

*Design and Access and Heritage Statement for the
repair to truss 11 over platform 4 to the train shed of
Manchester Piccadilly railway station*

Date: September 2024



INTRODUCTION

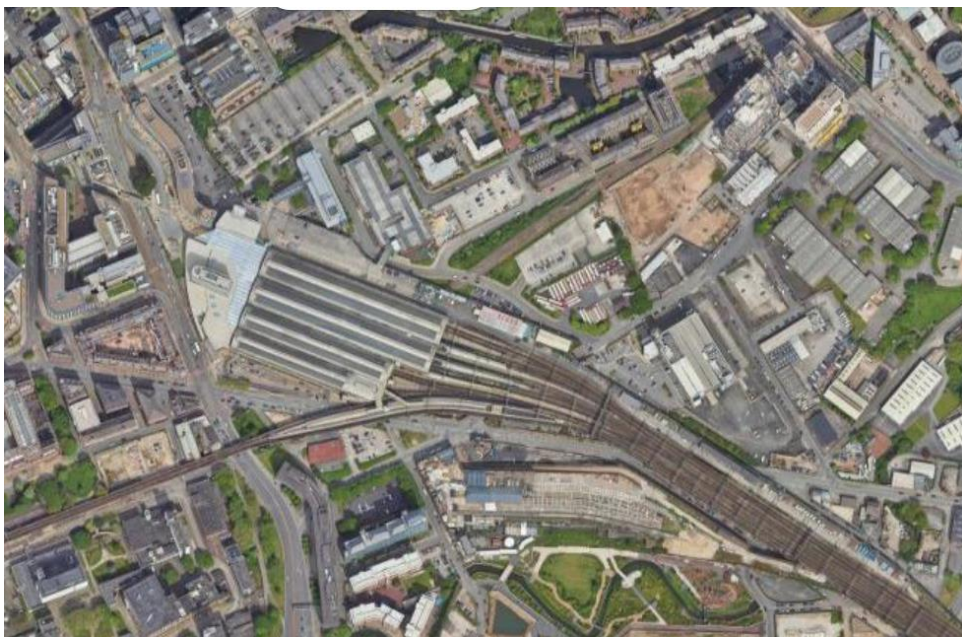
This Design and Access and Heritage Impact Statement has been prepared in order to support a Listed Building Consent (LBC) application in relation to the proposed temporary installation of debris containment netting at Manchester Piccadilly railway station.

This statement will provide context regarding the proposed project, outline the proposed works, and detail heritage considerations and relevant planning policy, with assessments of these.

Manchester Piccadilly is a Grade II listed building and as such Listed Building Consent is required for the works proposed. In terms of planning, the proposed works would not constitute 'development' and are also on operational land; they are required to provide a service in connection with the movement of traffic by rail. It is therefore considered to be permitted under Part 8 of the Town and Country Planning (General Permitted Development) (England) Order 2015.

SITE SURROUNDINGS & HISTORIC CONTEXT

Manchester Piccadilly is the principle mainline station in Manchester city centre, catering for a significant number of long-distance, regional and local services. The station is one of the busiest in the UK outside of London.



Manchester Piccadilly is the principle mainline station in the city of Manchester, serving numerous local and long distance services. The station consists of 14 platforms, with the bulk of these (12 platforms) located within a historic train shed. The remaining two platforms (platforms 13 & 14) are located to the southern side of the station, outside of the original train shed. The station and associated platforms occupy an elevated position, supported by a large network of arches.

The present day Piccadilly Station was originally opened in 1842, as Manchester London Road Station, originally serving as the terminus of the Manchester and Birmingham Railway (M&BR) and later the Sheffield, Ashton-under-Lyne and Manchester Railway (SA&MR).

There have been various phases of development at the station, which are detailed below:

The Manchester & Birmingham Railway Company opened the first railway terminus in the vicinity of the present-day Piccadilly Station in 1840, on a site at Travis Street, a short distance to the east of today's station.

Expansion by the Manchester & Birmingham Railway resulted in the extension of the original station to London Road, the site of today's station. The original arrangement of the station as a twin platform terminus was altered in 1862, when the London North Western and the Manchester, Sheffield and Lincolnshire Railway companies agreed to rebuild London Road Station. Further expansion of the station was completed in 1881, which resulted in an additional two spans being added to the train shed (its present-day arrangement).

Additional platforms were built at London Road for services operated by the Manchester, South Junction and Altrincham Railway Company. The original platforms were removed during the 1881 expansion works and replaced with an island platform above a bridge carrying the railway over Fairfield Street. These platforms form the present-day platforms 13 & 14, currently the only 'through' platforms at Piccadilly Station. The bridges collectively forming the section of elevated railway carrying platforms 13 & 14, between Cotswold Street and Travis Street, had their decks rebuilt in 1960 (<http://www.engineering-timelines.com/scripts/engineeringItem.asp?id=1086>).

