

Design & Access Statement with Heritage Statement

Produced by SEED Architects in support of the Listed Building Consent Application for the renewal of the CCTV system on the Listed Station at Manchester Oxford Road

Rev 02
15-04-2026

SEED
Architects



Above: Approach to Oxford Road Station, October 18th, 1909 (Manchester Libraries and Local Archives)

Introduction

This document is in support of a listed building consent application to renew the CCTV system at the grade II listed Manchester Oxford Road station.

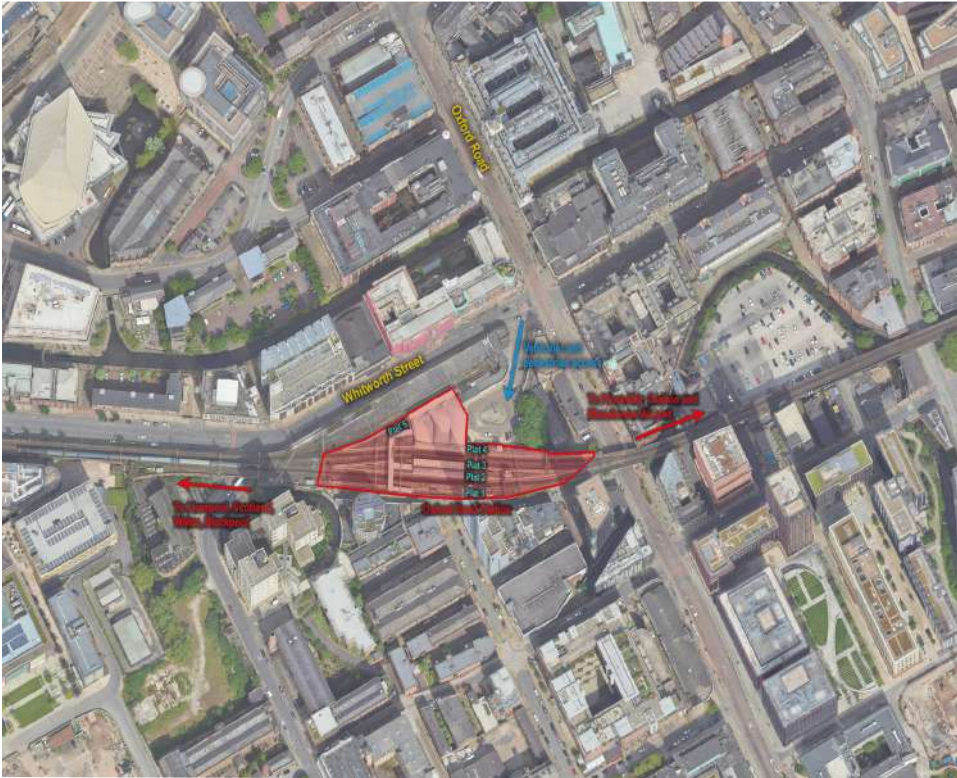
The project seeks to substitute the existing surveillance system by a more modern version that will enhance the security on the premises while enhancing the visual presence of the current cameras by reducing the amount and size of the devices and being very thoughtful with the new positions.

The proposal ensures minimum negative impact on both the exterior and interior of the listed building, in order to maintain the character and heritage and to enhance the current state of the station by trying to improve the situation at all times while upgrading the security for the users and the building itself.

Location

Manchester Oxford Road Station
Station Approach
Manchester
M1 6FU

The proposed system will override the current one throughout the whole station, from the external frontage to the internal platforms, as well as the bridge over the rail tracks and the underground passage.



Site Location Map, aerial view



Photo of Station main access from the Refuge, picture taken by Philip Andrews

History

The station opened as Oxford Road on 20 July 1849 and was the headquarters of the Manchester, South Junction and Altrincham Railway until 1904. The station was built on the site of 'Little Ireland', a slum "of a worse character than St Giles".

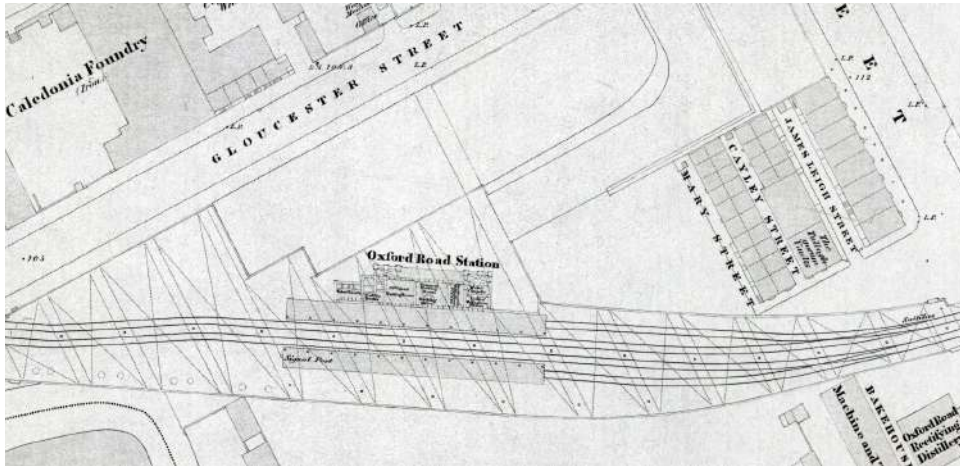
It lies on a Grade II listed viaduct, which was built in 1839 as part of the Manchester, South Junction and Altrincham Railway. The building, which were temporary wooden structures, were accessed by an inclined esplanade winding to the right from Gloucester Street (now Whitworth Street West) to reach their north front.

There was a single platform on the north side of the line through to Manchester London Road and a second platform on a west-facing siding. To allow for extra trains in connection with the Manchester Art Treasures Exhibition in 1857, extra platforms and sidings were built, but removed afterwards. In 1876, works were made to enlarge the station facilities, including the provision of a refreshment room.

