Design, Access, and Heritage Statement in Support of works to Arches at Manchester Oxford Road Viaduct, Manchester M1 6FU .

8th October 2026



Section 1: Introduction

1.1 This Design, Access and Heritage Statement has been prepared in support of an application for Listed Building Consent (hereafter 'LBC') for strengthening works to 5no. existing arches and removal of existing facades at the viaducts located adjacent to Manchester Oxford Road Station, M1 6FU.

1.2 The arches, which are associated with the Altrincham Railway Viaduct and adjacent to Manchester Oxford Road Station, are Grade II listed. The heritage assets subject to this LBC application is formally known as:

- **Manchester Oxford Road Station (Including Platform Structures)** – list entry number 1255053 (Grade II); and
- **Manchester South Junction and Altrincham Railway Viaduct** – List entry number 1200837 (Grade II).

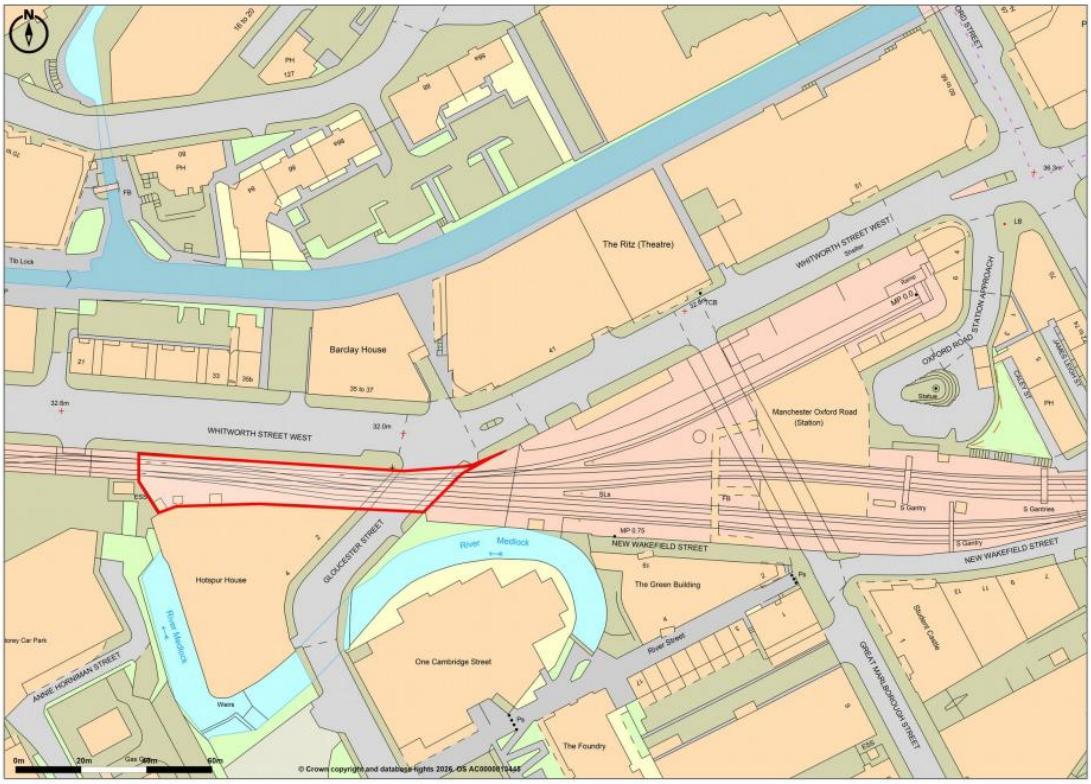
1.3 It is worth noting, the arches subject to this application do not fall with the official listing for Manchester Oxford Road Station, however it has been included as part of this Heritage statement given it lies adjacent.

1.4 A map indicating the location and extent of the listings is included at **Appendix 1**. As can be identified, the arches fall within the listing designation of the Altrincham Railway Viaduct only.

1.5 **Figure 1** below shows the broad location of the works subject to this LBC application. Further detail describing the proposed works is set out in Section 3 of this Statement and on the drawings submitted with this application.

