

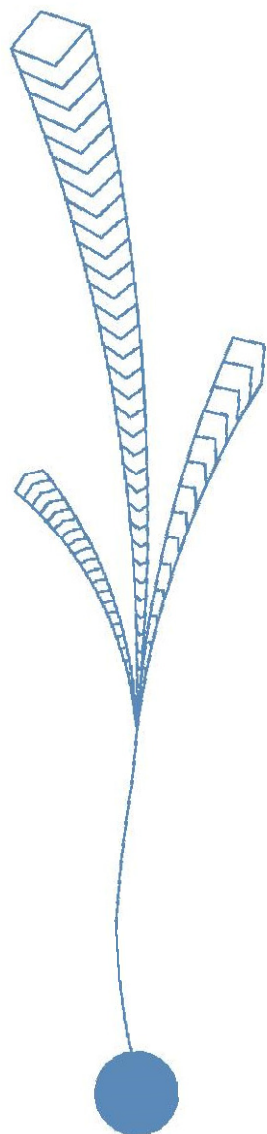
Rev 0

MANCHESTER VICTORIA STATION

Station Approach
Todd Street
Manchester
M3 1WY

Northern Railway

Design & Access statement
3205/DA001 Rev 0



Rev 0

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SEED
Architects!

1. INTRODUCTION

PURPOSE OF THE DOCUMENT

This document is in support of a new railing to the rear of Platform 2 at Manchester Victoria Station, to protect station users from the OLE (Overhead Line Equipment). This will replace temporary fencing, with a traditional style steel fence; homage to the heritage of Manchester Victoria Station. As well as this, metal plate covers on the pavement along Victoria Street Approach are proposed to be replaced with new pavement lights, designed to reflect the original. Existing pavement lights are also proposed to be refurbished, again, design to reflect the original.

This statement has been prepared on behalf of Northern Railway to accompany an application for planning permission made to Manchester City Council for the construction of a new railing adjacent to Platform 2 in Manchester Victoria Station (PP reference: PP-09915787). There are also proposed pavement lights replacing existing metal plates.

The Proposals aim to create a protective barrier, which simultaneously blends with its context of the historical station and make the space behind the platform a more inviting space.

This statement records the stages of design including design proposals. In addition, it provides an explanation of the final proposal and gives an understanding of the principles and concepts that have informed the design.

It is intended that this Design and Access statement is read in conjunction with the documents supplied as part of the planning application.



Manchester Victoria Station, Network Rail Media Centre <<https://www.networkrailmediacentre.co.uk/news/floods-of-investment-for-central-manchesters-iconic-station>>

2. SITE ANALYSIS

HISTORY



Victoria Station, Platform 12, June 1953. Sourced from Manchester Evening News, originally sourced from Manchester Local Image Collection at Manchester City Council URL <<https://www.manchestereveningnews.co.uk/news/nostalgia/victoria-station-manchester-history-pictures-11502841>>

Manchester Victoria Station, one of the three mainline railway stations in Manchester city centre, also accommodates a Metrolink tram stop. The station boasts an impressive 146 metre façade iron and glass canopy, as well as its Edwardian neo-Baroque façade.

The grade II listed station first opened its doors in 1844 with just one platform, gradually expanding to 17 platforms by 1909. Operated by Northern Rail, Victoria creates local and regional rail links in Northern England, including Manchester Airport, Rochdale, Leeds, Liverpool and Newcastle.

Victoria Station was made Grade II listed in 1988, due to its Edwardian neo-Baroque façade, sandstone ashlar office blocks and period features.

Between 1992 and 1996 Manchester Arena was connected to the station.

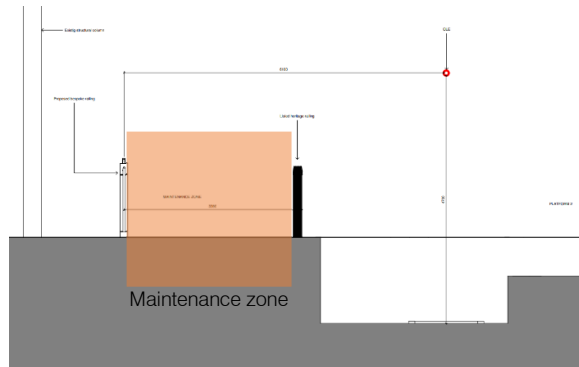
Major renovations on Victoria Station began in April 2013, with the electrification of lines, a new roof, new platforms, restoration of listed features, improved accessibility and upgraded retail units. The station was opened in October 2015, after the £44 million upgrade. The new 15,000 square metre roof, designed by BDP, is made from ethylene tetrafluoroethylene (ETFE), a strong plastic, the same used to make the domes at the Eden Project in Cornwall.

