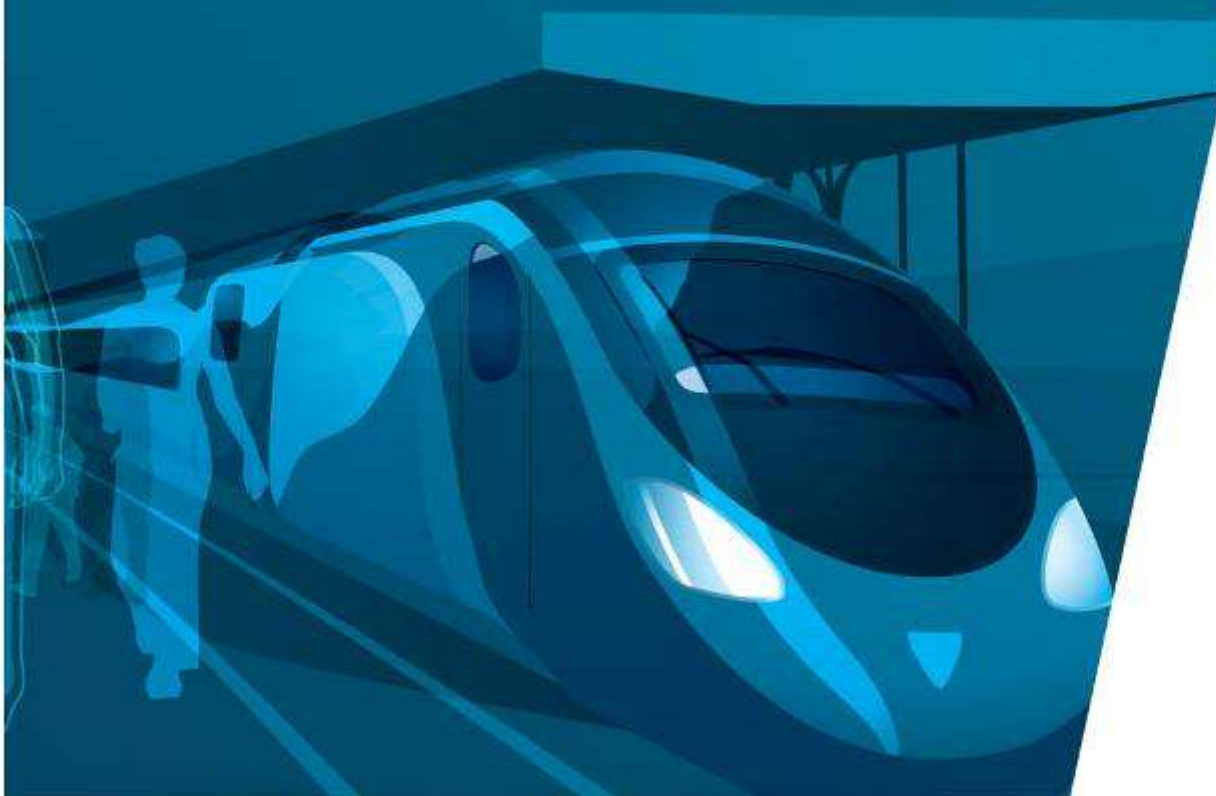


*DESIGN, ACCESS AND HERITAGE STATEMENT IN SUPPORT OF
INSTALLATION OF 5 RAPID ELECTRIC VEHICLE CHARGERS, AND
ASSOCIATED WORKS, TO MANCHESTER PICCADILLY STATION
SHORT STAY CAR PARK*

March 2023



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 installation of 3 rapid EV chargers, and associated works, to the Fairfield St short stay car park at Manchester Piccadilly railway station.

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 are on operational land, and are required to provide a service in connection with the movement of traffic by rail. This is permitted under Part 8 of the Town and Country Planning (General Permitted Development) (England) Order 2015, as they are works required in connection with the movement of traffic by rail on operational land. 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.

This revised Statement provides detail on revised scheme proposals. The proposals detailed in the original LBC submission specified five EV chargers. Following discussion with Manchester City Council this has now been reduced to three chargers, with modifications to the cable routing.

Site and Surroundings

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 transhipment 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 traveller providing access from the main station area.

Heritage Value

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

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.

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

- Its historic interest in relation to railway development in Manchester.
- Its architectural interest as a feat of late Victorian engineering.
- Its communal interest as being a main gateway to Manchester for over 130 years.

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.

Project Context

As part of DfT's aim to have one of the best electric vehicle infrastructure facilities, this programme will enable current and prospective electric vehicle drivers being able to easily locate and access electric vehicle charging infrastructure that is affordable, efficient, and reliable. The provision of electric vehicle charging infrastructure at stations will contribute to the government's "Road to Zero" strategy, which aims for at least half of new cars to be ultra-low emission by 2030.