1.6 This application for Listed Building Consent has been submitted to Manchester City Council for determination.

Figure 1 Overview of Broad Location of Works / Location Plan



1.7 This Statement is structured as follows:

- **Section 1:** Introduction – sets out the purpose and scope of the Design, Access, and Heritage Statement;
- **Section 2:** Site Location and Description – describes the site and the surrounding area and provides a summary of relevant planning history;
- **Section 3:** The Proposed Works – provides a description of the proposals and an explanation of their need and justification;
- **Section 4:** Legislative and Planning Policy Context – explains the relevant legislative, and national and local planning policy context and other guidance relevant to the proposed works;
- **Section 5:** Assessment of Heritage Significance and Impact; and
- **Section 6**: Summary and Conclusions.

1.8 A list of the various plans and drawings provided as part of this application for Listed Building Consent is included at **Appendix 2** of this Statement.

1.9 Given the nature of the proposals, which relate to the upgrading of infrastructure, the works are considered permitted development under Schedule 2, Part 8 (Transport Related Development), Class A (Railway or Light Railway Undertakings) of the Town and County Planning (General Permitted Development) Order 2015 (the "GPDO").

1.10 This Permitted Development right allows for the following development without the need to apply to the local planning authority (LPA) for permission:

'Development by railway undertakers on their operational land, required in connection with movement of traffic by rail.'

1.11 Consequently, whilst Listed Building Consent is required for the works, planning permission or similar is not required in this instance as the works falls within the provisions of Schedule 2, Part 8, Class A of the GPDO.

Section 2: Site Location and Description

2.1 The existing railway arches (identified in Section 1) subject to this Listed Building Consent application are located within the Manchester City Ring Road and City Centre boundary. The site sits along Whitworth Street West approximately 100m from Manchester Oxford Road Station.

2.2 The arches are part of the Manchester South Junction and Altrincham Railway Viaduct which was constructed in 1846-9 by David Bellhouse junior for the Manchester South Junction & Altrincham Railway (MSJ&AR) Company.

2.3 The viaduct incorporates a series of predominantly arched, cast-iron bridges, a number of the bridges incorporate highly decorative Gothic-style ironwork and detailing. Following electrification of the line in the C20 the viaduct now incorporates a series of C20 and early-C21 gantries along its course.

2.4 Manchester Oxford Road Station was constructed in 1958-60 on top of the Manchester South Junction & Altrincham Railway viaduct and replaced an earlier station of 1874. This LBC application concerns 5no. arches along Whitworth Street West adjacent to the station.

2.5 Full details of the listing entry for the viaduct and existing station (list entry number 1200837 and 1255053) are included at **Appendix 3**.

2.6 For avoidance of doubt, the works proposed as part of this application solely relate to 5no. arches referred to above. No works are proposed to the existing station itself nor within its listing.

2.7 By way of background, all 5 arches spans are in significant structural distress. There are multiple longitudinal & diagonal fractures to the arch barrels which are experiencing excessive displacement under live load. The arches are also suffering from water ingress.

2.8 Moreover, the existing arches are currently being operated as retail units, with deteriorating facades which are detracting from the original heritage assets. Whilst these shopfronts form part of the listing they are not within Historic England's reasons for designation and are not considered to contribute towards the assets heritage value as they are modern additions.

2.9 We have carried out a planning history search of the station using Manchester City Council's online planning records. There are no planning applications pending determination or previous planning history which relate to the existing arches.

Section 3: The Proposed Works

The Proposed Works

3.1 The description of development is as follows:

"Listed Building Consent for repair and strengthening works to 5no. existing railway arches and removal of facades at Manchester Oxford Road, M1 6FU."

3.2 The proposed works are to be entirely located within the existing railway arches which can be identified at **Figure 2** below:



Figure 2 *– Existing Arch Locations*

3.3 The strengthening proposals comprise of a reinforced concrete (RC) arch which will be installed on the underside of the existing masonry arch. The RC arch will be supported from needle beams which will be installed through the top of the existing masonry piers.

3.4 The RC under ringing is designed to make the existing masonry arch structurally redundant and to allow the structure to remain in service for up to the next 120years. The proposals include a water management strategy which will make the arches dry spaces which can be occupied by businesses etc.

