



***DESIGN, ACCESS AND HERITAGE STATEMENT IN SUPPORT OF
PROPOSED MINOR MODIFICATION TO APPLICATION
137833/LO/2023 (CONGESTION RELIEF WORKS TO
MANCHESTER OXFORD ROAD STATION)***

January 2024



Introduction

This Design and Access Statement has been prepared in order to support a Listed Building Consent (LBC) application in relation to a package of minor additional scope for the previously-consented (and completed) package of congestion relief works at Manchester Oxford Road railway station.

LBC application 137833/LO/2023 granted Listed Building Consent for congestion relief works consisting of installation of new ticket barriers, works to the ticket office, relocation of CIS display screens and other associated M&E works including alteration to the lighting layout and provision of additional CCTV Cameras. LBC was granted on 29 January 2024. The scope proposed in this new LBC application proposes minor works required following the implementation of the above scheme.

The proposed additional works consist of the following scope:

- Air-Conditioning Unit: We propose to install a wall-mounted air-conditioning unit in the new ticket office.
- Replacement of External Wall Panels: We propose to replace two external wall panels to the ticket office with glazed panels.
- Anti-glare films: We propose to install anti-glare film to all glazing on the ticket office exterior.

The 'Proposals' section below explains the works in further detail, setting out the rationale and justification for the proposals. This will also include analysis of the proposals' heritage implications to satisfy the requirements of the National Planning Policy Framework and relevant local planning policy.

Site and Surroundings

Manchester Oxford Road railway station is a railway station in Manchester, at the junction of Whitworth Street West and Oxford Street. It opened in 1849 and was rebuilt in 1960. It is the second busiest of the four stations in Manchester city centre.

The station serves the southern part of Manchester city centre and consists of four through platforms and one terminating bay platform. The station lies on the route of the original Manchester South Junction and Altrincham Railway (MSJ&AR), one of the country's earliest suburban railways and the first in Manchester.

Manchester Oxford Road Station is built over a Grade II listed viaduct constructed by the MSJ&AR in 1839. This impressive structure comprises two hundred and twenty-four brick arches and a series of decorative Gothic-style ironwork bridges, which extends for one and three quarter miles from Manchester Piccadilly Station via Deansgate Station to Castlefield, where the viaduct bifurcates to provide both north-south and east-west trans-Pennine rail routes. A new stretch of line at Castlefield, the 'Ordsall Chord' introduced in 2017, provides a direct route through Manchester Oxford Road Station for trains to run from Manchester Piccadilly to Manchester Victoria.

