



PICCADILLY STATION REDSTAR WAREHOUSE



ARCHITECTURAL METHOD STATEMENT

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Trans Pennine Express – Piccadilly Station – Redstar Warehouse

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INTRODUCTION AND CONTEXT

- 1.1 This Architectural Method 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 architectural approach to the design proposal 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 of the proposal 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 Method Statement is outlined in Section 2.0 (Architectural Method Statement) of this document.

2.0 ARCHITECTURAL METHOD STATEMENT

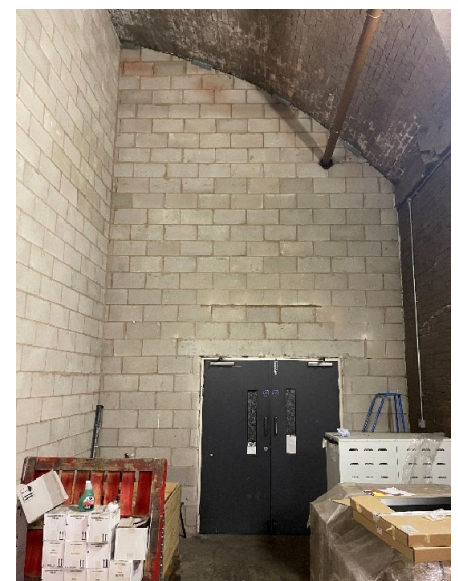
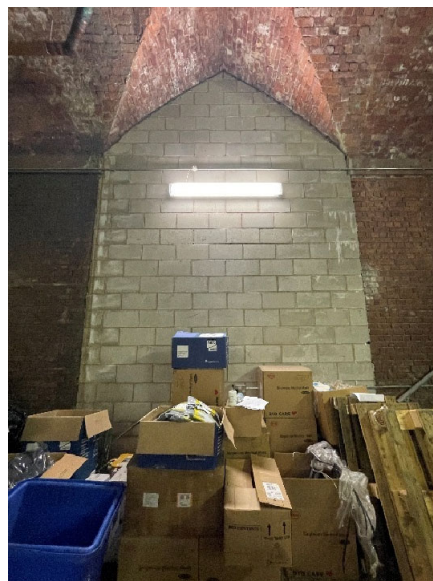
This statement outlines the architectural approach to the proposed Redstar Warehouse Refurbishment, located within the Grade II listed undercroft of Manchester Piccadilly Railway Station. This statement should be read in conjunction with the accompanying Design & Access Statement and Heritage Statement, as well as all relevant drawing information.

Site Location and Special Interest:

As the proposal is located within a Grade II listed structure, consideration has been given from the outset for the protection and conservation of architecturally significant elements. The design has been guided by principles of minimum intervention, reversibility and removability; with all elements of the proposal avoiding any damage to, or removal of, heritage fabric.

The site is located within the North-Western area of the station undercroft, sitting under the concourse of the station. Externally it opens to a delivery area accessed via Sheffield Street. The external walls of the space primarily consist of contemporary blockwork partition walls and a few brick piers. The blockwork helps enclose the space, infilling relieving arches and full archways, forming service areas for Rail Gourmet and other businesses that operate within the station. The heritage listing for the trainshed and undercroft outlines that in this area of the undercroft '*contemporary partitions and lift shafts have been inserted to create service areas; this C20 and C21 building fabric* is not of special interest.*'

Within the site, the areas of special interest are: The brick piers forming sections of the internal walls; the ashlar springer stones/entablatures atop the brick piers; the masonry arches that form the roof/ceiling of the space; and the three large cast iron columns in the centre of the warehouse space. It is clearly outlined within the heritage listing at all 20th and 21st century building fabric is not of special interest, meaning all blockwork partitions, the services they accommodate and their associated plant are not of special architectural interest.



Relationship of Contemporary and Original Elements

Design Approach:

The works propose the refurbishment of existing staff facilities to accommodate an increase in catering capacity for Rail Gourmet. The proposal uses the existing office and packing area used by Rail Gourmet and an adjacent warehouse space. The fundamental principle of the works is to move the trolley packing and retail storage areas into the warehouse space, to allow for a greater capacity office space within the existing area.

From the start of the design process, there has been a focus on ensuring the design involves no removal, damage to or demolition of architecturally significant elements. As explained in section **5.0 Architectural Significance Assessment** within the document **3419 - HS02 - Piccadilly Redstar Warehouse Design & Access Statement including Heritage Statement** and in the earlier section of this statement, the areas of architectural significance were outlined at an early stage of the process; ensuring the design was developed with the clear intention of protecting and conserving heritage fabric. The design approach is conservation led, guided by principles of minimum intervention and reversibility.

Effect on Elements of Special Interest:

Within the warehouse space, the only effect on areas of architectural interest will be from the new proposed wall finishes on the ground and mezzanine floor levels. The proposed mezzanine floor structure itself will be independent of any architecturally significant elements.

On the ground level the wall finish will be Hygienic Wall Cladding up to 2400mm from finished floor level (the occupied area by staff and storage). This will be applied to the walls using sub-framing, fixing only to mortar joints of the brick piers, and will be completely removable without an effect on the brickwork. The same fixing method is proposed for the plasterboard wall finish at mezzanine level. The intention of these wall finishes is to not only create more hygienic and safer work environments for staff, but to also protect the heritage aspects that will now exist within an occupied space. The finishes will reduce the risk of damage and wear from the use of the space as a storage and trolley packing area; as deliveries will be constantly accepted, repacked and sent out from the space.

Within the proposed office spaces and team leader/kitchen space, there are proposed new wall finishes as well as proposed new suspended ceilings, which are fixed to timber joists. Some of the new proposed wall finishes as well as a small number of timber joists are proposed to affect brick piers of the undercroft.

The proposed wall finishes will be applied to areas of architectural interest using sub-framing, fixing only to mortar joints of the brick piers, leaving no negative effect on the brickwork. The joists for the suspended ceiling will primarily fix to contemporary blockwork with only one face of a brick pier being used for fixings. The reason for proposed timber joists is to avoid fixing all of the suspended ceiling to the masonry vaulted archway above, reducing any effect on heritage aspects of the undercroft.

There are no other elements of the design proposal that affect heritage aspects or areas of special interest within the site. All new interventions are designed to be fully reversible, allowing future reinstatement of the existing configuration without damage to historic elements.

Conclusion:

As outlined in the heritage listing for the western area of Piccadilly's undercroft, this part of the station has historically been used for the unloading, movement, and storage of goods. The proposed works continue this long-standing functional use, ensuring that the area remains active and relevant while improving safety and providing a more suitable environment for staff operations.

The design approach has been conservation-led, seeking to enhance the working conditions of the space without altering or harming its historic character. All proposed interventions are reversible, and their removal, if ever required, will leave no adverse impact or damage on any elements of heritage significance.

It should also be noted that the areas of special architectural or historic interest affected by the works are minimal. As confirmed in the heritage listing, contemporary elements within this area are excluded from the listing, meaning that much of the enclosure fabric is not of special heritage value.

Throughout the development of this proposal, the preservation of all elements of heritage significance has been central to the design process. The resulting scheme offers a carefully considered balance, maintaining and protecting the historic fabric of the building while enabling its continued, safe, and effective use in line with its long-established purpose.