3.5 The proposed works have been carefully designed to avoid any material alteration to the appearance of the existing arches. As a result, the arches will appear largely unchanged to observers, thereby preserving their heritage value. This has been achieved by cladding the additional strengthening elements in brickwork that matches the existing arches, ensuring the interventions remain visually sympathetic and do not appear out of place.

3.6 As for the façade works, the existing facades associated with the existing retail provision are to be removed exposing the original arches. This space is to renovated and new facades will be installed in due course subject to a separate Listed Building Consent and full planning application.

3.7 Further details of the proposed works can be found in the submitted technical documents accompanying this submission and listed at **Appendix 2**.

Purpose of Works

3.8 The purpose of the works has become critical, as the existing arches are in significant structural distress, they are suffering from water ingress with multiple longitudinal & diagonal fractures to the arch barrels which are experiencing excessive displacement under live load.

3.9 Moreover, the facades associated with the retail units are in a state of disrepair and require removal before they can be replaced and in order to facilitate the proposed strengthening works.

3.10 Accordingly, completion of the works has become timebound and critical to enable the safe operation of the existing railway line above.

Section 4: Legislative and Planning Policy Context

Overview

4.1 At the national level, the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties to be followed by the local planning authority when assessing applications for planning permission and applications for listed building consent. Chapter 16 of the National Planning Policy Framework ("NPPF") sets out national planning policies relating to the conservation and enhancement of the historic environment.

4.2 At the local level, the site falls within the administrative area of Manchester. The relevant adopted Development Plan for the application area comprises the following documents:

- Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039; and
- Core Strategy (including Addendum to Core Strategy).

4.3 Work on a new Local Plan for Manchester is underway. The latest consultation for the Regulation 18 ran in November 2025.

4.4 Historic England has also issued guidance on various topics, including in relation to railway infrastructure.

The Planning (Listed Buildings and Conservation Areas) Act 1990

4.5 This Act incorporates several 'statutory duties' for decision-makers, when assessing applications for planning permission and Listed Building Consent. These duties include:

> *"S. 16 (2): In considering whether to grant Listed Building Consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural interest which it possesses."*
>
> *"S. 66: In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the*

building or its setting or any features of special architectural or historic interest which it possesses."

"S. 72 (1) In the exercise, with respect to any buildings or other land in a conservation area, of any powers under any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."

4.6 Case law has determined that 'preserve' in the above context means 'to do no harm'. Case law has also clarified that:

- There is a need to give considerable importance and weight to preserving listed buildings and their settings but the presumption 'to preserve' can be outweighed by material considerations where these are strong enough to do so; and
- Where a decision maker has followed the process set out in the NPPF, in respect to weighing harm and benefits, they can reasonably be expected to have complied with the ['statutory duties'] of the Act.

National Planning Policy Framework

4.7 The current version of the NPPF was issued in August 2026.

4.8 NPPF Policies HE1 – 10 deals with conserving and enhancing the historic environment. It requires that the nature, extent, and importance of the significance of a heritage asset be assessed. In determining applications, Policy HE5 identifies that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting; and that 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.

4.9 Paragraph 2 of Criterion HE5 goes on to state that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset), taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

4.10 In determining applications, Paragraph 3 requires decision makers to be satisfied that assessments accurately reflect the effects on heritage assets caused by development proposals.

4.11 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. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance, although the more important the asset, the greater the weight should be (Policy HE6).

4.12 Paragraph 4 of Policy HE6 states where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal. Important public benefits can include securing the long-term reuse of a vacant or underused listed building.

4.13 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 if the four circumstances listed in NPPF Policy HE6 (Paragraph 5) apply.

Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (2024)

Policy JP-P2: Heritage

4.14 Policy JP-P2 concerns heritage and states that opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets. Development affecting heritage assets will be required to have regard to national policy. The Policy outlines that the Council's will work with partners to positively conserve, sustain and enhance the historic environment.

4.15 The policy goes on to state positive management and integration of heritage can be achieved by:

"3) Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place; and

4) Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing."