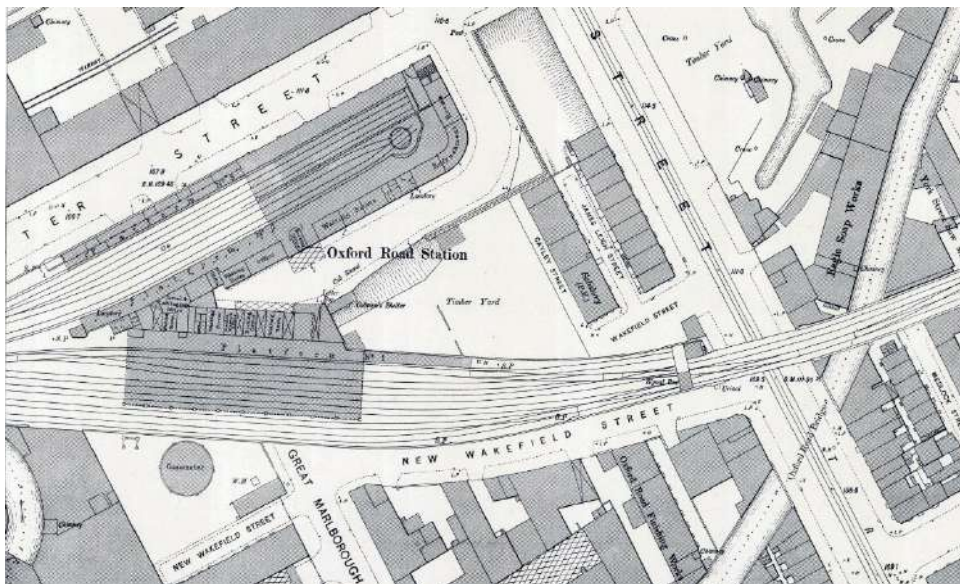
From 1854 onwards, Oxford Road served as the terminus for a service to Liverpool, the rail service went no further than Garston, with the final leg of the journey being made by steamer, alerting companies to possible use to reach areas of West Manchester.

In 1899 it was noted that the platform layout was still that of 1849 and somewhat outdated, plans of having a platform on each side of the mainline were announced and reconstruction took place during 1903–04. The approach was further improved, the ticket office and the refreshment room were expanded.

The creation of British Railways in 1948 amalgamated four companies: the Great Western Railway (GWR), London, Midland & Scottish Railway (LMS), London & North Eastern Railway (LNER) and Southern Railway (SR). Each company had its own architects' department, and this did not change after nationalisation.



Ordnance Survey, Manchester and Salford-Sheet 33, 1851



Ordnance Survey, Manchester - Lancashire CIV.10.15, 1851

Leslie Martin established the LMS as the 'cradle of prefabrication' when he designed three stations in 1945, which was followed by his successors adopting a lightweight steel system for a series of small stations north of Crewe when the lines between London, Manchester and Liverpool began to be electrified in 1957.

The whole station was again rebuilt and reopened on 12 September 1960, to a design by W. R. Headley and Max Clendinning, encompassing three overlapping cones for the main structure. The station's location on a viaduct running through the city centre required its load to be lightened, which the architects achieved by using wood for the station structure and platform canopies.

When Manchester Central station closed in 1969, further rebuilding took place: one of the bay platforms was taken out of use and a new through platform provided (platform 1), the others being renumbered accordingly. In 1971, local trains from Altrincham ran through to Piccadilly and on to Crewe. Oxford Road thus, once again, became predominantly a through station.

Use of the station increased in 1988 when the Windsor Link between Deansgate and Salford Crescent opened, connecting lines to the north and south of Manchester. This led to further investment in the station, including the installation of computer screens. In 1992, the Altrincham line stopping service was converted to light rail operation for the Manchester Metrolink.

On 10 December 2017, with the opening of the Ordsall Chord, it became possible for trains to run from Manchester Piccadilly to Manchester Victoria, when services were rerouted through the station. Oxford Road, once served almost entirely by suburban stopping trains, has now returned to having many more longer-distance services.



Interior concourse of the station after the 1960 rebuild

History of the Station Building

The station had become dilapidated by the 1950s and, in connection with the electrification and modernisation programme of the Manchester to London Euston line in 1960, the old buildings were replaced by the current structure by architects William Robert Headley and Max Clendinning and structural engineer Hugh Tottenham. It was designed in a distinctive style in concrete and wood with curves bringing to mind the Sydney Opera House.

The choice of timber was forced by the weak viaduct on which the station is situated; anything heavier could have compromised its structural strength. The station has three overlapping conoid structures although they are only viewable from above. The light conoid roofs allow for a column-free interior space, maximising space and reducing load.

Despite its architectural acclaim, the structure began to deteriorate within ten years. The roof started to leak and for years the station's platform buildings were encased in scaffolding and other metalwork, partly to support the structure and prevent material falling on the platforms and passengers. Partial remedial refurbishment was completed in 2004.

The building was granted listed II grade on the 24th November 1995, including platform structures for the following reasons:

- Architectural interest
- Design interest
- Architect
- Technological interest
- Rarity