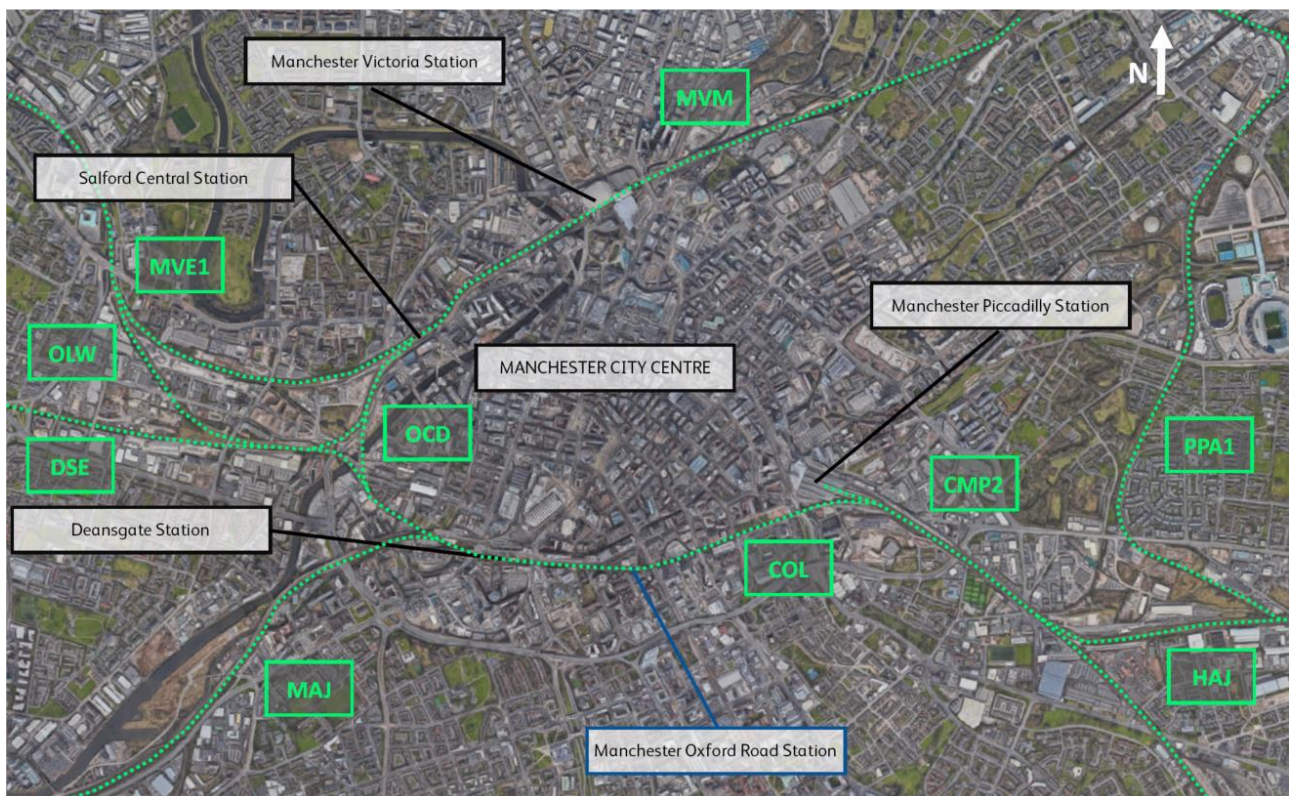


Figure 1 - Map showing Manchester Oxford Road Station in relation to Manchester city centre and other mainline stations within the city centre.

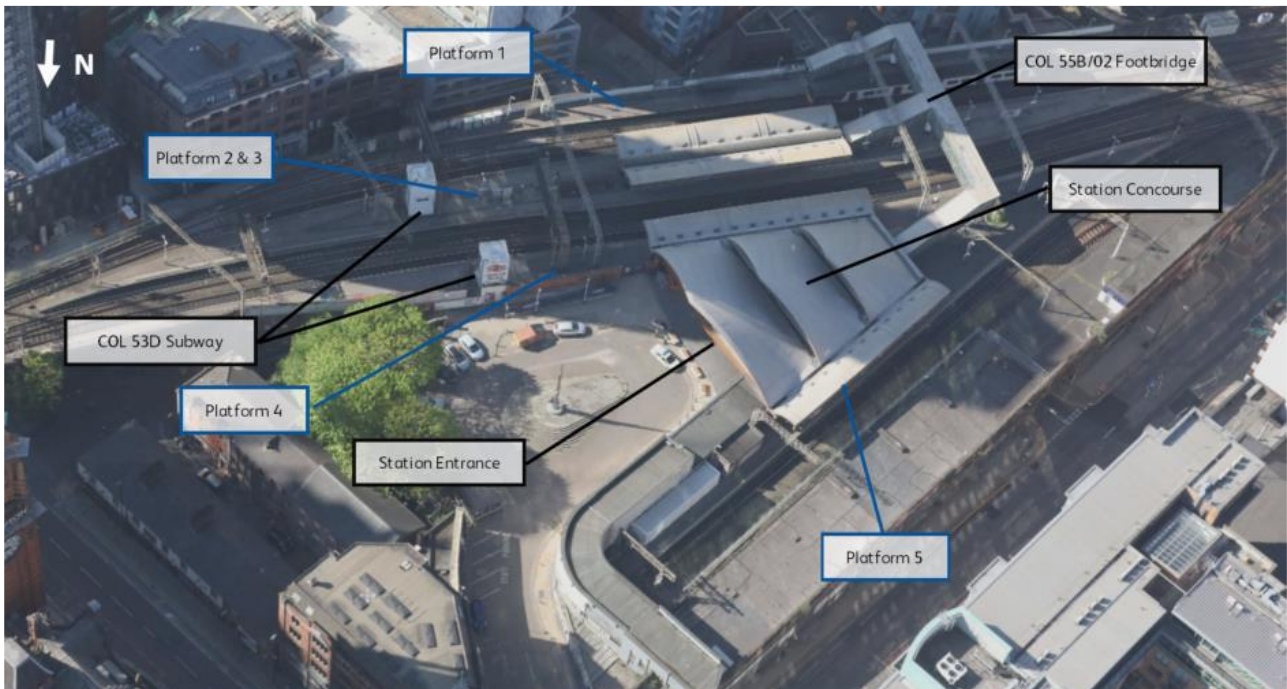


Figure 2 - Aerial image showing Manchester Oxford Road Station

Legislative and policy context

The Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) governs the designation and works to listed buildings in England. The Act states in **s.1 (5)**:

‘In this Act “listed building” means a building which is for the time being included in a list compiled or approved by the Secretary of State under this section; and for the purposes of this Act—

(a) any object or structure fixed to the building;

(b) any object or structure within the curtilage of the building which, although not fixed to the building, forms part of the land and has done so since before 1st July 1948, shall be treated as part of the building.’

Under the Act, no one is permitted to undertake or cause to be undertaken any works that would affect the character of a listed building unless the works are authorised. Section 16 of

the Act identifies that whether such works can be carried out is determined by the local planning authority or the Secretary of State:

‘(1) Subject to the previous provisions of this Part, the local planning authority or, as the case may be, the Secretary of State may grant or refuse an application for listed building consent and, if they grant consent, may grant it subject to conditions.

(2) In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

(3) Any listed building consent shall (except in so far as it otherwise provides) ensure for the benefit of the building and of all persons for the time being interested in it.’

In relation to the granting of Listed Building Consent, Section 17 of the Act stipulates that conditions attached to Listed Building Consent may include those with respect to:

‘(a) the preservation of particular features of the building, either as part of it or after severance from it;

(b) the making good, after the works are completed, of any damage caused to the building by the works; [and]

(c) the reconstruction of the building or any part of it following the execution of any works, with the use of original materials so far as practicable and with such alterations of the interior of the building as may be specified in the conditions’.

It is also defined in s.17 (2) that a condition *‘may also be imposed requiring specified details of the works (whether or not set out in the application) to be approved subsequently by the local planning authority or, in the case of consent granted by the Secretary of State, specifying whether such details are to be approved by the local planning authority or by him’.*

The Act also states in s.66 (1):

‘In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as

the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses’.

The Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) also governs duties of the local planning authority relating to conservation areas, particularly Sections 69, 72 and 74.

- Section 69 requires local planning authorities to define as conservation areas any *‘areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’*.
- Section 72 confers a general duty *‘with respect to any buildings or other land in a conservation area... special attention shall be paid to the desirability or preserving or enhancing the character or appearance of that area’*.
- Section 74 defines that demolition of a building in a conservation area is not permitted *‘without the consent of the appropriate authority’*.

National Policy

The National Planning Policy Framework (NPPF) provides the Government’s national planning policy on the conservation of the historic environment, supported by the Planning Practice Guidance (updated July 2019). This Heritage Statement aims to address relevant policy within the NPPF in relation to Section 16 ‘Conserving and enhancing the historic environment’ and includes an assessment of significance of the heritage assets and their setting that may be affected by the proposed works.

The following paragraphs as set out in the NPPF include key provisions considered of particular importance to this application.

- Paragraph 207 - *In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of*

the proposal on their significance.

- Paragraph 212 - *When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance.*

- Paragraph 213 - *Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*

- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

- Paragraph 214 - *Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- a) the nature of the heritage asset prevents all reasonable uses of the site; and*

- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*

- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*

- d) the harm or loss is outweighed by the benefit of bringing the site back into use.*

- Paragraph 215 – *Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.*

- Paragraph 216 – *The effect of an application on the significance of a non-designated*

heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgment will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The National Planning Practice Guidance (Historic Environment) (PPG, 2019) gives further information on how national policy is to be interpreted and applied locally. The PPG includes particular guidance on matters relating to protecting the historic environment.

Local policy

Manchester Core Strategy

When developing the proposals, regard was had to the policies within the Manchester Core Strategy, including the following:

Policy EN 3 - Heritage

Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre

Policy EC 1 - Employment and Economic Growth in Manchester (supporting text)

Ensuring access to job opportunities via sustainable transport such as walking and cycling, and public transport, such as bus routes, Metrolink and heavy rail is vital to improving the quality of life of residents through job opportunities, raising residents' wages and thereby increasing wealth

Policy T 1 - Sustainable Transport

To deliver a sustainable, high quality, integrated transport system...the Council will support proposals that: -Contribute to improvements to the extent and reliability of the public transport

network; Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.