4.16 The proposals are specifically intended to conserve and enhance the existing heritage asset, thereby sustaining its contribution to the historic environment. The works will secure the long-term stability of the structure through appropriate strengthening measures, bringing it in line with modern safety standards and supporting the continued operation of the railway line. In the absence of these works, the condition of the arches would be expected to deteriorate further, diminishing their historic value and posing an increasing safety risk to their continued use.

4.17 Furthermore, the proposed works will reduce the need for more intrusive interventions in the future and will improve safety for Network Rail maintenance operatives.

4.18 The proposals will also remove the current unsightly facades which currently detract from the heritage assets, with the opportunity for future enhancement / renovation as part of a separate Listed Building Consent.

Policy JP-Strat 14: A Sustainable and Integrated Transport Network

4.19 Policy JP-Strat 14 concerns sustainable transport networks. The Policy identifies that the public transport network will be improved so that half of all daily trips can be made via public transport, cycling and walking. The Policy identifies that a programme of investment into the transport network will facilitate this.

4.20 This Policy supports investment into sustainable modes of travel within the authority area. The proposed works will ensure the ongoing ability of Network Rail to operate trains in the area which will support the aims of Policy JP-Strat 14. This is especially prevalent if more trips are to be taken by train increasing load / stress on the existing arches.

Core Strategy (originally published 2012, now including 2024 Addendum)

Policy T1: Sustainable Transport

4.21 Policy T1 supports the provision of sustainable high-quality transport which encourages modal shift away from the car.

4.22 Policy T1 outlines the Council will support proposals that develop options alternate to the car, promote regeneration and economic vitality by relieving congestion and improving access to jobs and services.

4.23 The proposed works will ensure the ongoing ability of Network Rail to operate trains in the area which will support the aims of Policy T1.

Policy EN3: Heritage

4.24 Policy EN3 concerns heritage and outlines that development should support the Council in preserving or where possible enhancing the historic environment. This policy supports the conservation and enhancement of identified heritage assets within the authority area. This development is complaint with Policy EN3 as it will ensure the longevity and sustainability of the existing railway, through incorporating strengthening measures.

Historic England- Conservation Principles, Policies and Guidance (2008)

4.25 This outlines the following Conservation Principles to provide a comprehensive framework for the sustainable management of the historic environment:

- **Principle 1:** The historic environment is a shared resource.
- **Principle 2:** Everyone should be able to participate in sustaining the historic environment.
- **Principle 3:** Understanding the significance of places is vital.
- **Principle 4:** Significant places should be managed to sustain their values.
- **Principle 5:** Decisions about change must be reasonable, transparent, and consistent.
- **Principle 6:** Documenting and learning from decisions is essential.

4.26 Conservation is defined as the process of managing change to a significant place in ways that will best sustain its heritage values, whilst recognising opportunities to reveal or reinforces those values for present and future generations.

4.27 Heritage values can be summarised as follows:

- **Evidential value** – the potential of a place to yield evidence about past human activity (i.e., archaeological interest).
- **Historical value** – the ways in which past people, events and aspects of life are connected through a place.
- **Aesthetic value** – the ways in which people draw sensory and intellectual stimulation from a place (i.e., architectural, and artistic interest).
- **Communal value** – the meanings of a place for the people that relate to it.

4.28 The guidance further outlines that new works or alterations to a significant place should normally be acceptable where:

- There is sufficient information comprehensively to understand the impacts of the proposal on the significance of the place;
- The proposal would not materially harm the values of the place, which, where appropriate, would be reinforced or further revealed;
- The proposals aspire to a quality of design and execution which may be valued now and in the future; and
- The long-term consequences of the proposals can, from experience, be demonstrated to be beginning or the proposals are designed not to prejudice alternative solutions in the future.

Historic England – Making changes to Heritage Assets. Advice Note 2. (2016)

4.29 The purpose of this Advice Note is to provide information on repair, restoration, addition, and alteration works to heritage assets to assist local authorities, owners, applicants, and other interested parties in implementing historic environment legislation, heritage policies in the National Planning Policy Framework ("NPPF") and the related guidance given in the Planning Practice Guidance ("PPG").

