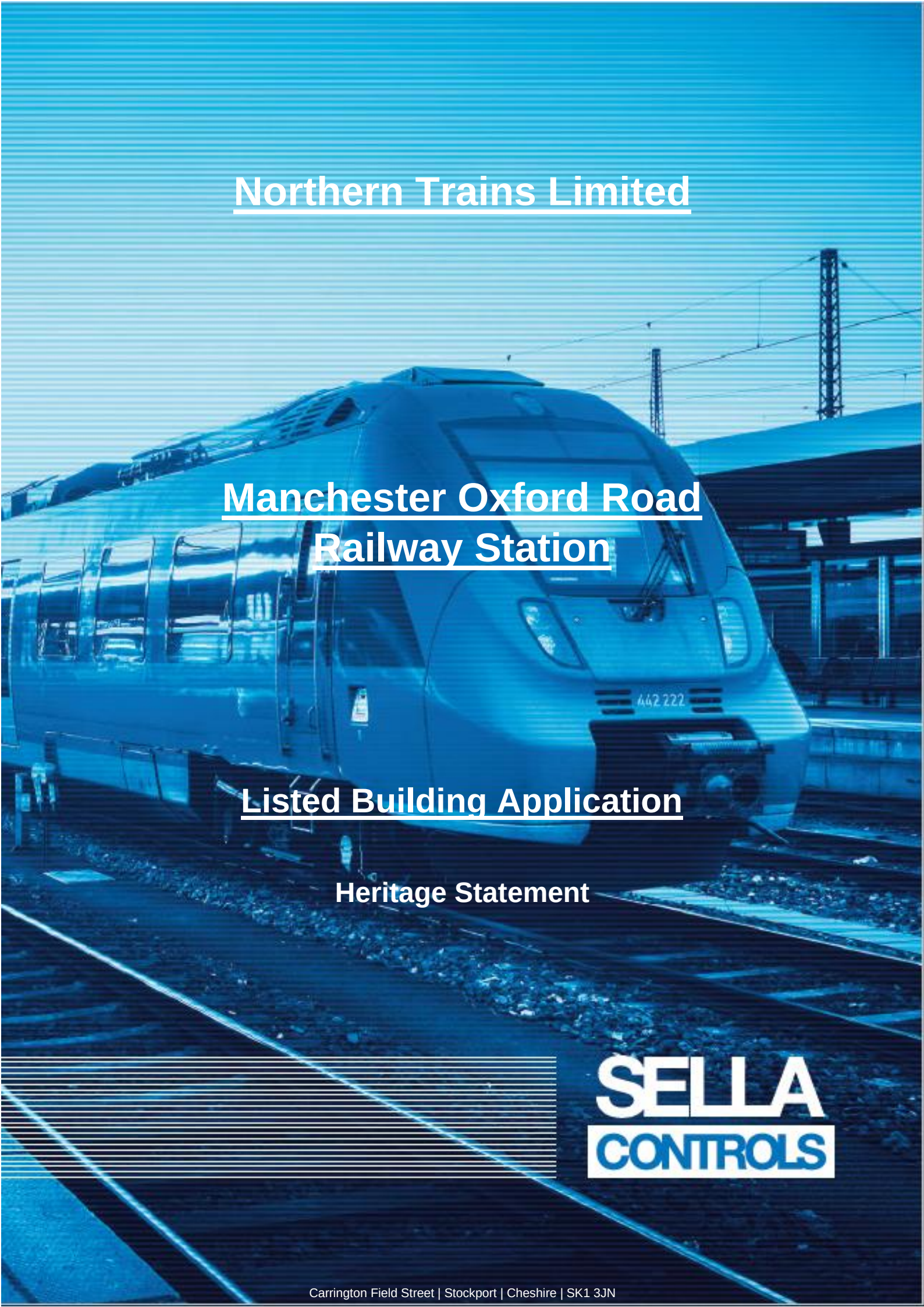
Northern Trains Limited

Manchester Oxford Road Railway Station

Listed Building Application

Heritage Statement



SELLA CONTROLS

Carrington Field Street | Stockport | Cheshire | SK1 3JN

Manchester Oxford Road Station Heritage Statement

Station Details

Number of Platforms	5
Manned	Yes
Ticket office Opening Hours	Monday – Friday: 06:30am until 22:40pm

Overview

As part of the Northern Trains CIS Replacement Programme, Manchester Oxford Road station is due to have upgrades to the Customer Information Screens (CIS) around the station. There will be 1no new Customer Information Display that will be installed which will be mounted to a new post located on platform 4. Additionally, one of the existing displays on platform 4 will be located further down the platform to ease passenger congestion.

Existing cable routes will be utilised where possible to reduce visual impact of the installations. There will be a small amount of new ducting required to feed the new display, this will be kept in line with the existing containment located underneath the footbridge.

Please see the design & access statement and the station drawing for images of where the displays are set to be installed, an idea of how they will look, the display dimensions and the ducting routes to be used.

Heritage Statement

The area covered by the Historic England Listing is Manchester Oxford Road Station including the platform structures.

The station is designated at Grade II and was constructed through the years of 1958-1960. The station opened on the 12th September 1960 and was designed by W.R Headley and Max Clendinning from British Rail's London Midland Region. This was supported by the structural Engineer Hugh Tottenham from the Timber Development Association who had been researching timber-shell roofs since 1956.

The main station building is covered by three shell roofs, with the station booking hall, buffet, toilets and staff facilities being constructed from timber and concrete. The principal station buildings comprise of three overlapping prefabricated timber conoid shells, with a lightweight roof and a clear span, column-free platform area. The integrated platform canopies are supported on cruck-beams which are formed from laminated wood, with strip linings similar to the main building. The station is noted to be one of the most unusual and technically interesting station of its period in architectural literature. There are two edge platforms along with two island platforms oriented southeast to northwest with a further bay platform.

The station is one of the best post-war railway stations in the country and is the only station in Britain to have been re-built from pre-fabricated materials. The station sits adjacent to the Whitworth Street Conservation area and forms a prominent landmark in the southern approach to the Manchester City Centre.

The works to be completed at this station will not cause any significant impact to the listed building nor diminish its historical significance and will only improve the station and will help to provide further information to passengers.

Impact

MCO/CIS/021 (Platform 4 New Information Screen – FM40-P)

Minimal impacts will be caused to the listed building, the new display is to be mounted onto a new post and will be located on Platform 4. Additionally, there will be a new underground ducting route that will begin in-line with the existing containment to feed the new display.

MCO/CIS/019 (Platform 4 Existing Information Screen – P1094)

Minimal impacts will be caused to the listed building, this display is existing at the station and is being relocated further down the platform into a new location and mounted onto a new bespoke bracket. Existing cable routing will be used to provide power and data to the display.

Please note that all locations of the new displays set to be installed can be found in the drawing pack attached.