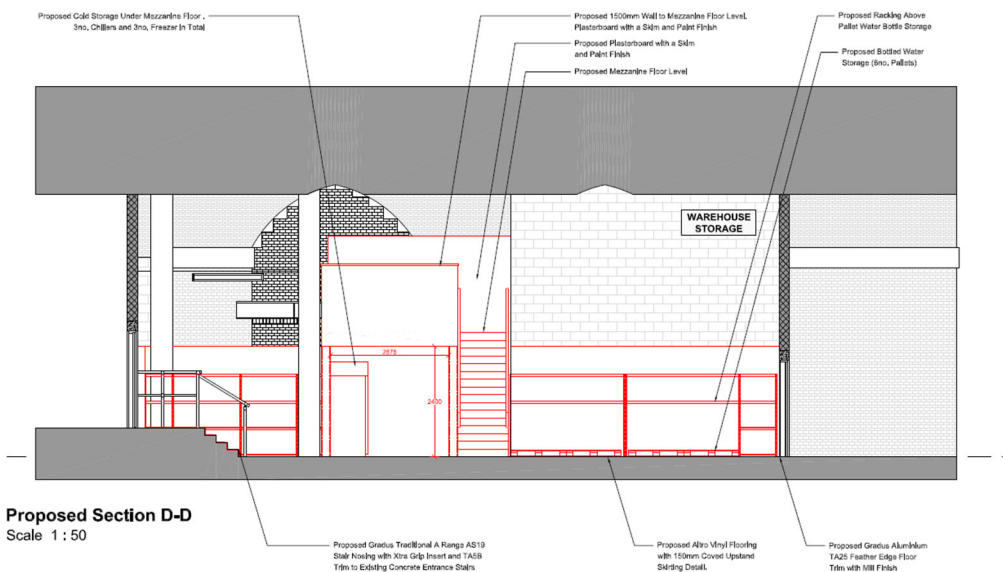
The proposed works see all trolley stock storage and packing stations move to the available Warehouse Storage Area. This includes racking/shelving for bulk storage, 6no. double cold storage units (3no. chillers and 3no. freezers), 8no. pallets and finally a small mezzanine floor to accommodate a small 2-person office area with some office storage facilities. Proposed is a new vinyl floor finish with a continuous covered upstand skirting, along with low level hygienic wall cladding up to 2400mm high, to ensure a safe and clean working environment for staff.

Within the existing Trolley Packing area, the design proposes a partition wall with internal windows to maintain line of sight between spaces. This creates a new small office accommodating 4 people and allowing for a separate circulation route to the Team Leader Office. This also creates a designated area closer to the urn charging units for the trolleys themselves to be stored. The existing Office space will remain as an office, and be used as a secure archive and confidential records storage. The office spaces will have a tile carpet floor finish, timber skirting and a plasterboard with a skim and paint wall finish. The circulation space will have a new vinyl floor finish with a continuous covered upstand skirting, and plasterboard with a skim and paint wall finish. A new kitchenette is proposed to replace the existing kitchen of the Team Leader Office, along with 2no. 4 person tables and lockers, creating a mess area for the staff. This area will have a vinyl floor finish with a continuous covered upstand skirting, and plasterboard with a skim and paint wall finish.

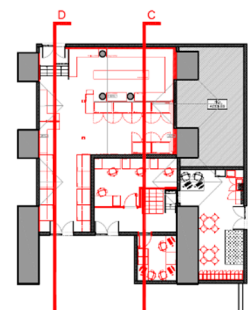
A suspended plasterboard ceiling is proposed in Office 01 & 02, Staff Mess and Team Leader Office and the Circulation space. Aiming to create a more comfortable working environment for Rail Gourmet Staff within the station undercroft.