Historic England - Infrastructure: Transport Listing Selection Guide' (2017)

4.30 This Guide is of relevance when assessing the historic value associated with railway infrastructure. It sets out four 'ages' of railway construction which, in general descending importance, is as below:

- The pioneering first phase, 1825–41;
- The heroic age, 1841–50;
- The third phase 1850s–1870s, the consolidation of the network; and
- The fourth period, up to 1914, the completion of the network.

National Rail – Heritage: Care and Development (December 2020)

4.31 In 2020 National Rail published a practical guide to how best to maintain their historic and architecturally important operational infrastructure. This includes guidance on design considerations and ensuring the care and long-term maintenance of heritage assets.

Section 5: Statement of Significance and Impact

5.1 In line with Policy JP-P2 (Heritage) and The National Planning Policy Framework (December 2024), all development proposals affecting heritage assets must be accompanied by a Statement of Significance and Impact. This statement should address the specific requirements set out in Policy JP-JP2 and clearly demonstrate the justification for any proposed development involving a heritage asset.

Significance of the Heritage Asset

5.2 To assess the heritage significance of the Grade II Listed Station / structures, in accordance with the provisions of the NPPF, it is important to make reference to heritage values as defined in the Historic England document Conservation Principles, Policies and Guidelines, which can be summarised as follows:

- **Evidential value** – the potential of a place to yield evidence about past human activity (i.e., archaeological interest).
- **Historical value** – the ways in which past people, events and aspects of life are connected through a place.
- **Aesthetic value** – the ways in which people draw sensory and intellectual stimulation from a place (i.e., architectural, and artistic interest).
- **Communal value** – the meanings of a place for the people that relate to it.

5.3 Having regard to the above, the existing station and structures it can be said to provide some **evidential value** due to its potential to yield insight into past human activity from 'The Heroic Age' (1841–1850), at the time the viaducts were first constructed (believed to have been constructed in 1846). This may be particularly in relation to the development of railway infrastructure and transportation networks. Construction methods, materials and design features that reflect the engineering practices and technological capabilities are also present.

5.4 The asset can be said to possess some **historical value** as it reflects a link to the development of the railway network and the broader heritage of the area.

5.5 The arches can be said to hold some **communal value,** through its long-term role in facilitating the users of the Manchester railway line, contributing towards the daily lives and shared experiences of passengers on the railway network.

5.6 As for the shopfronts / facades, these are considered to have **no heritage value** given they are modern additions and do not support the original function of the railway line / arches. This is reflected within Historic England's reason for the designation, where no reference is made towards the shopfronts, therefore they can be deemed to have **no heritage value**.

Asset and Setting impacts of Proposed Development

The Proposed Works

5.7 As noted at Section 3 of this Statement, the works involve strengthening works to 5no. existing arches associated with the Altrincham Railway Viaduct and Manchester Oxford Road Station. As this document goes on to explain the impact of the proposed strengthening works on the heritage assets are considered to be minimal given they have been carefully designed to result in no material change to the existing arches.

5.8 The proposals also seek to remove the existing façades associated with the retail provision. This is considered an improvement to the heritage assets as these elements are in a state of disrepair and are visually unappealing. Furthermore, and as per Historic England's designation, the existing façades do not form any part of the assets heritage value, therefore their removal will have no impact on the heritage setting.

Justification of Proposals and Public Benefit

5.9 The primary aim of the proposed works is to ensure the continued safe operation of the railway line connecting to Manchester Oxford Road Station. These works have become critical, as the existing arches are in significant structural distress, they are suffering from water ingress with multiple longitudinal & diagonal fractures to the arch barrels which are experiencing excessive displacement under live load.

5.10 The strengthening works will ensure the continued functionality of the railway line and improve the safety standards. The RC under ringing is designed to make the existing masonry arch structurally redundant and to allow the structure to remain in service for up to the next 120years.

5.11 This is a significant public benefit in favour of the scheme, as without the works taking place the condition of the arches will deteriorate and compromise the ongoing operation and potential safety of this section of the railway line.

5.12 Furthermore, upgrading the strength of this section of the railway line will help “future proof” the existing infrastructure allowing it to facilitate increased rail services in accordance with the objectives of adopted policy JP-Strat 14 which seeks to improve the transport network so that half of all daily trips can be made via public transport.