Policy EN 1 - Design Principles and Strategic Character Areas

Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area

Development Proposals

The previously-consented works were driven primarily by significant congestion issues experienced at the station. The works undertaken through application 137833/LO/2023 sought to address and remedy these issues.

Subsequent to the implementation of the congestion relief works in July 2024, three issues have been identified when using the new facilities/infrastructure based on feedback from station staff and Northern Rail and thus additional work items have been proposed as detailed below.

- Air conditioning unit with new ticket office

Following relocation of ticket office staff from the previous ticket office to the new area an issue was identified with provision of air conditioning. The previous ticket office had a wall-mounted air-conditioning unit, which was omitted in the design of the new ticket office. As a result, the working environment for ticket office staff has become uncomfortably warm. To address this, we propose installing a wall-mounted air-conditioning unit on the new internal wall of the ticket office, vented through the flat roof, replicating the function of the previous unit. Efforts to provide free-standing air conditioning units to resolve the issue were unsuccessful and Northern have requested a fixed, wall mounted air conditioning unit within the ticket office to replicate the arrangement in the old ticket office.

The wall mounted unit will be connected to a unit on the building roof via a small extraction pipe which will pass through the station roof via a small hole. The roof mounted unit will be fixed to the roof structural members and will be hidden from all views around

the station i.e. people standing in the concourse and station exterior will be unable to see the unit due to the shape of the building and the height of the unit.

The proposed wall mounted air conditioning unit is a Dalkin FXAQ25A.

The proposed roof mounted air conditioning unit is a Dalkin RXYSCQ4TV1.

Drawing 175726-STR-XX-XXXX-DRG-EAR-000103 Revision C02 shows the new air conditioning on the rear wall of the ticket office.

Drawing 175726-STR-XX-XXXX-DRG-EAR-000203 Revision C04 (proposed North Elevation) shows the new air conditioning on the roof of the ticket office.

- Additional windows (2No.) for new ticket office

Upon bringing the new ticket office into service, it became evident that the ticket office windows at the front of the building are obscured to passengers approaching the station entrance. Replacing two of the currently solid panels with glazed panels will significantly improve the visibility of the ticket office counters and staff availability to customers. We believe this change will also enhance the aesthetic of the building, making it similar to the original ticket office counter, which featured a row of five glazed panels.

Drawing 175726-STR-XX-XXXX-DRG-EAR-000203 Revision C04 (proposed East Elevation) shows the new glazing for the ticket office.

Drawing 175726-STR-XX-XXXX-DRG-EAR-000401 Revision C02 (Details 2 and 3) shows the new glazing details for the ticket office which will match existing exactly.

See figures 2 and 3 in the images section to help show the limited sight lines in and out of the ticket office. Figures 4 and 5 show the solid panels to be replaced with glazing as part of this latest stage of works.

- Anti-glare film installation for new ticket office windows

Following installation of the two new ticket windows at the front of the station (as per LBC X) it has been identified that there is an issue with glare from the sun impacting the health and wellbeing of station ticket office staff.

The issue has arisen for two reasons that will be addressed separately:

1. Sun reflecting of the stainless steel cash trays and into the ticket office – this is proposed to be addressed via the installation of an anti-glare film applied to the

entirety of the stainless steel elements. This will not impact usage of the cash trays and limit light reflection.

2. Sun shining directly through the windows into the ticket office. This is primarily an issue for the large 2No. ticket window glazing panels however it is also an issue for the smaller higher level panels. This is proposed to be resolved via the installation of an anti-glare film on the inside face of all ticket office glazing which will reduce the light entering the ticket office whilst also maintaining visibility for staff interactions with the public during periods of daylight and at night.

The anti-glare film for the glazing is Spectra Select 70 (VS 70 SR CDF) by LLumac.

Drawing 175726-STR-XX-XXXX-DRG-EAR-000401 Revision C02 (Details 2 and 3) shows the anti-glare film for the glazing and cash tray.

See figure 6 in the images section to show an example of sun glare of the cash tray.