Proposed Section C-C



Existing Section D-D

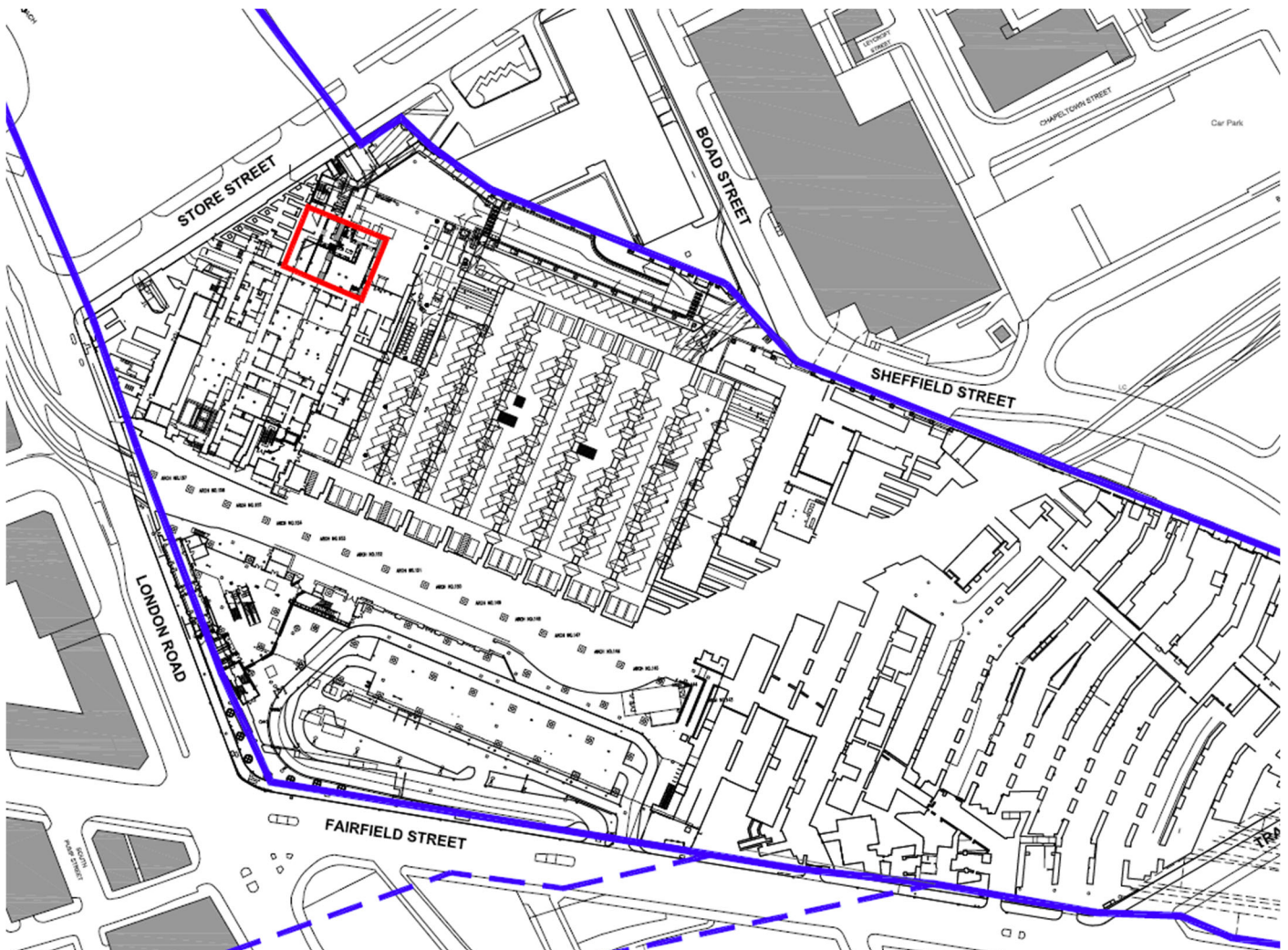


Section Location Plan

5.0 ARCHITECTURAL SIGNIFICANCE ASSESSMENT

The existing site of the Redstar Warehouse is in the north western part of the train shed undercroft, under the station concourse. This is an area already heavily altered by contemporary installations during the 1998-2002 concourse rebuilding. These alterations include: concrete blockwork partitions, the installation of lift shafts, contemporary access stairways, mezzanine levels and escalators. These elements, as noted in the heritage listing (Ref: 1283014), along with the interiors of these business units and service areas are not of special architectural interest or value.

Below outlines in red the location within the undercroft of the Redstar Warehouse, seen on drawing **3419-LBC-010 Site Location Plan**. The site has direct access to Sheffield Street via the external area of the undercroft, used for deliveries. Internally the space can be accessed from corridors of the undercroft heavily affected by the 1998-2002 concourse rebuilding. The external boundary wall of the Redstar Warehouse is a new concrete blockwork partition wall creating the internal enclosure.



Site Location Plan

Architecturally Significant Elements:

While the space has been heavily affected by contemporary development, there still remains a few architecturally significant elements within the warehouse and offices. Below will outline these elements and how they relate to the space.

