

Application for listed building consent for alterations, extension or demolition of a listed building.
Planning (Listed Buildings and Conservation Areas) Act 1990

Manchester Piccadilly Railway Station

Listed Building Consent – Renewal of CCTV Cameras

Heritage Statement

1 SUMMARY

Manchester Piccadilly Railway Station is a listed building. The associated application for which Listed Building Consent is sought, has taken account of national legislation and local planning objectives to provide a practical solution that respects the setting of **Manchester Piccadilly Railway Station** by its sensitive design. Furthermore, it is considered that the renewal of existing **CCTV Cameras** and **Customer Information System (CIS)** display screens are in keeping with the preservation status of **Manchester Piccadilly Railway Station** and do not detract from either its site, historic, or heritage context; or otherwise significantly alter its appearance. Specifically, the proposed works present an acceptable development, which has a reduced impact on the overall heritage considerations of **Manchester Piccadilly Railway Station** and represent improvements to its preservation status. Furthermore, the majority of the proposed works either fall outside the listed curtilage or alternatively may be regarded as *de minimis*. As a consequence, it is respectfully suggested that a full application under the Planning (Listed Buildings and Conservation Areas) Act 1990 should only be required for the development that is within the listed curtilage and may have an impact on the preservation status of the building.

Manchester Piccadilly Railway Station was Grade II Listed as a Building of Special Architectural or Historic Interest initially on the 6th June 1994. The listing has subsequently been amended and last revised on 19th July 2018.

The station was largely rebuilt between 2001 and 2002 to a high architectural standard to the designs of the **Building Design Partnership (BDP)** in order to increase the size of the concourse and improve road access in preparation for the 2002 Commonwealth Games. At the time, this was the most significant and expensive improvement on the UK rail network at a cost of over £100 million. Subsequently, **Manchester Piccadilly Railway Station** has earned the enviable accolade of the highest customer satisfaction level of any UK station with 92% of passengers satisfied with the station; compared to the national average of 60%.

The station approach and the notable modernist ‘wavy-fronted’ Gateway House by Richard Seifert, and the nineteenth century renaissance-style sandstone ashlar former Goods Office on the south side of the undercroft, facing London Road are both independently listed.

2 SITE CONTEXT

Manchester Piccadilly Railway Station is the largest railway terminus serving **Manchester City Centre**. It is the third-busiest station in the United Kingdom outside of London and also the fourth-busiest interchange station outside London, with over two million passengers changing trains annually. Six separate **Train Operating Companies (TOCs)** run services from the station.



There are two railway stations on the site, the mainline station, which serves InterCity, regional and local overground routes, and the street level light rail station on the **Manchester Metrolink** network. In addition to being a terminus, **Manchester Piccadilly Railway Station** also has two through-lines.

The entire station is owned and managed by **Network Rail** who have implemented successive improvements to the approved **Masterplan** for the development of the **Northern Hub Project**, now superseded by the **Great North Rail Project**. This is a series of proposed rail improvements across Northern England to stimulate economic growth. **Network Rail's** key objectives have been to redress congestion of rail traffic and saturation by reversing the long-standing policy of concentrating all inter-regional traffic at **Manchester Piccadilly**. This included construction of a new stretch of line at Castlefield, the 'Ordsall Chord' introduced in 2017, which provides a direct route between **Manchester Piccadilly** and **Manchester Victoria Railway Stations**.

The main entrance from **London Road** leads to the mainline concourse with ground floor and mezzanine levels separated from the terminus platforms by a glass curtain wall. The **Fairfield Street** entrance leads to the **Metrolink Station** and is also linked to the rail platforms by escalators. The station's **Undercroft** comprises cast-iron columns and brick arches, which support the terminus platforms above. This was once a covered goods yard, but converted to provide two platforms for the **Manchester Metrolink** light rail system, which had first opened in 1992. Sadly, the once ornate columns have been encased in concrete for protection in the event of collision.

Recent improvements at **Manchester Piccadilly Railway Station** have also focussed on increasing accessibility and pedestrian traffic flows through the station, including lift renewals to make step-free

access more reliable to the station platforms. However, the existing CCTV system that was introduced in 2010 to enhance the sense of safety and security of members of the public using or meeting trains at **Manchester Piccadilly Railway Station** now requires renewal.

3 HISTORIC CONTEXT

Manchester Piccadilly Railway Station was originally named Manchester London Road, which served the **London and North Western Railway (LNWR)**, the **Great Central Railway (GCR)**, and the **North Staffordshire Railway (NSR)** until they were superseded by the **London, Midland, and Scottish Railway (LMS)** and the **London and North Eastern Railway (LNER)** following the Railway Grouping in 1923.

