

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

Design and Access Statement

1 SUMMARY

Listed Building Consent is sought for the permanent installation of a new CCTV system at **Manchester Piccadilly Railway Station** to replace the existing CCTV system that was installed in 2010 and is towards the end of its life-cycle. The new system will comprise four hundred and seventy-five CCTV cameras, of which most have previously been determined as ‘*de minimis*’ by the Conservation Officer or lie outside the listed curtilage. There will also be ten customer information displays installed which have also been determined as ‘*de minimis*’. As a consequence, the accompanying Listed Building Consent Application relates to just twenty-three CCTV cameras that require Listed Building Consent. These are identified in **Appendix A: MAN-NWR-LBR-PLAN-191000-Y641_P02 Master Drawing Index**.

The opportunity will be taken to remove all cameras that are being replaced, along with redundant cabling, containment and conduit, and to make good legacy damage to a high standard.

2 JUSTIFICATION FOR THE APPLICATION

Manchester Piccadilly Railway Station is a major station owned and operated directly by Network Rail. An obligation incumbent on Network Rail is to enhance the sense of safety and security of using or meeting trains at **Manchester Piccadilly Railway Station**. The proposed works discharge this obligation. The replacement CCTV cameras proposed are of contemporary design and state-of-the-art technology, which will have a reduced impact on the heritage of **Manchester Piccadilly Railway Station**, both visually and by the removal of redundant supporting infrastructure. Additional benefits include lower operational and maintenance costs.

3 DESCRIPTION OF THE PROPOSED WORKS FOR WHICH LISTED BUILDING CONSENT IS SOUGHT

3.1 Station Location Plan

Drawing **MAN/NWR/LBR/PLAN/190000/T910_P02 Layout 1 of 1** is the Station Location Plan showing the area owned by Network Rail.

3.2 General

Please refer to the drawings in the series **MAN/NWR/LBR/PLAN/191000/Y641_P02 Layouts 1 to 20**.

MAN/NWR/LBR/SCH/191000/Y641_P02 Master Drawing Index identifies those CCTV cameras to be replaced, permanently removed, or subject to a new installation that are in areas of the station for which the formal Listed Building Consent is sought; specifically, the **Main Concourse**, **Platform 1** and **Platform 12, Fairfield Street & Mezzanine**, the **Overbridge & Satellite Lounge**, and the **Undercroft**.

The twenty drawings referenced by **MAN/NWR/LBR/SCH/191000/Y641_P02 Master Drawing Index** present views of the CCTV cameras in various typical new locations with photomontages of the existing condition and after the proposed works have been completed.

3.3 Equipment Location Plans

The following drawings show the location of the CCTV cameras in the areas of the station affected by the proposals observing the Network Rail colour key convention:

MAN/NWR/LBR/PLAN/191000/Y641_P02 Layout 1 of 20: Existing Equipment
MAN/NWR/LBR/PLAN/191000/Y641_P02 Layout 2 of 20: Equipment to be Replaced
MAN/NWR/LBR/PLAN/191000/Y641_P02 Layout 3 of 20: Equipment to be Recovered
MAN/NWR/LBR/PLAN/191000/Y641_P02 Layout 4 of 20: Equipment to be Enhanced
MAN/NWR/LBR/PLAN/191000/Y641_P02 Layout 5 of 20: New Equipment to be Installed.

Existing equipment to be replaced and the new equipment to be installed will be new CCTV cameras in minidome enclosures.

3.4 Equipment Location Views

The following drawings 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.

MAN/NWR/LBR/PLAN/191000/Y641_P01 Layout 6 of 20: New Equipment in the Main Concourse
MAN/NWR/LBR/PLAN/191000/Y641_P01 Layout 7 of 20: Equipment to be Replaced on Platform 1
MAN/NWR/LBR/PLAN/191000/Y641_P01 Layout 8 of 20: Equipment to be Replaced on Platform 12
MAN/NWR/LBR/PLAN/191000/Y641_P01 Layout 9 of 20: Equipment to be Replaced in Fairfield Street
MAN/NWR/LBR/PLAN/191000/Y641_P01 Layout 10 of 20: Equipment to be Recovered in Fairfield Street
MAN/NWR/LBR/PLAN/191000/Y641_P01 Layout 11 of 20: Equipment to be Replaced in Fairfield Street
MAN/NWR/LBR/PLAN/191000/Y641_P01 Layout 12 of 20: Equipment to be Recovered in Fairfield Street
MAN/NWR/LBR/PLAN/191000/Y641_P01 Layout 13 of 20: New Equipment to be Installed in Fairfield Street
MAN/NWR/LBR/PLAN/191000/Y641_P01 Layout 14 of 20: Equipment to be Recovered on the Overbridge
MAN/NWR/LBR/PLAN/191000/Y641_P01 Layout 15 of 20: New Equipment to be Installed on the Overbridge
MAN/NWR/LBR/PLAN/191000/Y641_P01 Layout 16 of 20: New Equipment to be Installed in the Undercroft.

3.5 Fixings, Containment and Conduit

The following drawings are engineering details of the fixings, containment and conduit to be used.

MAN/NWR/LBR/PLAN/191000/Y641_P01-Layout 17 of 20: Engineering Detail 1 and Method Statement

MAN/NWR/LBR/PLAN/191000/Y641_P01-Layout 18 of 20: Engineering Details 2 & 3 and Method Statements

MAN/NWR/LBR/PLAN/191000/Y641_P01-Layout 19 of 20: Engineering Details 4 & 5 and Method Statements

MAN/NWR/LBR/PLAN/191000/Y641_P01-Layout 20 of 20: Engineering Detail 6 and Method Statement.

Existing fixings, containment and conduit of the CCTV cameras to be replaced will be re-used wherever practical. 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 in consultation with the Conservation Officer for approval before work commences.

4 POTENTIAL ACCESS ISSUES

The purpose of the project is to increase the sense of reassurance and security of travelling by train. No access issues have been identified.

5 EQUALITY ACT COMPLIANCE

All new equipment and associated signage will be compliant with the provisions of the Equality Act 2020, inclusive of the needs of all members of the public using or meeting trains at ***Manchester Piccadilly Railway Station***.

Signed:

Dated: 08 March 2023

Colin R. Coleman
(Agent)

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