Warehouse Space:

Within the warehouse space, the architecturally significant elements (pictured below) consist of:

- Brick piers and vaulted arches.
- 3 Large cast iron columns.
- Ashlar springer stones/entablature atop the brick piers.



Cast Iron Columns



Brick Piers and Vaulted Arches



Ashlar Springer Stones

As shown above, the architecturally significant elements of the warehouse space are regularly intersected by contemporary partitions of concrete blockwork and masonry, which as stated in the heritage listing are of no special interest. The walls, including the brick piers, have linear lighting fixed to them along with the associated cabling. The three cast iron columns in the centre of the space are untouched with nothing fixed to them.

The proposed works will ensure there is no effect to the fabric of the existing elements of architectural significance. In addition, all works will be able to be removed in future leaving the warehouse space in the exact same state as it currently is. There is no proposed drilling of holes in or demolition of architecturally significant elements.

Office Spaces:

Within the office space, the architecturally significant elements (Pictured below) consist of:

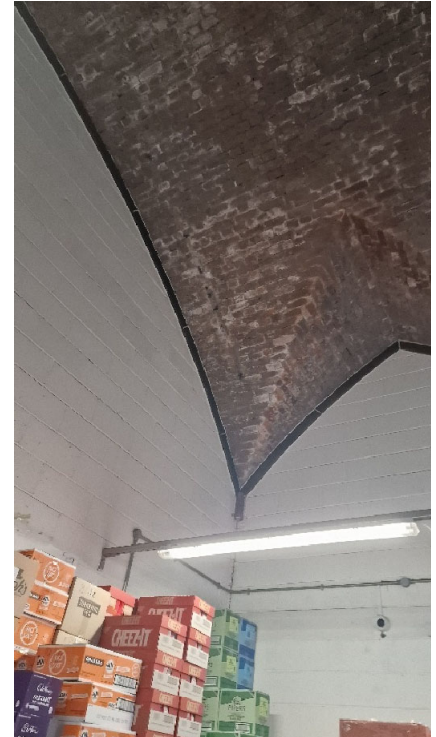
- Brick piers and vaulted arches.
- Ashlar springer stones atop the brick piers



Brick Piers and Ashlar Springers



Brick Vaulted Arches



Brick Vaulted Arches

As shown above, the architecturally significant elements of the office and trolley packing spaces are limited only to the brick piers, ashlar springers and vaulted arches. A majority of these spaces are enclosed by contemporary partitions of no special interest, and contain a vinyl floor finish. The brick piers have a few facilities fixed to them such as a server box and framing for lighting, but largely they are concealed by loose furniture and storage, as the concrete blockwork partitions primarily enclose this space.

The proposed works ensure there is no changes or affect to the fabric of the architecturally significant elements. The works proposed are removable, and there is no drilling holes in or demolition of architecturally significant elements.

Summary:

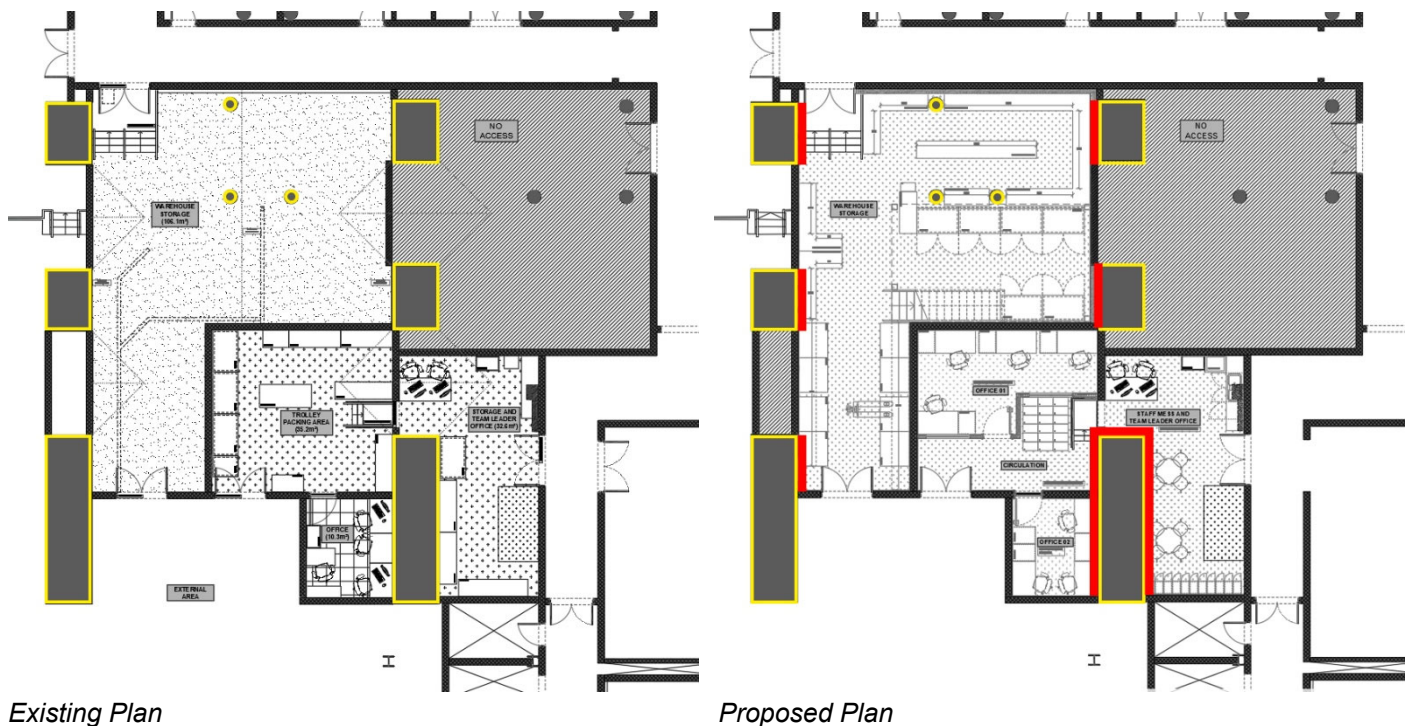
Overall, while the space contains a few features of architectural significance, it is not a space with major special interest. Most of the enclosure walls are contemporary and are constructed from concrete blockwork.

Effects of Architectural Proposal:

Plan:

Below is an existing and proposed plan outlining the areas of architectural significance and where new wall finishes are applied to these areas.

- Existing Element of Architectural Significance
- Proposed New Wall Finish Intersection with Heritage Aspect



Above highlights the areas of architectural significance in plan. The left shows (In yellow) the brick piers and 3 cast iron columns within the space and how they make up a minor part of the enclosure walls. On the right highlights (In red) the areas where new wall finishes are proposed on these architecturally significant elements.

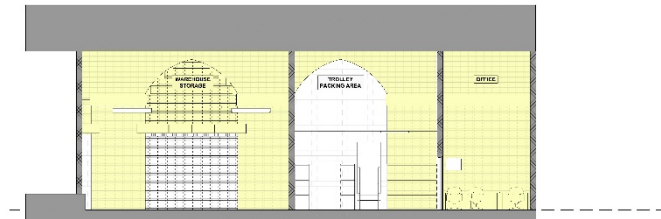
All finishes applied to the areas of architectural significance will be applied using sub-framing which will fix directly into the mortar joints of the brick piers and avoid any damage to the bricks themselves. This methodology is consistent throughout the scheme as it is the intention that these works will have no negative effect on the existing elements of architectural significance.

Sections:

Below is an existing and proposed set of sections outlining the areas of architectural significance and where new wall finish are applied to these areas.

Existing Element of Architectural Significance

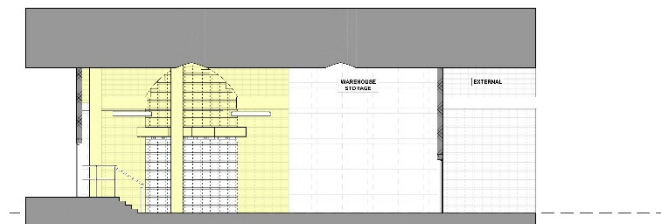
Proposed New Wall Finish Intersection with Heritage Aspect