With nationalisation in 1948, Manchester London Road Station fell into progressive decline under **British Railways (BR)**, who ran it as two independent stations separated by iron railings located along Platform 5. On one side was the **BR London Midland Region (BR-LMR)**; on the other side was the **BR Eastern Region (BR-ER)**!

BR renamed Manchester London Road as Manchester Piccadilly on 12th September 1960 when it reopened after major reconstruction for BR-LMR's electric train services to London. The Island Platforms 13 and 14 were rebuilt and lengthened as part of the reconstruction, and the cast iron arches and spandrels carrying them encased in concrete. The island platforms were rebuilt and lengthened again in 1988.

The glass roof train shed over the terminus platforms which was originally clad in slate with some integral glazing was completely replaced in the late 1990s in toughened glass.

4 HERITAGE CONTEXT

By the late 1850s rail traffic had increased substantially, and the overcrowded existing site had to be extended. In 1862, the LNWR embarked upon building a 'joint' station with the **Manchester, Sheffield and Lincolnshire Railway (MS&LR)**. There was a fatal accident during construction, when part of the long iron and glass roof collapsed killing two workmen and injuring thirty others.

However, the relationship between the two railway companies deteriorated, which resulted in the MS&LR occupying the north-eastern side and the LNWR the south-western side. The station was given a new entrance building and concourse with each company having separate booking offices and passenger facilities! The principal heritage interest of **Manchester Piccadilly Railway Station** is the **Train Shed** and **Undercroft**, which date from the early 1880s when the station was enlarged again. The 656 ft (200 m) long **Train Shed** has distinctive polychromatic elevations with moulded brick decoration and chamfered detailing, and stone ashlar dressings.

Notably, the northern wall retains a red-marble water fountain inscribed '1865!'





The listed **Train Shed** roof comprises four spans. The two spans built during the 1860s over Platforms 1 to 8 are 607 ft (185 metres) long, while the length of the two spans constructed in the early 1880s over Platforms 9 to 12 have been shortened. The roof is carried on longitudinal lattice girders supported by masonry walls alongside Platforms 1 and 12, and rows of cast iron columns along the platforms. Each of the four roof-spans has a series of curved wrought-iron trusses with ties and cast-iron struts similar to those at Manchester Victoria and Liverpool Lime Street stations. There is a single row of

columns along the side walls of Platforms 1 and 12, and a row of similar single columns down the centre of Platforms 4 & 5 and Platforms 10 & 11 respectively. Between Platforms 8 & 9 there is a row of double columns, which have replaced the original south-side wall before the **Train Shed** was extended. The columns are painted in their original livery and have foliate-decorated bases, composite capitals topped by pairs of large brackets with decorative spandrels.



The ‘through’ island Platforms 13 and 14 are situated on skew-arch girder bridges with ten cast iron arch ribs as part of a long brick arch viaduct topped with open stonework parapets designed by George W. Buck. These date from May 1882, when the original bridge and platforms built by the **Manchester South Junction and Altrincham Railway (MSJ&AR)** over Fairfield Street were demolished.

The external walls of the **Train Shed** comprise a series of long recessed bays with metal windows between flat brick pilasters, and stone detailing. The southern elevation is of yellow-brick Flemish-bond with polychromatic, blue- and red brick decoration to the banding, voussoirs, and corbels. The northern elevation is similar, but of red-brick English bond on a brick plinth with ashlar capstones. The window bays are formed by brick-voussoir arches with over-sized keystones, and have stone sills, and set with



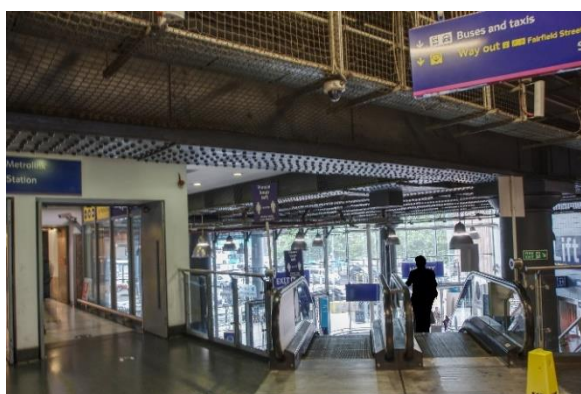
round-head cast-iron window frames, which incorporate ornate ironwork and six-pane windows. Stepped brick corbels above the line of windows support a parapet decorated by platbands.



Beneath the station at street level, there is an extensive brick-vaulted **Undercroft** to the east and west of a skewed-arch railway tunnel - now incorporated into the Metrolink network. The **Undercroft**, which originally housed the goods sidings, is enclosed by retaining walls and extends between Store Street, Sheffield Street, Travis Street, Fairfield Street, and the separately Grade II listed goods office on London Road.