3. DESIGN

RAILING DESIGN



Existing temporary fencing



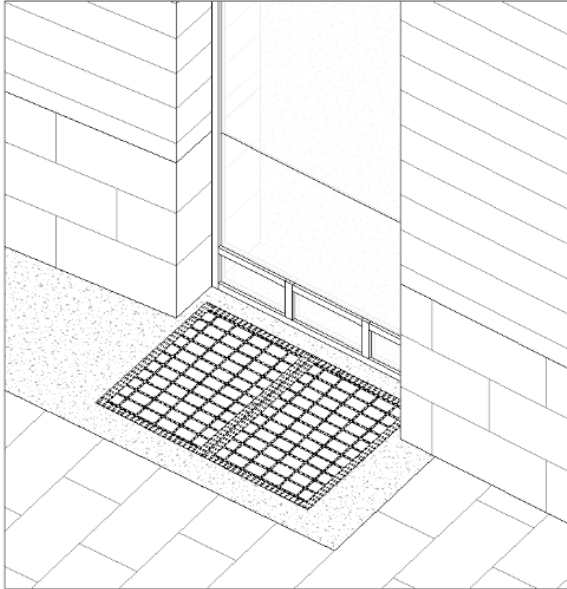
OLE clearance

The proposed railing design is to replace the temporary fencing in place which protects the station's users from the OLE. This will span from the footbridge adjacent to Platform 2, past the circular fire escape stairs, to the end of Platform 2.

There will be no impact on the existing building once construction has been completed.

The railing is to be up to 1.5m high, inspired by the design of the iron and glass canopy fixed to the façade where the Victoria Station Approach Entrance is located. This pays homage to the history of Manchester Victoria Station, displaying the names of various popular destinations, such as Scarborough, York, Leeds and Harrogate.

Two access gates are to be included along the railing, in keeping with the traditional design.



Typical proposed lightwell isometric



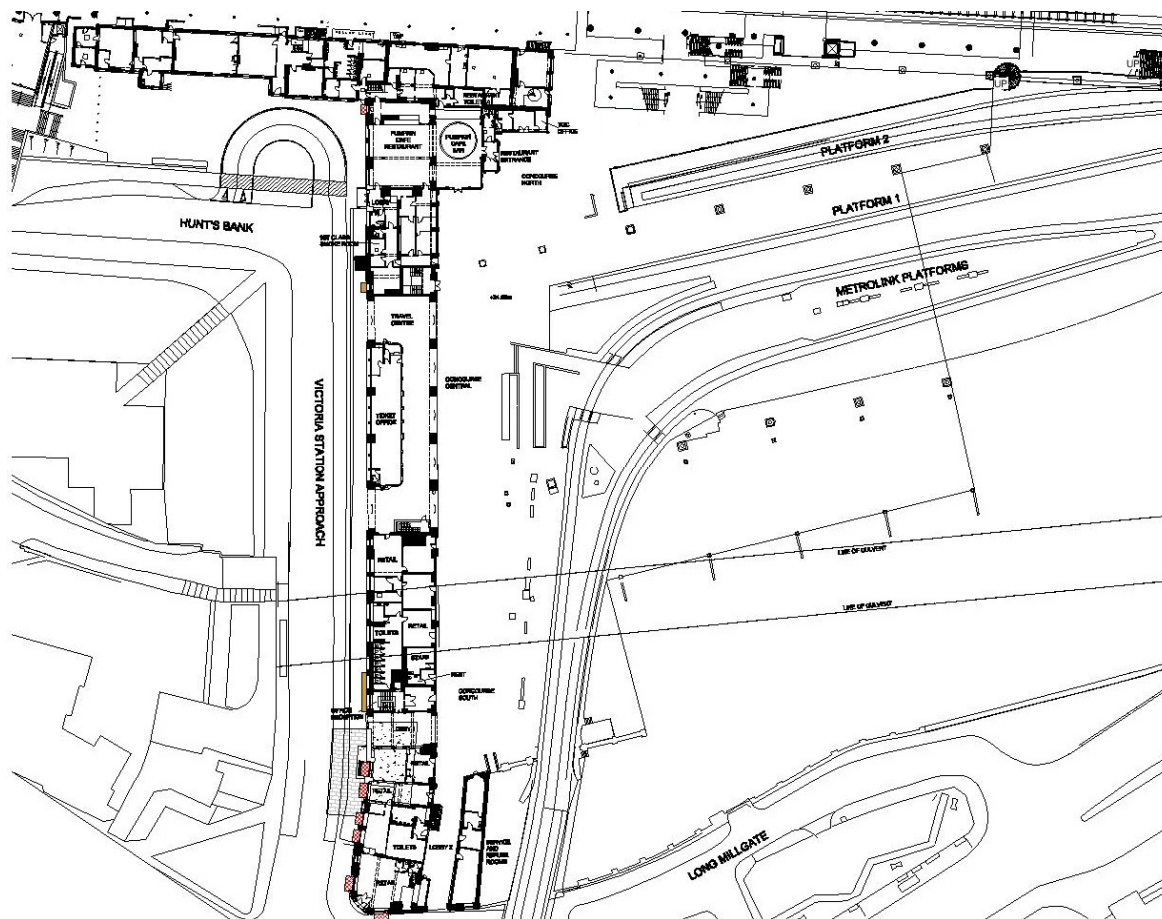
Photo of existing metal plate

PAVEMENT LIGHT DESIGN

Six proposed pavement lights are located against the Victoria Street Approach façade, to replace existing metal plate covers. The pavement lights are to be in the style of the existing pavement lights. Five existing pavement lights are to be refurbished, and any repairs required are to match the existing design.

The locations are shown on drawing number 00_001 - Lightwells Information.

The lights are to illuminate the listed sandstone façade, drawing attention to the original ornamentation, creating a landmark. This will also achieve a more inviting main entrance.



Proposed site plan

4. ACCESS

ACCESS TO THE BUILDING

There will be no changes to pedestrian routes or access. Cleaning and maintenance access is provided through two access gates which can be locked.