Significance of Heritage Asset

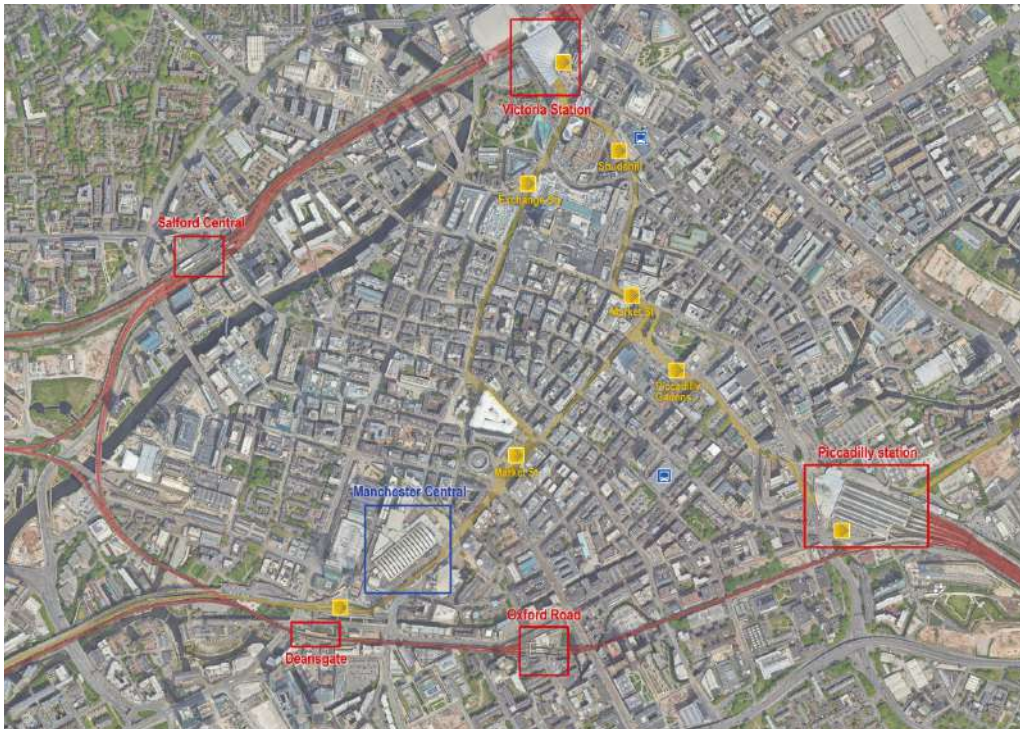
Manchester Oxford Road railway station is at the junction of Whitworth Street West and Oxford Street. It is the third busiest of the four stations in Manchester city centre. The station serves the southern part of the city centre, on the line from Manchester Piccadilly westwards towards Warrington Central, Chester, Llandudno, Liverpool, Preston and Blackpool North. Eastbound trains continue beyond Piccadilly to Crewe, Leeds, Sheffield, Nottingham, Peterborough and Norwich. The station consists of four through platforms and one terminating bay platform.

The station was designated a Grade II listed building in 1994, and falls close the Whitworth Street conservation Area, designated in September of 1974. The Whitworth Street/Princess Street conservation area is uniquely Mancunian in character, its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920. They reflect the historical importance of the textile industry in the city.

Much of the station is still original from the rebuild made in 1960, and is one of the most interesting and innovative buildings of the post war period being an extraordinary ambitious example in this country being the only station in Britain to have been re-built from pre-fabricated materials.

The value of the station building and timber structure is significant for its singularity and architectural character. There has been progressive incorporation on its infrastructure to make sure the station can be operated securely and efficiently.

Some of the technological addition installed throughout the years, even when being necessary, could have been more respectful with the aspect and aesthetic value of the original elements. We aim to make sure the renewal of them CCTV system does not harm the original elements, reduces the visual impact of the current devices and enhances the safety of the users.



Listed buildings and Oxford Road Station in reference to Whitworth Street Conservation area

Listing

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1255053

Date first listed: 24-Nov-1995

List Entry Name: Manchester Oxford Road Station (including platform structures)

Statutory Address 1: Manchester Oxford Road Station, Oxford Road

District: Manchester (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SJ8402097475

Railway station building and platform structures, 1958-60, by Max Clendinning of British Railways' Midland Region with Hugh Tottenham of the Timber Development Association. Laminated-timber structure of three conoid shells with hardwood strip ceilings to the shell roofs and canopies.

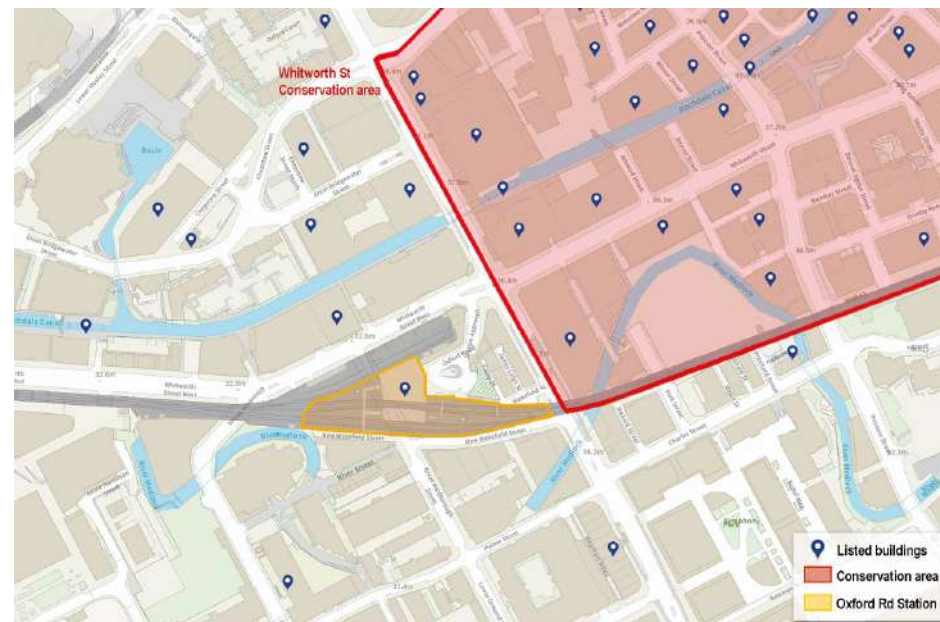
The main station building is covered by three shell roofs of diminishing size (the largest being at the eastern front and the smallest at the western rear) that range between 13m and 29m in span and are supported on a cruck-like frame. The front (east) elevation is reminiscent of the styling of Sydney Opera House and has a recessed, glazed upper section, underneath which lies the main entrance and eastern end of the booking office. The station's booking office, buffet, toilets and staff facilities are constructed of timber and concrete, with the two former facilities forming a lozenge-shaped island along the southern side of the main building.

The main building sits between two railway tracks with tall, curved canopies that extend out over the platforms and are supported by similarly styled crucks to the main building. Similar canopies incorporating a central spine with raised, arched glazing cover the station's two central island platforms, which, along with a far platform, are accessed via an enclosed

footbridge, which is not of special interest. All the canopies have lozenge shaped skylights that echo the lozenge shape of the booking office and buffet in the main building, and deep fascias to their front edge. The main concourse incorporates an original semi-circular, concrete and timber bench and two curved, back-to-back timber benches exist to the central island platforms. Two sympathetically styled waiting shelters of c2011 located on the central island platforms and far platform are not of special interest

Listing NGR: SJ8402097475

Legacy System number: 458646



Listed buildings around Oxford Road Station in reference to Whitworth Street Conservation area

The Adopted Core Strategy for the City of Manchester

Policy SP1 (Spatial Principles) advises that development in all parts of the City should protect and enhance the built environment

Policy EN1 (Design Principles and Strategic Character Areas) advises that developer's will be expected to consider the City's heritage, including its listed buildings, conservation areas, archaeological remains and historic street pattern.