As a consequence of the elevated nature of the station there is a network of arches supporting the station structure, encompassing the area between Store Street, Sheffield Street, Travis Street, Fairfield Street and London Road, known as Piccadilly Undercroft. This area is formed of a number of brick vault and jack-arch structures, generally running in a north-south alignment. Historic mapping shows that the arches were used for various warehousing, freight and transshipment uses, with the area to the east of the Travis Street/Fairfield Street junction used for equestrian stabling. Modification works were carried out to Piccadilly Undercroft in the late Twentieth Century in connection with the development of the Manchester Metrolink light rail system.

Significant alterations were carried out to the station in the late 1950s. This resulted in the demolition of various Victorian station and administration buildings at the entrance to the station, and the construction of a new concourse area and office block.

The concourse area was subject to further modification between 2000-2001, resulting in the removal and remodelling of the mid-twentieth century alterations, in preparation for the 2002 Commonwealth Games hosted by the city. The redeveloped station building is formed of a steel frame structure with concrete floors, with the new concourse supported by a concrete transfer structure situated above the original Victorian arches. Significant elements of the concourse building's external envelope are glazed, with another notable feature being sandstone cladding.

The concourse building has commercial units internally at both ground floor and mezzanine level. These units are all contemporaneous with the construction of the 2000-2001 station redevelopment and comprise of modern shop units with glazed frontages. The redevelopment also introduced a satellite lounge at bridge level above platforms 13 and 14, with a travellator providing access from the main station area.

Refurbishment works were carried out to the roof structure, circa 1998. The refurbishment works included the repainting of the structure, replacement of the cladding and glazing, installation of new purlins and repairs to several truss members.

The 'new' glazing system installed as part of this refurbishment was supplied by Pilkington and is known as Planar glazing. There is approximately 12,000m² of glazing on the train shed roofs at Piccadilly and it comprises 8mm thick monolithic toughened and heat soaked glass.

Directly underneath the glazing is a bespoke security netting fixed to the structure which has deteriorated at a number of locations.

PROPOSAL

Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, Network Rail is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway.

Network Rail have undertaken a small repair to the top chord of one of the truss arches that forms the train shed roof at Manchester Piccadilly Station. The repair lies to truss no. 11, directly over platform 4. This was highlighted during the installation of the new temporary air permeable netting, which has been considered under a separate application (ref: 140597/LO/2024).

The existing wrought iron section that is formed from riveted plates and angles into an "I" section has undergone large amounts of corrosion and loss of section that has found to affect the capacity of the roof structure in a Assessment report by Amey. It is proposed to replace the section loss with the installation of new steel angles fixed to the section using TCBs. The new steel will provide the equivalent area of steel as the original section had prior to corrosion.

The method of working is as follows:

- The existing steelwork will be cleaned using needle guns and wire removing any loose scale and rust, preparing it to ST3 surface standard.
- Fabrication operatives will take measurements of the damaged areas for the new over plates to be manufactured and coated with holes drilled off site.
- Once manufactured the new over plates will be offered up to prepared section of truss and secured with fully torqued TCBs between the existing rivets. The existing rivets will be retained.
- Once all repairs are carried out, painting operatives will ensure both old and new steel around and on the repairs are mech prepped to ST3 standards, and a new painting system applied.

ASSESSMENT OF HISTORIC SIGNIFICANCE

The requirement for applicants proposing to undertake works to heritage assets to describe the significance of the heritage asset affected is set out in the NPPF. Guidance to assist with assessing the asset's significance is provided in the Historic England document 'Managing Significance in Decision-Taking in the Historic Environment'.

Paragraph 7 of this document states '*Being able to properly assess the nature, extent and importance of the significance of a heritage asset and the contribution of its setting early in the process is very important to an*

applicant in order to conceive of and design a successful development and to the local planning authority in order to make decisions in line with legal requirements and the objectives of the development plan and the policy requirements of the NPPF'. When evaluating the existing significance of an asset, the Guide recommends assessing the nature of significance, extent of fabric and level of importance. These are all considered below.

Nature of Significance

The Historic England document 'Designation Listing Selection Guide: Transport Buildings' (2011) is of particular importance when assessing the historic value associated with railway infrastructure. This sets out four 'ages' of railway construction which, in descending importance, is as below:

- The pioneering first phase, 1825–41;
- The heroic age, 1841–50;
- The third phase 1850s–1870s, the consolidation of the network; and
- The fourth period, up to 1914, the completion of the network.

There has been a railway station in the vicinity since 1840 when the Manchester and Birmingham Railway (later the London and North Western Railway (LNWR)) established a temporary terminus station at Travis Street. The train shed set above a rail-served undercroft dates from circa 1866, but it was extended 1883 with significant remodelling 1958-1966 and 1998-2002.

Given the original construction date of circa 1840-1860's it is apparent that Manchester Piccadilly station stems from the heroic era of railway construction, as the country's network expanded with different railway companies competing for new routes.