Decorated cast-iron columns similar to those in the *Train Shed* support the structures above. The *Undercroft* is mainly open under the *Train Shed* and along Sheffield Street and Fairfield Street to the north and south respectively.

On the south side under Platform 12, the Fairfield Street entrance leads to the Metrolink station and is linked to the rail platforms by escalators. There are three rows of large cast-iron columns supporting a brick jack-arch roof set on riveted girders, now giving access to the taxi road and drop-off, and short-term parking. On the other side of the station to the north of the *Train Shed*, a cast-iron colonnade supports the former unenclosed goods yard deck. Sadly, some of the original *Undercroft* cast-iron columns have been encased in concrete.



The main entrance fronted from London Road by Gateway House leads to the concourse ground floor with a glass partition wall and ticket barriers separating it from the platforms. Other late twentieth century developments include the Metrolink station, and the insertion of a mezzanine along with lifts, escalators, and retail units. A ‘satellite lounge’ has been constructed between the end of Platform 12 and the ‘through’ Platforms 13 & 14 over Fairfield Street beyond the extent of the *Undercroft*.

5 IMPACT OF THE PROPOSALS ON THE PRESERVATION STATUS OF MANCHESTER PICCADILLY STATION

The proposed installation respects both the heritage and the high architectural composure of the more recent developments of *Manchester Piccadilly Railway Station*. The scope of works provides for the repair and reinstatement of legacy damage to masonry and is consistent with a state-of-the-art railway terminus and passenger interchange serving one of the World’s great cities.

Drawings in the series *MAN-NWR-LBR-PLAN-191000-Y641_P02-Layouts 1 to 5 of 20* show the areas of the station affected by the proposals. Drawings in the series *MAN-NWR-LBR-PLAN-191000-Y641_P02-Layouts 6 to 16 of 20* present views of the CCTV cameras in the proposed locations along with photomontages of the existing condition and after the proposed works have been completed and cross-reference the engineering details of the fixings, and containment and conduit to be used. Drawings in the series *MAN-NWR-LBR-PLAN-191000-Y641_P02-Layouts 17 to 20 of 20* are the engineering details demonstrating how the proposals will enhance the architectural, historic character, and appearance of *Manchester Piccadilly Railway Station*.

Particular attention has been given to demonstrating how the preservation status of affected locations will be improved by the reinstatement of damaged masonry, and the permanent removal of redundant equipment and supporting infrastructure. The potential impact on the visual amenity will be mitigated by the re-use of the existing fixings, conduit, and containment wherever possible.

Where the existing fabric of the building has already been penetrated, adapter plates will be made in order that the existing holes may be re-used without causing further damage to the masonry. Where the existing fabric of the building has already been penetrated and adapter plates are not suitable, the

existing CCTV cameras will be recovered along with the associated fixings and containment. Damage to masonry will be first made good to a high standard by a qualified mason before the installation of new equipment commences. New holes will then be made to accommodate the new fixings in the face of the blockwork in order to avoid possible damage to the edges of the blocks themselves and disturbing the mortar.

In all other situations, new fixings will be fully reversible such as clampings that do not damage the fabric of the building. All fixings, containment and conduit will be painted to match the existing structure in proximity to the affected areas.

Specifically; a commitment is given that:

- (i) only new fixings, containment and conduit that is essential will be introduced
- (ii) otherwise only pre-existing fixings, containment and conduit will be used
- (iii) wherever practical cables will be clipped to existing structural members and concealed
- (iv) legacy damage from the removal of fixings, containment and conduit will be made good to a high standard.

The principal conservation design objective is the unobtrusive introduction of new associated containment and conduit that may be necessary to protect the data and electrical infrastructure supporting the CCTV cameras.

6 FUTURE DEVELOPMENT PROPOSALS

Further developments including improvements and expansion plans have been proposed including a new **Manchester Piccadilly High Speed Station** to be built on a viaduct parallel to the north side of the existing station. The present Piccadilly Metrolink stop is proposed to be relocated from ground-level below the existing station platforms to a new larger underground station beneath the high-speed station. On the south side, the existing Platforms 13 & 14 will have a further two platforms constructed alongside as part of the Manchester Piccadilly and Manchester Oxford Road Capacity Scheme.

7 CONCLUSION

Despite the alterations, **Manchester Piccadilly Railway Station** presents the original **Train Shed** and **Undercroft** in a good state of preservation. The modern additions are generally to a high architectural standard. The design proposals for which Listed Building Consent is sought seek to respect the heritage of **Manchester Piccadilly Railway Station** and enhance its preservation status.

Signed:

Dated: 08 March 2023

Colin R. Coleman
(Agent)

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