Policy EN3 (Heritage) advises that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment.

Policy CC9 (Design and Heritage) advises that development in Manchester should preserve or enhance the heritage assets affected.

Policy DM1 (Development Management) advises that all development should be appropriately sited, scaled, formed, massed and detailed with appropriate layout and materials and should have regard to the character of the surrounding area and effects on built heritage.

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The following policies are considered relevant to this application.

Policy JP-P1 (Sustainable Places) aims to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be distinctive, with a clear identity, visually stimulating, socially inclusive, resilient, adaptable, durable, resource efficient, safe, supported by critical infrastructure, functional and convenient, incorporating accessibility, legible easy to move around, well connected, comfortable and inviting, incorporating high quality and well managed green infrastructure and public realm, well served by local shops, services and amenities.

Policy JP-S1 (Sustainable Development) aims to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. Preference will be given to using previously-developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.

Policy JP-P2 (Heritage) aims to proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place. The policy requires development proposals affecting a designated heritage asset (or an archaeological site of national importance) and a conservation area to conserve those elements which contribute to its significance including those identified in any conservation area appraisal as making a positive contribution to the area.

Harm to such elements will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.

National Policy

Sections 16, 66 and 74 of the Listed Buildings and Conservation Areas Act 1990 require that special consideration is given to the preservation of the significant fabric and setting of listed buildings and conservation areas. Development decisions should, therefore, accord with the requirements of the NPPF and to section 16 (Conserving and Enhancing the Historic Environment).

It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of "sustainable development". In order to meet this key planning objective, in this instance, the development should sustain and contribute to the stimulation of a thriving historic environment. Paragraph 195 advises that heritage assets should be conserved in a manner appropriate to their significance.

Paragraph 200 advises that Local planning authorities should require an applicant to describe the significance of any heritage assets affected. The level of detail should be sufficient to understand the potential impact of the proposal on their significance.

Paragraph 201 advises that LPAs should ensure that any conflict between the heritage asset's conservation and any aspect of the proposal is avoided or minimised.

Paragraph 203 advises that in determining applications, LPA's 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 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 205 advises 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 206 advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II* listed buildings should be wholly exceptional.

Paragraph 207 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.

Paragraph 208 advises that Proposals of less than substantial harm to the significance of a designated heritage asset should be assessed against the wider public benefits of the proposal.

Section 12 (Achieving Well Designed Places) advises that the government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people, well served by local shops, services and amenities.

Existing site condition and layout

The Station has a single main access through the main facade from the station approach where the car park and drop off is located. This can be reached from the crossroads of Whitworth Road and Oxford Road, or via the stairway from Wakefield street.

There are a few commercial units right outside the entrance on the car park as well as a bike hub and the access to the underground passage underneath rail tracks for the lifts that lead to the platforms.

The recently refurbished ticket office is located to the left side of the entrance gateway that lead to the main concourse under the conoid timber roof where the timetable screens are located.

Platforms 4 and 5 can be found on this first area, a stair case giving access to the bridge over the tracks led to the next island where platforms 2 and 3 can be reached.



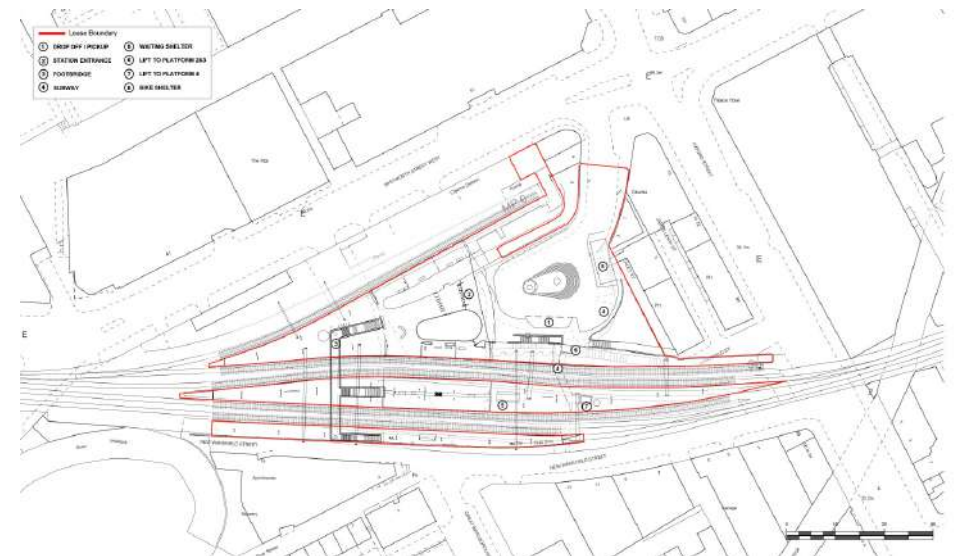
Main station access (Seed Architects Image)

On this same area there is a waiting shelter right passed the canopy supported by the timber structure. These platforms can be accessed from the underground passage by using the lift.