1 Images

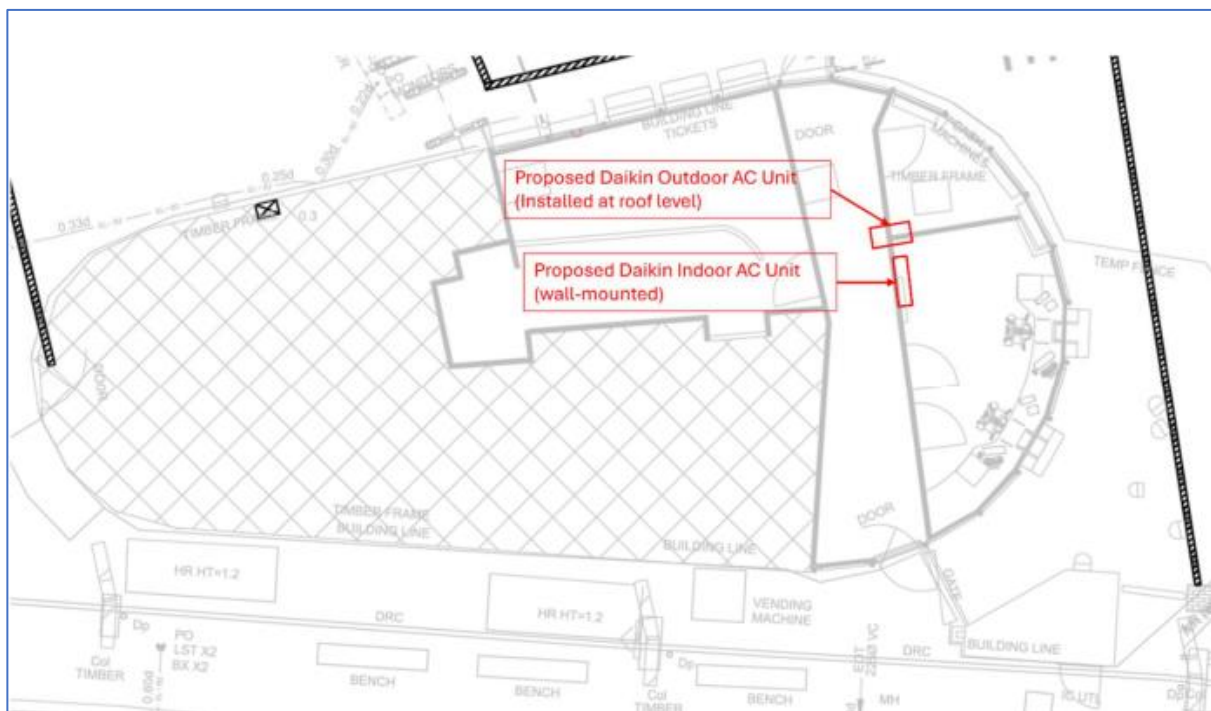


Figure 3 - Details of air conditioning units (internal and external)



Figure 4 - View of station exterior, second ticket desk is not visible from this angle



Figure 5 - View of station exterior, second ticket desk is not visible from this angle