5.13 The proposed works are considered to comply with adopted Policy JP-P2 (Heritage), which recognises that the Council’s will work with partners to positively conserve, sustain and enhance the historic environment. In this regard, the proposals demonstrate how sensitive and carefully designed interventions to historic buildings can support sustainability objectives without undermining heritage significance.

5.14 This has been achieved through the use of minimal intervention works as to ensure the existing arches appear effectively materially unaffected. Moreover, any additional supporting elements will be clad in brick as to blend into the existing structure.

5.15 These improvements are essential works and will support the long-term operational functionality of the station, ensuring its continued viability as a key component of the Manchester railway line through the provision of enhanced and resilient infrastructure. The works deliver a further significant public benefit by supporting a reliable, efficient and sustainable transport network, consistent with the objectives of adopted Policy T1 (Sustainable Transport). It is worth noting the project is time bound and is required to be complete as to not compromise operational safety.

5.16 The façade removal will also improve the heritage setting of the existing arches given these have significantly deteriorated and currently detract from the significance of the heritage asset. Furthermore, their removal will result in no harm as they are modern not original additions.

5.17 Collectively, these works deliver clear public benefits by ensuring the station can operate efficiently and reliably, thereby assisting in the smooth daily travel of passengers.

5.18 It is also noted the entirety of the proposed works are contained within the arches associated with the Altrincham Railway Viaduct listing. The listing covering Manchester Oxford Road Station (**Appendix 1**) is more concerned with the station and platforms themselves rather than nearby rail infrastructure. Accordingly, this further emphasises the minimal impact of the proposals on the heritage assets.

5.19 It is considered, the existing architectural character of Manchester Oxford Road Station will be preserved, with the works limited to the associated arches and Altrincham Railway Viaduct. The works to the listed viaduct are considered to be minimal, given it only relates to 5no. arches and the works have been carefully designed to be as unintrusive as possible with the use of brick cladding on the new structural elements to blend with the existing.

5.20 In light of the above, any impact on the significance of the designated heritage assets would therefore be, at most, (at the lower end of) less than substantial harm, as defined by the National Planning Policy Framework (NPPF). In accordance with the NPPF, such harm must be weighed against the public benefits of the proposal, which in this instance include improved structural safety, the long-term sustainable use of the station / railway, and removal of unsightly elements. These benefits are considered to clearly outweigh the limited and contained level of harm identified.

5.21 Overall, the works represent a proportionate and sustainable intervention that enables the continued functional use of the heritage asset / arches, ensuring that the long-term conservation of the asset is supported. This is a significant public benefit which outweighs any less than substantial harm identified to the existing heritage assets.

Section 6: Summary and Conclusions

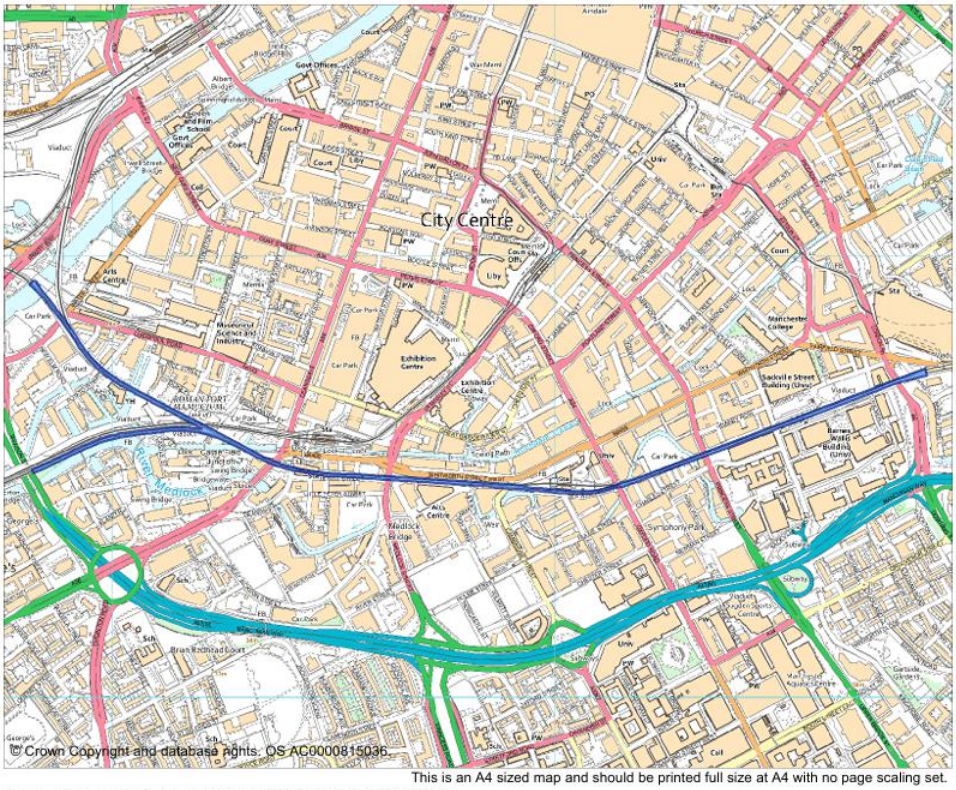
6.1 The proposals align with National and Local Policy, in that they allow for the ongoing operation / improved safety of the arches associated with Altrincham Railway Viaduct and Manchester Oxford Road Station. The proposed works are sympathetic to the existing heritage assets and have minimal impact, including on views from the public realm.