NR has a prime role to play in the government's decarbonisation agenda and to contribute to the achievement of the Government's ambition, NR has committed to deliver the provision of electric vehicle charging infrastructure at stations. To this end, targets have been agreed with the government for the deployment of charge point infrastructure at station car parks for public vehicles.

Manchester Piccadilly Station is one of a number of locations which form part of the Phase 2 of the EV Charging Programme and EV charging bays have been proposed for Manchester Piccadilly Station Short Stay Car Park. Manchester Piccadilly Station Short Stay car park is located off Fairfield Street on the south side of the station. The entrance to the car park is on the south east side, a one-way through road loops around and the exit point from the car park is adjacent to the entry point. The area houses a taxi rank area, drop off zones and the short stay car park.

To the east and west side of the car park are entrances to Manchester Piccadilly Station, the access points take you up to the station area above. To the north of the car park is the entrance to the

Metrolink area which is beneath the station. North of the Metrolink area are the Undercroft arches, an area comprising brickwork arches which also house equipment rooms, again beneath the station. Currently, no existing EV charging infrastructure is present on-site.

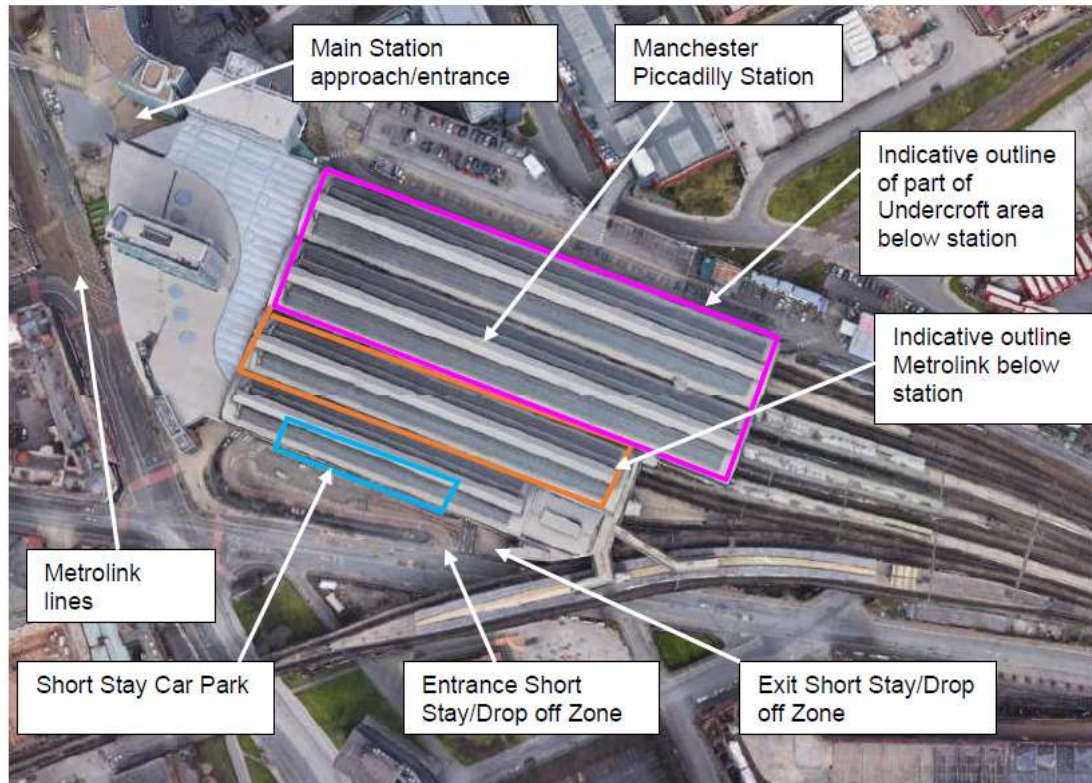


Figure 1 – Aerial View Manchester Piccadilly Station



Figure 2 – Aerial View Manchester Short Stay Car Park

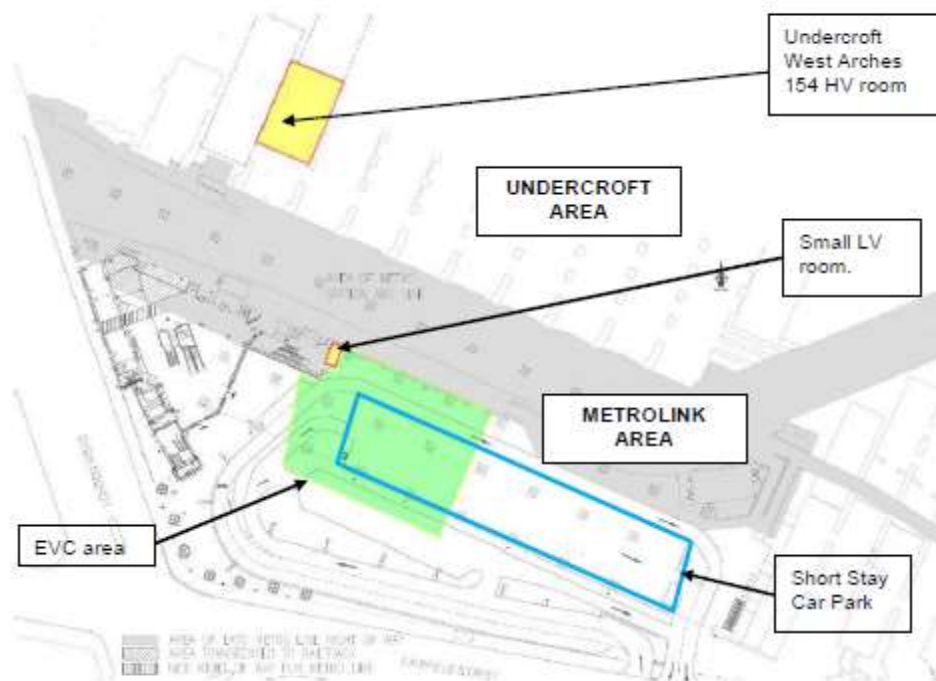


Figure 3 – Layout of car park surface level

It is proposed to install 3No. Rapid EV charge points within the Short Stay car park. The Initial cable routing proposed would have the cables contained within cable trays and attached to the existing building. This was changed to a proposal that is be more cost effective and easy to install.

The previous cable route was to be routed on the existing high level cable ladder out of the switch room. At the external area of the switch room, new cable trays were proposed at high level and routed below the ceiling of the undercroft area and above the metro station before routed on the existing cable trays.

However, the new accepted cable route would be in cleats (please see submitted drawing) as opposed to cable trays. Discussions were held with Manchester City Council on the new proposed cable routing with a concept design submitted for review. The new cable routing was accepted in principle (please see submitted summary of correspondence between Network Rail and MCC).

In addition to the above, the scheme proposals have reduced the number of rapid EV chargers from 5 to 3 due to cost constraints. This would also mean a reduction in visual clutter to the station. Please see the attached specification for the Compleo CITO 500 rapid EV charger.

Planning Policy

Network Rail acknowledges that combinations of the following policy documents are currently used to determine planning applications within Manchester:

- National Planning Policy Framework (NPPF)
- Manchester Core Strategy

National Planning Policy