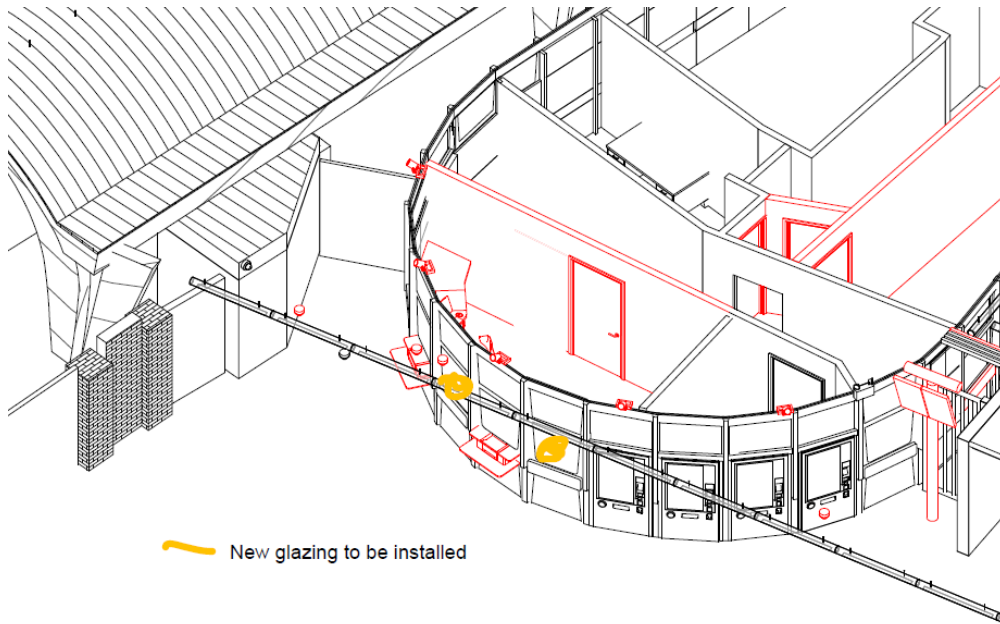


Figure 6 - Indication of new glazing to be installed



Figure 6 - Indication of new glazing to be installed



Figure 7 - Sun glare off cash tray

2 Data sheets

Spectra Select 70

VS 70 SR CDF

Performance Data

Technical data according to EN 410 and EN 673*

	4 mm single	4/16/4 mm double
Solar Energy Transmission, τ_a	40%	36%
Solar Energy Reflection, ρ_a	24%	26%
Solar Energy Absorption, α_a	36%	38%
Visible Light Transmission, τ_v	69%	63%
Visible Light Reflection (External), ρ_{ve}	8%	14%
Visible Light Reflection (Internal), ρ_{vi}	7%	11%
Ultraviolet Transmission, τ_{uv}		<1%
Ultraviolet Rejection		>99 %
g value	0.48	0.56
Shading Coefficient	0.55	0.64
Total Solar Energy Rejected	52%	44%
Glare Reduction		23%
U value, single glazing (W/m ² .K)	5.05	
U value, double glazing, Air filled (W/m ² .K)		2.54
Emissivity, ϵ_n		0.59
Colour Rendering Index, R_a	97	96
Film Colour / Appearance		Light Blue-Green
Installation position		Internal

Manufacturer's Limited Warranty**: 10 Years

Installation Notes: Edge sealing required if installation is within 10 km of lake, sea, ocean, etc. X-100 must not be used to install this film. Use Film On for installation.

Please check the complete Film to Glass Thermal Stress Compatibility Guidelines before film installation. Contact Eastman Performance Films for full details.
*The properties reported for Llumax anti-glare product films were calculated using EN410 methodology for film applied to single pane (clear glass pane) and dual pane glazing (from clear glass pane, 16mm air space). Reported values were calculated from representative product samples. Actual performance may vary based on a number of factors including glass properties, and liquid manufacturing parameters. Solar spectrum used: UV 300-380nm, Visible Light 380-780nm, IR 780-2500nm.
**Manufacturer's Limited Warranty validity: Europe only. Certain restrictions apply, see authorized dealer for warranty details.
†Detached created on 2010-10. For a more recent version please contact your Llumax representative.

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VS70 SR CDF

Figure 8 - Anti glare film for glazing as agreed on site following site testing

Wall mounted unit

FXAQ-A

R-410A

Indoor Units			FXAQ15A	FXAQ20A	FXAQ25A	FXAQ32A	FXAQ40A	FXAQ50A	FXAQ63A
Capacity	UK Total Cooling	kW	1.4	1.8	2.3	2.9	3.6	4.5	5.7
	UK Sensible Cooling	kW	1.4	1.8	2.0	2.4	3.3	3.7	4.6
	Nominal Cooling	kW	1.7	2.2	2.8	3.6	4.5	5.6	7.1
	Nominal Heating	kW	1.9	2.5	3.2	4.0	5.0	6.3	8.0
Air Flow Rate	High	m³/sec	0.140	0.152	0.157	0.163	0.203	0.240	0.305
	Low	m³/sec	0.117	0.117	0.117	0.117	0.162	0.192	0.225
Dimensions	Height x Width x Depth	mm	290 x 795 x 266				290 x 1050 x 269		
Weight		kg	12	12	12	12	15	15	15
Electrical Details	Running Current	amps	0.3	0.3	0.4	0.4	0.4	0.5	0.7
	Power Supply	Phase / Hz / V	1 / 50 / 230						
	Fuse Rating	amps	5						
Sound Level	Sound Pressure	High	32.0	33.0	35.0	37.5	37.0	41.0	46.5
		Low	28.5	28.5	28.5	28.5	33.5	35.5	38.5
	Sound Power	dB(A)	51.0	52.0	53.0	55.0	55.0	58.0	63.0
Piping Connections	Liquid	inch (mm)	1/4 (6.4)	1/4 (6.4)	1/4 (6.4)	1/4 (6.4)	1/4 (6.4)	1/4 (6.4)	3/8 (9.5)
	Gas	inch (mm)	1/2 (12.7)	1/2 (12.7)	1/2 (12.7)	1/2 (12.7)	1/2 (12.7)	1/2 (12.7)	5/8 (15.9)