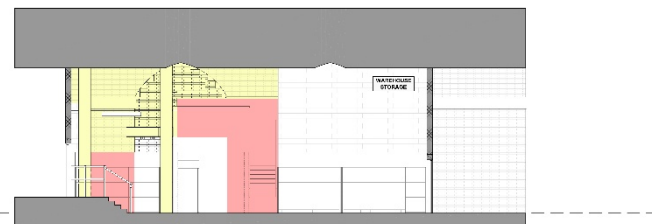
Existing Section C-C
Scale: 1:50



Proposed Section C-C
Scale: 1:50



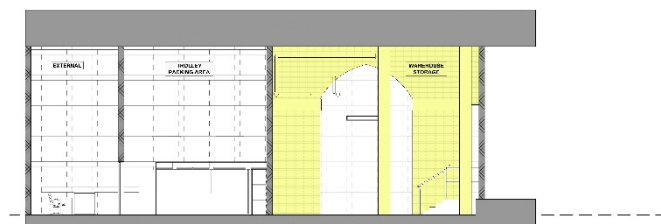
Existing Section D-D
Scale: 1:50



Proposed Section D-D
Scale: 1:50

Existing Sections C-C & D-D

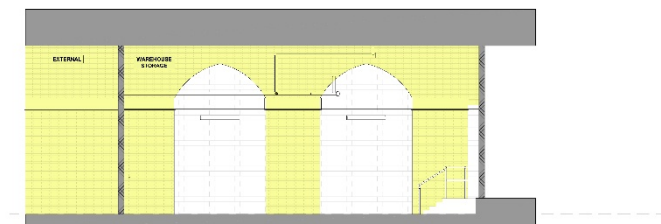
Proposed Sections C-C & D-D



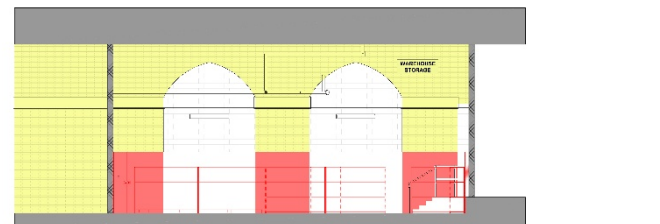
Existing Section E-E
Scale: 1:50



Proposed Section E-E
Scale: 1:50



Existing Section F-F
Scale: 1:50



Proposed Section F-F
Scale: 1:50

Existing Sections E-E & F-F

Proposed Sections E-E & F-F

Above highlights the areas of architectural significance (In yellow) in section, and the areas where new wall finishes are applied (In red) to these areas. As shown, the three cast iron columns in the centre of the warehouse space remain completely untouched by the works, with loose furniture and storage being placed around them.

All finishes applied to the areas of architectural significance will be fixed using sub-framing which will fix directly into the mortar joints of the brick piers and avoid any damage to the bricks themselves. This methodology is consistent throughout the scheme as it is the intention that these works will have no negative effect on the existing elements of architectural significance. The mezzanine floor does not fix to any areas of architectural significance; it is proposed adjacent to a contemporary blockwork wall which will be utilised if necessary.

Summary:

The site exists in an area of the station undercroft that has experienced significant contemporary development, with the installation of contemporary concrete blockwork partition walls separating the site into multiple business units and service areas, serving the concourse and trainshed above. Works primarily completed during the station rebuild between 1998-2002 have significantly altered the appearance of this area of the undercroft, with large amounts of the elements of special interest being concealed by the works.

Within the site of our proposed works, the architecturally significant elements are the brick piers, ashlar springers, masonry arches and three large cast iron columns (Painted red). The masonry arches and cast-iron columns are not being touched at all, while small areas of the brick piers and one ashlar springer will have a new wall finish applied. These wall finishes will be applied via sub-framing which will fix only to the mortar joints of the masonry and will not damage the existing brickwork. All electrical and mechanical fixings are to be applied to areas of contemporary blockwork and leave architecturally significant areas untouched.

It is the intention of the design works to leave no negative effect on the architecturally significant areas of the site, meaning if the works were eventually to be removed, all significant areas of interest will remain intact and undamaged.

6.0 CONCLUSION

The proposed refurbishment of the Red Star Warehouse in the undercroft of Piccadilly Railway Station provides a practical solution to the current overcrowded and inefficient working conditions, while also bringing a vacant part of the station back into productive use. The works, focused on an internal fit out with hygienic wall and durable floor finishes, introduce no major or fundamental changes to the architectural character, fabric, or heritage significance of the listed building. Instead, the design ensures the continued sustainable and safe use of this historically important space.

With these refurbishments, the warehouse will provide Rail Gourmet staff with a more functional and accessible environment, while supporting the increased capacity for catering operations. Importantly, the works remain fully in line with the undercroft's original purpose of receiving, sorting, and transporting goods. In doing so, they respect and safeguard the building's historic integrity, ensuring its longevity as a working part of the station's heritage.