Chapter 16 (Conserving and enhancing the historic environment) of the NPPF sets out the Government Planning Policy in relation to historic assets. The NPPF requires that the nature, extent and importance of the significance of a heritage asset be assessed. Paragraph 185 of the NPPF requires that Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. The strategy should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of

a place.

Paragraph 189 of the NPPF states that:

“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 195 states that:

“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:

- the nature of the heritage asset prevents all reasonable uses of the site; and*
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
- the harm or loss is outweighed by the benefit of bringing the site back into use.”*

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; 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

Assessment of Proposals

Network Rail believes that the proposal is in accordance with both national and local planning policy. The proposed works represent an important programme of works to assist with the rollout of EV chargers. This is essential to providing a modern service for passengers, providing a contribution to efforts to decarbonise the railway. The scheme will contribute to the government's "Road to Zero" strategy, which aims for at least half of new cars to be ultra-low emission by 2030.

Local Plan Policy T 1 makes specific reference to the promotion of developments with suitable and appropriate electric vehicle charging provision. The proposed development will be consistent with the drive to delivery charging infrastructure. This will be executed in a manner that is sympathetic to the historic and architectural importance of this Grade II listed station.

As noted above, paragraph 195 of the NPPF provides guidance on how to consider harm to a heritage asset explaining that "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."

Network Rail considers that the proposed installations to introduce electric vehicle charging to Manchester Piccadilly Station would result in less than substantial harm to the significance of this Grade II Listed building and its setting and therefore the LBC application need not be considered against paragraph 185 of the NPPF. Nonetheless, Network Rail considers that the proposed infrastructure to provide a good level of EV charging within the station will achieve public benefits which would outweigh any harm.

In relation to paragraph 189 of the NPPF, Network Rail believes that it has provided significant justification for the proposed works to Manchester Piccadilly Station. This justification is presented within this statement and the supporting material which has been submitted as part of this LBC application.

Conclusion

It is considered that the works proposed are respectful to the character and appearance of the listed structure. The proposed works will be carried out in a sympathetic manner that harmonises with the context of the surrounding listed building.

In light of the above, the proposals are considered to be in accordance with relevant policy stipulated by the NPPF and the Manchester Local Plan. Consequently, it is requested that Listed Building Consent be granted for the proposed development.

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