It is apparent that the station possesses significance due to its historical and aesthetic value and also as a consequence of its grouping with, and relationship with, other heritage assets in proximity to it.

The nature of the station's significance is due to (but not necessarily limited to) the following:

1. Architectural Interest:

- Its architectural interest as a feat of late Victorian engineering.
- For the aesthetic quality of the train shed's design including the polychromatic brick elevations and the substantial decorated columns that support the large metal frame.
- For the extensive brick-vaulted and cast-iron former goods depot undercroft which survives well below platform level; and includes the remains of C19 sidings and track.

2. Historic Value

- It is one of Manchester's principal railway stations, providing a communal interest as being a main gateway to Manchester for over 130 years.;
- As an illustration of the dual importance of passenger and freight rail transport to the city and its C19 economic development.

3. Group Value

- As part of a strong group of C19 railway structures including the attached former goods offices to Piccadilly Station, London Warehouse to the north, and the MSJAR viaduct to the south (all listed Grade II).

The heritage value presented by the Train Shed and Piccadilly Station more generally includes:

- It is of considerable evidential value particularly in offering potential to demonstrate the growth of the railway during the late C19.
- It is of considerable historic value given its contribution to the development of the railway in Manchester.
- It is of considerable aesthetic value.

In terms of designated heritage assets, there are currently two separate Listings in respect of Manchester Piccadilly Station:

Name: TRAIN SHED AT PICCADILLY STATION

List entry Number: 1283014

Grade: II

Date first listed: 06-Jun-1994

List Description: Train shed. Probably 1881, being second remodelling of Store Street Station built in 1842. Brick undercroft and side walls, iron frame and glass roof. Very large rectangular plan. Large round-headed windows in the side walls; cast-iron columns supporting glazed roof of semi-circular arched spans, staggered at the south-east end.

Name: FORMER GOODS OFFICES TO PICCADILLY STATION, LONDON ROAD

List entry Number: 1197919

Grade: II

Date first listed: 06-Jun-1994

List Description: Station goods offices. c.1850-60. Sandstone ashlar. Facade to basement goods warehousing under station. Renaissance style. Two storeys, with lettered frieze over ground floor, pedimented doorway; round-headed windows at 1st floor with elaborate architraves.

ASSESSMENT AGAINST PLANNING POLICY

The key statutory test in the determination of an application for Listed Building Consent is set out in Section 66 of the Planning (Listed Building and Conservation Act 1990), this states:

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

Relevant National and Local planning policy is set out below.

National Planning Policy Framework

The NPPF was published in March 2012 and established the Government's vision for planning to help achieve sustainable development. Central to this is that economic, social and environmental gains should be sought through the planning system. The NPPF's approach to Heritage is fundamentally unchanged from that of PPS5, in that there is still a focus on the identification of 'heritage assets', outlining their 'significance' and considering any impact upon that significance as a consequence of any proposed works.

NPPF paragraph 128 establishes the information requirements for an application for consent affecting a heritage asset. Local Planning Authorities (LPAs) 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 129 details the policy principles that should guide LPAs in determining applications in relation to heritage assets. It states that in considering the impact of a proposal on any heritage asset, Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

When determining applications, LPAs should take account of (paragraph 131):

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality;
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 states that 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.

Paragraph 134 states that 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 securing its optimum viable use.

Local Planning Policy

Manchester Core Strategy

When developing the proposals, regarding 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.

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.

Network Rail understands the importance of approaching these works with care, to ensure that any proposed works at the station do not detract from its listing, or the character of the Conservation Area. The above policies place significance on both preserving and enhancing heritage assets and ensuring that future work will not be detrimental to the character of the listed structure. The NPPF confirms that wherever possible, heritage assets are put to an appropriate and viable use that is consistent with their conservation. That they are an infinite resource.

It is acknowledged that the train shed is one of the more historic elements of Manchester Piccadilly station, and Network Rail have tried to minimise the impact as much as possible. The truss repair is a very small section of the train shed roof; it will maintain its durability for future generations and would not detract from the character and form of the station.

It is considered that the repair is sympathetic to the existing steel framework of the train shed; the works will involve the removal of the corroded material and the overplating of new steel, which will be bolted into place. Only the defected steel will be cut away, the intention is to remove as little as possible, but still maintain a truss that its integrity is not undermined. Given its location, it will not be directly visible from the public vantage points. The repair was undertaken as part of the installation of the temporary netting on platform 4.

The heritage significance of the train shed roof can be contributed to its architecture and the large environment it creates. The nature of the structure is to provide a covering for the platforms below for protection of the passengers. It is considered that the repair to the truss over platform 4 will not impact upon this feeling of openness, of grandeur created by the train shed; and would therefore not detract from the historic significance of the station as a whole.

CONCLUSION

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. Consequently, it is requested that Listed Building Consent should be granted for the proposed development.