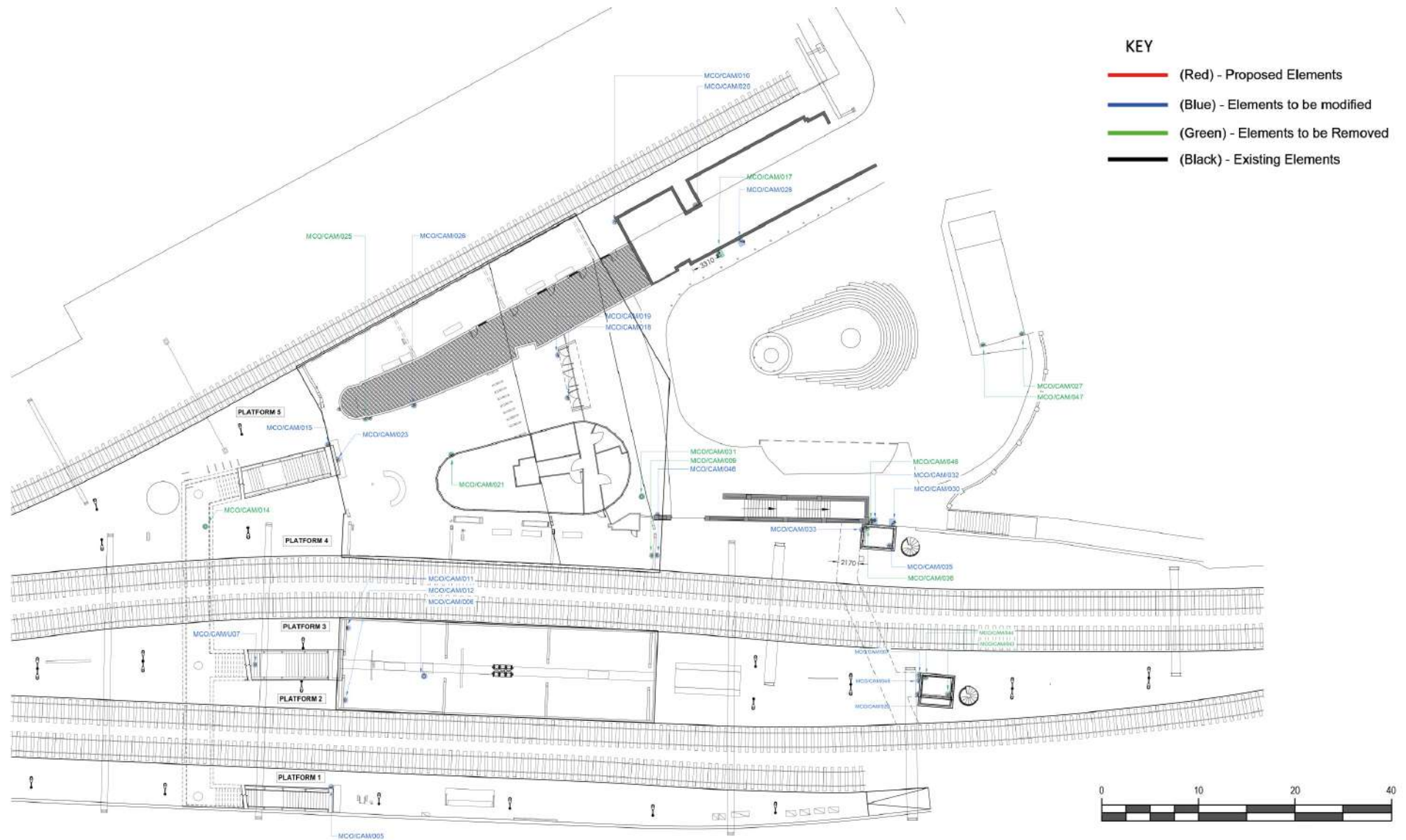
Platform 1 can be reached by going to the end of the pedestrian bridge and going down the stairs but has no lift accessed from the same routes as the other platforms.

Several devices have been incorporated throughout the years like CIS display units, PA speakers for public announcements and air conditioning units for the staff room and ticket office.

The CCTV system offers currently 32 devices around the platforms and external areas, 4 within the footbridge and 5 on the subway passage to the lifts, some of them are attached to the lamp posts and poles, but some are fixed to original elements and walls.