Options & accessories

Adapters and controls	FXAQ 15~63A
Infrared remote control including receiver (Heat Pump)	BRC7EA628
"User-friendly wired remote controller with premium design (White) / (Silver) / (Black)"	BRC1H519W/S/B
Wired remote control with full-text interface and back-light	BRC1E53A/B/C
Standard wired remote control with weekly timer *4	BRC1D52
Simplified remote control (with operation mode button)	BRC2E52C
Simplified remote control (without operation mode button)	BRC3E52C
Intelligent Tablet Controller	DCC601A51
Intelligent Touch Controller	DCS601CS1
Intelligent Touch Manager	DCM601A51
DIII-net modbus interface	EKM8DXA
KNX interface	KLIC-DI
BACnet interface	DMS502A51
LowWorks interface	DMS504B51
Wiring adapter for external monitoring/control via dry contacts and setpoint control via 0-140Ω	KRP4A53
Wiring adapter for external central monitoring/control (controls 1 entire system)	KRP2A52
External control adapter for outdoor unit (installation on indoor unit)	DTA104A61
Adapter for multi-tenant applications (24VAC PCB power supply interface)	DTA114A61
Digital input adapter *2 *11	BRP7A51
Installation box / Mounting plate for adapter PCBs (For units where there is no space in the switchbox)	UKFB2
External wired temperature sensor	KRCS01-1
External wireless temperature sensor	KRSS
Wire Harness, required for connection to K.RSS	EKEWTSC
Connector for forced-off contact	Standard

*2 Installation box is necessary for these adapters

*4 Not recommended because of the limitation of the functions

11 Only possible in combination with BRC1H / BRC1/2/3E*

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Figure 9 - Wall mounted air conditioning unit data sheet



Figure 10 - Roof mounted air condition unit (RXYSCQ4TV1)

Assessment of Proposals

Impact on heritage assets

The scheme proposals will result in only very minor interventions to the station building. Although these works will require some intervention to the station fabric, in the most part this will have no resulting harm to the heritage asset. A couple of aspects of the required works will result in some physical changes to the fabric of the station and its appearance and these have been assessed to be a very minor degree of less than significant harm. This harm is assessed to be outweighed by the public benefits of the station improvements in particular limiting the congestion within the concourse and station frontage.

Public benefit Assessment

The proposals would preserve the significance of the station and its setting, securing its future use as an operational railway station – one of the key transport hubs in Manchester City Centre - whilst enabling a resolution to the congestion observed at the station. It is clear that the public benefits associated with improving the operating efficiency and passenger experience of Oxford Road Station outweighs the less than significant harm to the heritage asset.

The proposals are therefore in accordance with the thrust of MCC Core Strategy policies Policy EN 3 – Heritage, Policy EC 1 - Employment and Economic Growth in Manchester, Policy T 1 - Sustainable Transport and Policy EN 1 - Design Principles and Strategic Character Areas. It is thus concluded that the proposal would result in less than substantial harm in line with the NPPF (para 215) and meet the test of achieving public benefits which outweigh the harm to the significance of the station.

CONCLUSION

It is considered that the works are respectful to the character and appearance of the listed structure and there is a sound justification and strong public benefits associated with the scheme. This will be done in a manner that is respectful to the heritage significance of the station.

In light of the above, the proposals are considered to be in accordance with relevant policy stipulated by the NPPF and the Manchester Core Strategy. The proposals therefore satisfy both national and local planning policy regarding the balance test of the impact of development on significance of heritage assets and their setting, and the public benefits to be realised. Consequently, it is requested that Listed Building Consent be granted for the development.