6.2 The proposed works will be carried out in a sympathetic manner and will ensure that the assets are safeguarded with the least amount of intervention whilst still ensuring that the necessary works can be completed. The proposed works will also support the attainment of other local policy objectives, including Local Planning Policy relating to the promotion of sustainable modes of transport and conservation of heritage assets.

6.3 In summary, the proposals are in accordance with relevant policy set out in the NPPF and the relevant Development Plan. The proposals result in less than substantial harm on the heritage asset, whilst delivering significant public benefit. Regard has also been had to relevant guidance and advice, including that produced by Historic England and by Network Rail themselves, to ensure that the works are designed and carried out in a way that is sympathetic to their heritage. It is requested that Listed Building Consent be granted for the proposed development without delay.

APPENDIX 1: Map Demonstrating Extent of Listing (indicated in blue)

Listing at Manchester South Junction and Altrincham Railway Viaduct



This is an A4 sized map and should be printed full size at A4 with no page scaling set.

Name: Manchester South Junction and Altrincham Railway Viaduct

Heritage Category:	Listing
List Entry No :	1200837
Grade:	II

County:

District: Manchester, Salford

Parish: Non Civil Parish, Non Civil Parish

For all entries pre-dating 4 April 2011 maps and national grid references do not form part of the official record of a listed building. In such cases the map here and the national grid reference are generated from the list entry in the official record and added later to aid identification of the principal listed building or buildings.

For all list entries made on or after 4 April 2011 the map here and the national grid reference do form part of the official record. In such cases the map and the national grid reference are to aid identification of the principal listed building or buildings only and must be read in conjunction with other information in the record.

Any object or structure fixed to the principal building or buildings and any object or structure within the curtilage of the building, which, although not fixed to the building, forms part of the land and has done so since before 1st July, 1948 is by law to be treated as part of the listed building.