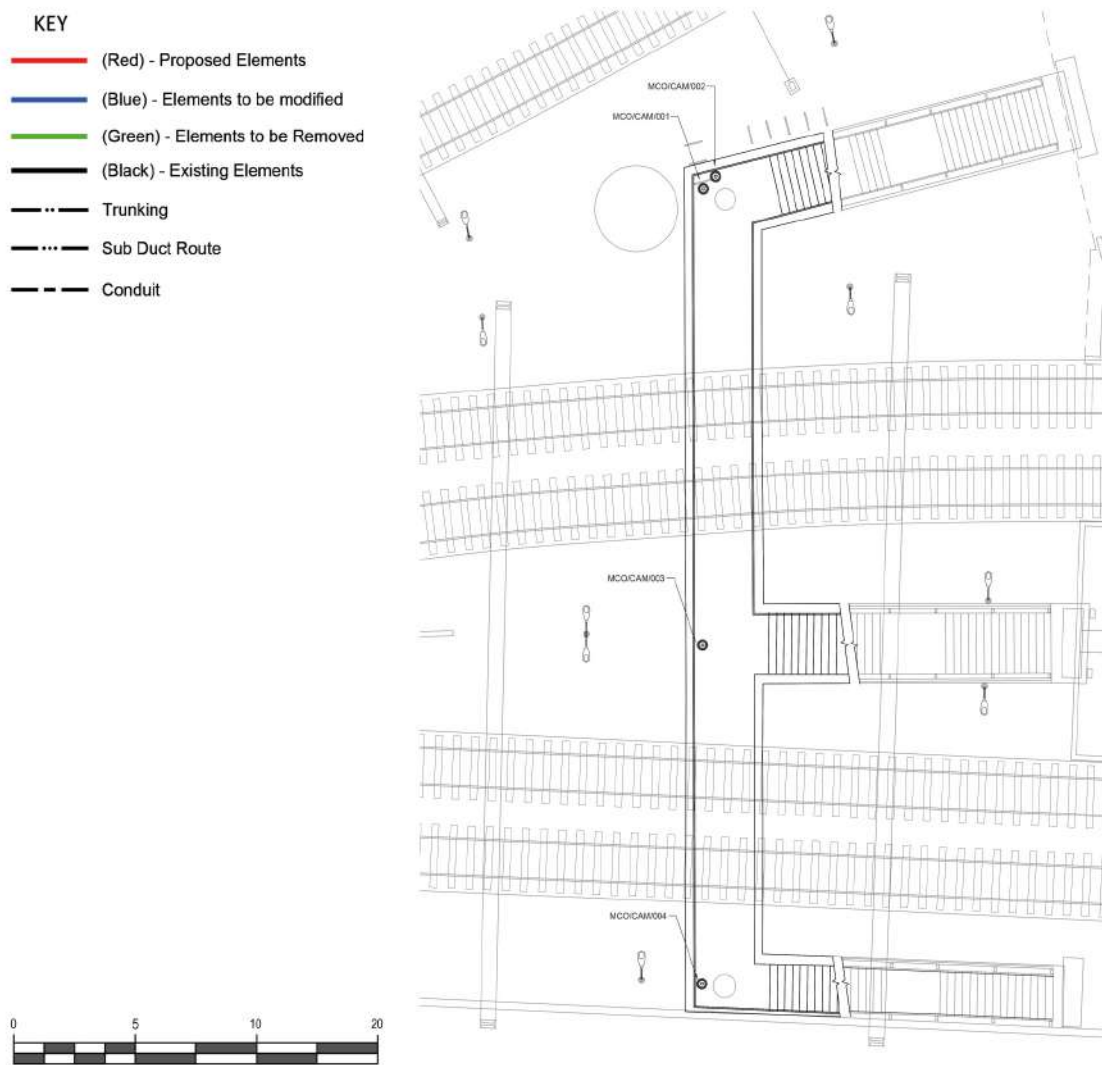
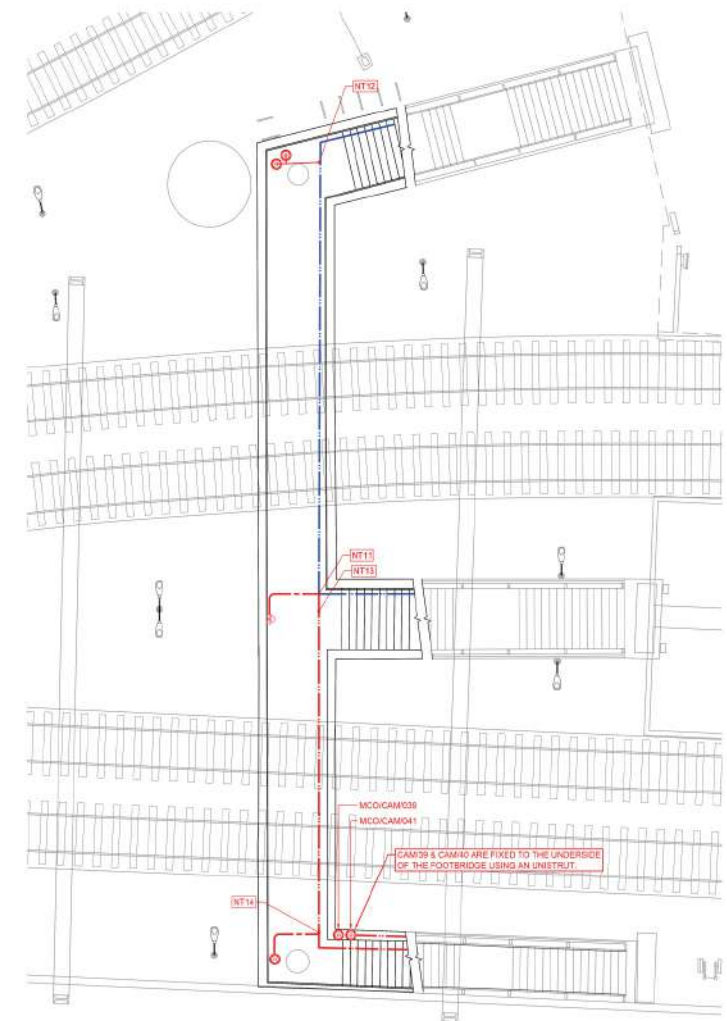


Existing site plan, not to scale

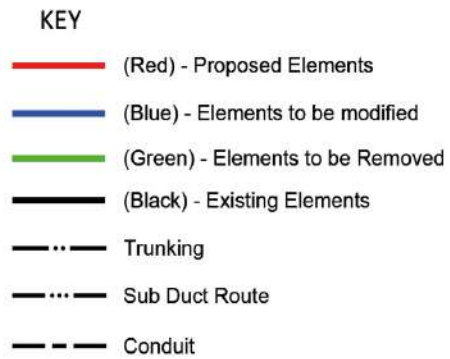
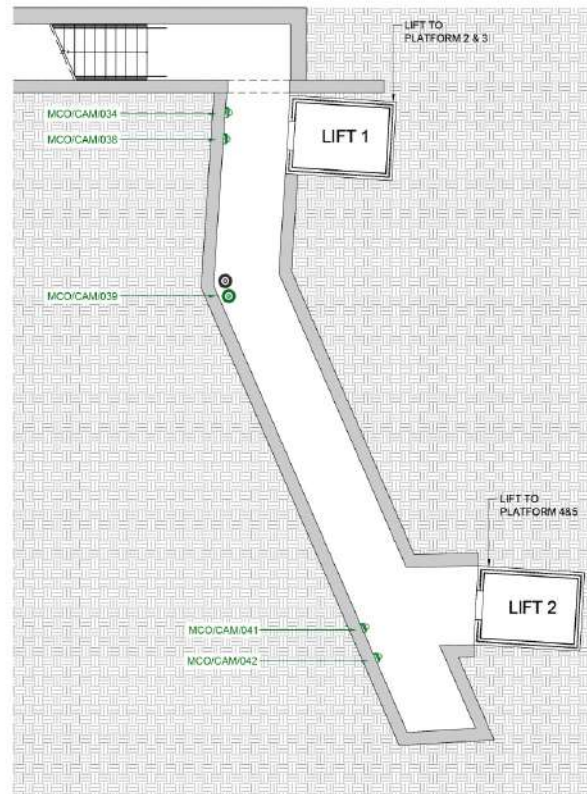
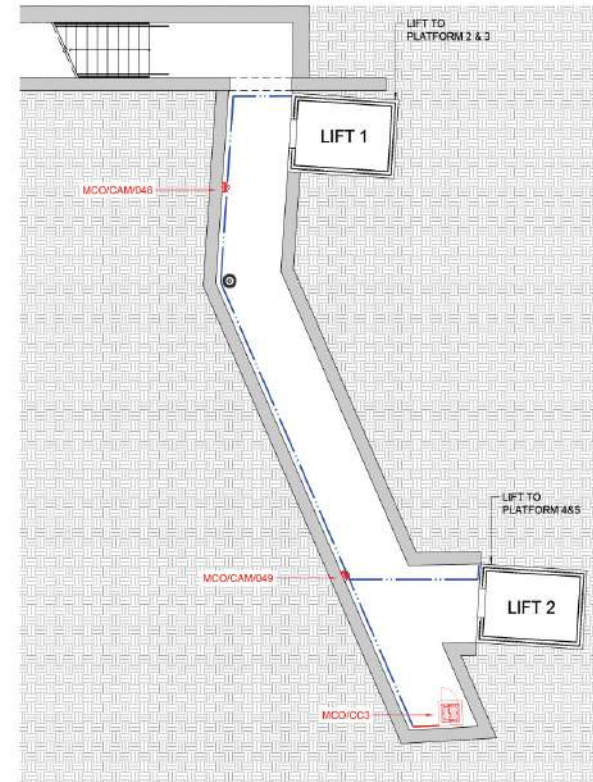


Station floor plan layout with existing CCTV system

- KEY**
- (Red) - Proposed Elements
 - (Blue) - Elements to be modified
 - (Green) - Elements to be Removed
 - (Black) - Existing Elements
 - Trunking
 - Sub Duct Route
 - Conduit



Footbridge plan layout with existing and proposed CCTV system



Subway passage plan layout with existing and proposed CCTV system



Ticket office and gateway from the main concourse
(Seed Architects Image)

Pre-Application Advice

Prior to the application, trying to get in contact with the Local planning authority as well as the Conservation experts as previous proposals were refused due to the lack of consideration with the heritage value of the building.

Pre-Application advice was seek with Jack Naven from Manchester City Council and the Conservation Officer. Correspondence was held after submitting a preliminary package of drawings and statements.

Further information was requested regarding the detailed method of fixings for any new devices, a full brochure describing every proposed camera has been submitted as part of the application with specifications of the device itself and fixing description.

A breakdown of removed, replaced and proposed cameras has been provided as part of the submission for clarity.

It has been confirmed that the proposal would have been considered acceptable in terms of number, location and method:

“Overall, there seems to be a rationalisation and replacement of existing CCTV cameras with an increase in number of units overall. There would however appear to be a broader distribution of cameras across the station and may not thereby be wholly discernible and as such the harm likely to be negligible”.

A site visit will be arranged to discussed and help understand the proposal and make sure it is impact on the listed station.

Photomontages



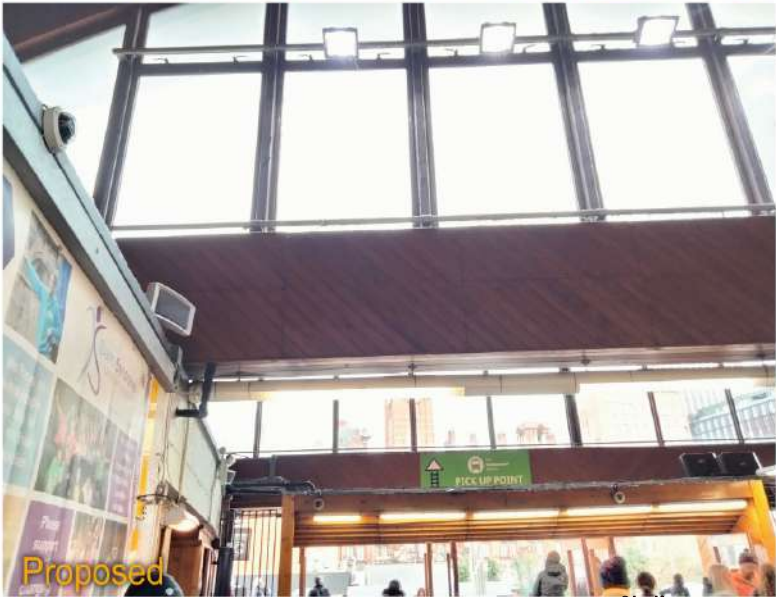
Station approach

Car park

Photomontages



Station access



Station access

Photomontages



Platform 4



Platform 3

Photomontages



Platform 2



Platform 1

Photomontages



Footbridge



Subway passage

Photomontages



Main access



Main access

Photomontages



Lamp post Platforms



Platform 2



Existing device on ticket office facing the access
(Seed Architects Image)



Existing devices on cafe facing platform 4
(Seed Architects Image)



Existing camera on side wall facing the access
(Seed Architects Image)



Camera on timber structural element
(Seed Architects Image)

Proposed Works

A. Device replacements and relocations

The proposal has the intention of improving the security in the station and its premises by renewing the CCTV system. Security of the passengers and the building itself is a priority within the functioning of the site. Some other interventions on the infrastructure have taken place in the station in order to guarantee the appropriate functioning of the services, like loudspeakers, display screen and emergency lightning.

The current system is outdated and would need replacing in order to upgrade the security network. The existing devices will be benefited from being replaced by new more modern ones that offer better features as well as reassessing the position to have a more efficient way to cover the whole space.

Having an improvement of the security on site is necessary as it is always a very relevant matter on large and busy public spaces where crime and vandalism is prone to happen. Enhancing the safety on the premises will be a constant interest for the operator as it is beneficial for the users and it is relevant to make sure they keep trusting the network and will encourage them to keep using sustainable means of transport.

From the current 32No devices around the station, 18No of them will be replaced and keep in the same location to avoid intrusive works as much as possible. 22No devices are proposed aiming to cover as much area as possible with them, placed strategically to maximise the efficiency of the network. As a result, 14No of the exiting ones can be removed, leaving a total of 40No cameras.

The priority will be at all times to make use of any existing trunking, sub duct routing and fixing to walls and ceilings. Any new that are needed will be made in the most respectful way possible and trying to avoid any deep damaging of the historical fabric of the historical building.

Appearance

Proposed Section (not to scale)

The new devices will have a more discrete appearance than the existing ones, these will be located either on existing position or trying to be attached to not original elements.

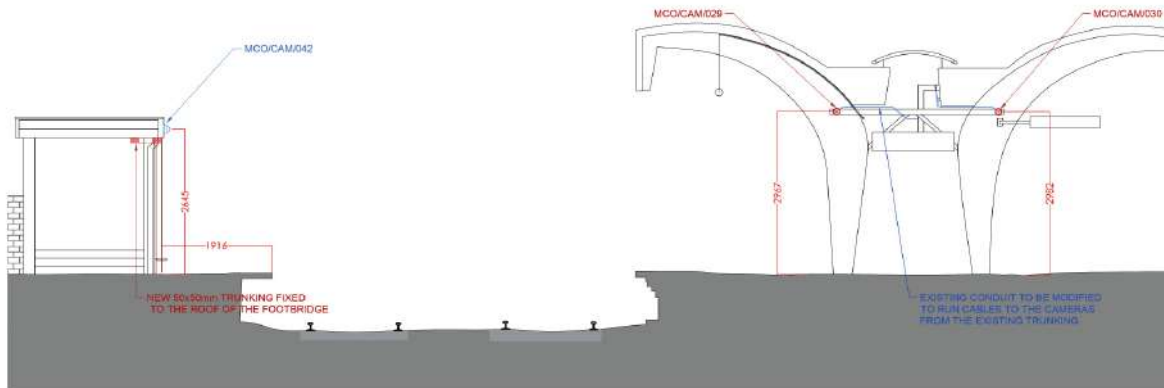
Whenever is extremely necessary for them to be located on places where they could cause any harm to historic elements due to the strategic location, they will be installed trying to minimise the impact on the original fabric and not causing unrepairable damaging to it.

Even when the aim would be not reduce the potential visual impact of the devices within the historical set, ideally they should have visibility as it is important not only for them to cover as much area as possible, but to feel present to people to make them feel secure and dissuade anyone who would be tempted to cause any inappropriate actions

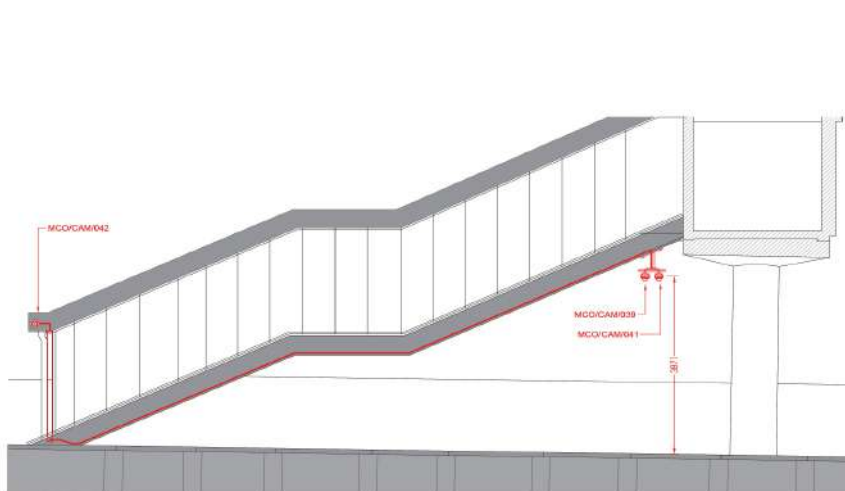
The priority once again will be reusing existing items, and this will also be the case for the trunking where the location of the camera does not change.

Any kind of new trunking will be performed in the most respectful way possible trying to avoid any damage to high historical value elements. Any other intrusive interventions like sub ducting on floors will be done when strictly necessary.

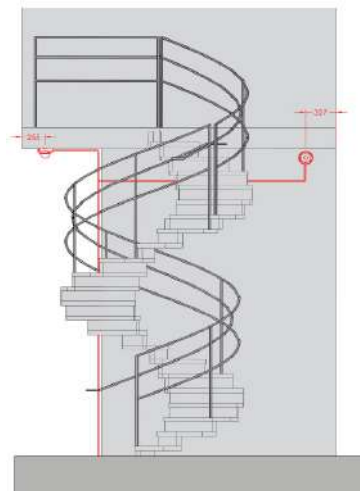
This will enhance the security as well as the sense of safety while being as respectful as possible with the historical character of the site, while bringing all the advantages that the new contemporary technology can bring to the functionality of a station.



Proposed section through platforms 1, 2 & 3



Proposed Section through rail tracks facing platform 1



Proposed Section through platform 2 & 3 facing the stair



Coffee shop inside the Station next to the main entrance.
(Seed Architects Image)

Amount

The proposal is for the upgrade of the existing CCTV system on the station, footbridge, underground passage and external areas. Currently there are 32 cameras spread throughout the concourse, platforms and external car park, 4 on the footbridge connecting the platforms and 5 on the passage to the lifts for a total of 41. The proposed new system will add 8 to the total, being 40 of them on the concourse and external areas, 6 on the footbridge and 3 on the underground passage.

Scale

There is no change to the current scale of the site. No floor area gained by the installation or alterations to the layout or structural elements.

Landscaping

No landscaping will be proposed or modified on the application. No alteration to the pavement besides restoring any surface ditching after the necessary sub ducting.

Access

Access conditions will not be affected by the intervention, access from the underground passage to platforms through the lift. The CCTV system of the underground passage will also be enhanced by the proposal focusing the upgrade on the stations security not only on the platforms but on the whole premises.



Gateway leading to the main concourse (Seed Architects Image)



External car park on main pedestrian access (Seed Architects Image)

Conclusion: Significance of Design Impact

All elements have considered the impact upon the listed building, and the heritage significance has been a strong driver of the design. Overall, the intervention is based on enhancing the security of the station minimising the impact on its fabric while maximising the capabilities of a modern system that will improve the functioning of the premises.

As in previous approved applications where other technological incorporations like PA speakers or CIS display among others have been installed, the proposal aims to improve the current situation by covering an important matter as it is the security of the station, by renewing the existing system proposing a more efficient and discrete one.

The proposed works are deemed the most appropriate option to maintaining the heritage building. They avoid unnecessary harming of original listed building elements, or pastiche 'repair' which could be considered detrimental to the heritage elements.

All repair and replacement will be completed in a manner sensitive to the historic building fabric. In every case, the priority will be reusing any elements in place to reduce the amount of any fixings or incorporating unnecessary additions.

Amendments to the internal buildings would likely result in very minor harm to the significance, however the benefit of modernising the CCTV system and improving the safety would outweigh any minor harm by making it a more secure environment, and improving public access to the heritage asset.

The benefits of the proposals will enhance the historic station, providing improvements to the users and encouraging population to make use of the public transport investing on sustainable means of transport. In conclusion the intervention will be beneficial for the heritage asset making sure it will be kept alive by having the appropriate transit and guaranteeing it will be maintained and respected.