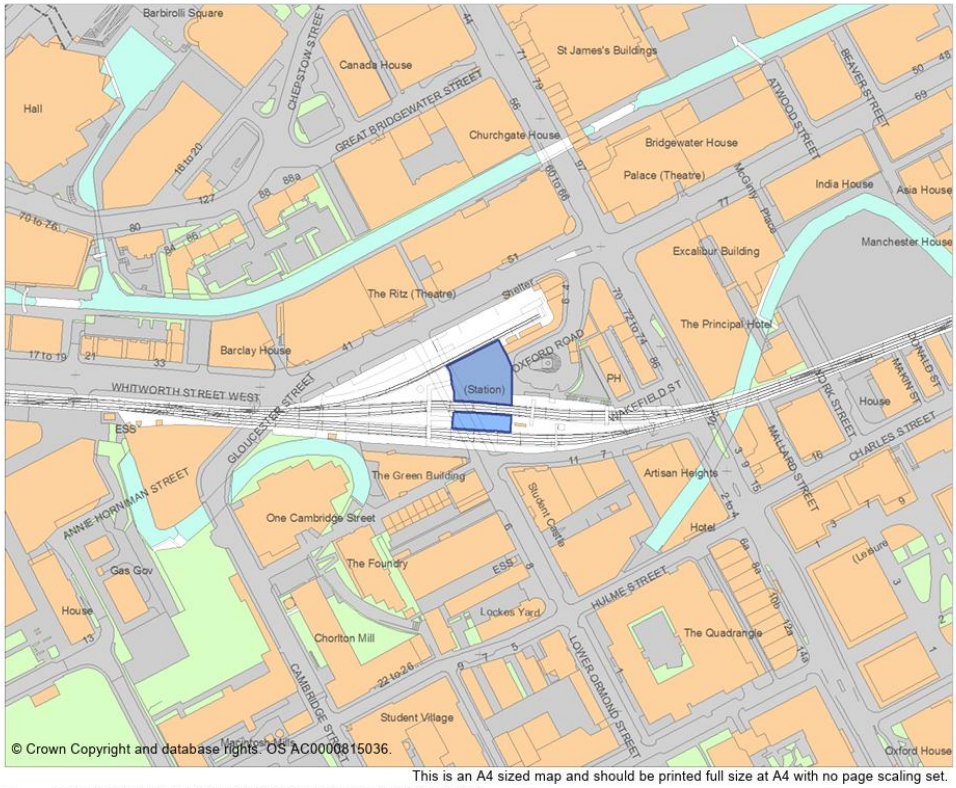
This map was delivered electronically and when printed may not be to scale and may be subject to distortions.

List Entry NGR:	SJ8382597704
Map Scale:	1:10000
Print Date:	17 June 2026

Historic England

www.historicengland.org.uk

Listing at Manchester Oxford Road Station



This is an A4 sized map and should be printed full size at A4 with no page scaling set.

Name: Manchester Oxford Road Station (including platform structures)

Heritage Category:	Listing
List Entry No :	1255053
Grade:	II

County:

District: Manchester

Parish: Non Civil Parish

For all entries pre-dating 4 April 2011 maps and national grid references do not form part of the official record of a listed building. In such cases the map here and the national grid reference are generated from the list entry in the official record and added later to aid identification of the principal listed building or buildings.

For all list entries made on or after 4 April 2011 the map here and the national grid reference do form part of the official record. In such cases the map and the national grid reference are to aid identification of the principal listed building or buildings only and must be read in conjunction with other information in the record.

Any object or structure fixed to the principal building or buildings and any object or structure within the curtilage of the building, which, although not fixed to the building, forms part of the land and has done so since before 1st July, 1948 is by law to be treated as part of the listed building.

This map was delivered electronically and when printed may not be to scale and may be subject to distortions.

List Entry NGR:	SJ8402097475
Map Scale:	1:2500
Print Date:	16 June 2026

Historic England

www.historicengland.org.uk

APPENDIX 2: List of Supporting Plans

Drawing No. / Document Ref.	Description	Status
N/A	Location Plan (Redline Plan)	For Approval
N/A	Heritage, Design and Access Statement	For information
188989-WDC-CIV-DWG-001-P01	Site Information & Photos	For information
188989-WDC-CIV-DWG-100-P01	Location Plan	For Approval
188989-WDC-CIV-DWG-101-P01	Existing Plan on Viaduct	For Approval
188989-WDC-CIV-DWG-102-P01	Existing Elevation & Longitudinal Section	For Approval
188989-WDC-CIV-DWG-103-P01	Typical Section (SPAN 65 GEOMETRY)	For Approval
188989-WDC-CIV-DWG-201-P01	Proposed Plan & Longitudinal Section on Viaduct	For Approval
188989-WDC-CIV-DWG-202-P01	Proposed Typical Longitudinal Section on Arch	For Approval
188989-WDC-CIV-DWG-203-P01	Proposed Typical Transverse Section on Arch	For Approval
188989-WDC-CIV-DWG-204-P01	Proposed Details	For Approval
188989-WDC-CIV-DWG-205-P01	Proposed Typical Elevation on Arch	For Approval
N/A	Site Photos	For information
N/A	Structural Exams	For information

APPENDIX 3: LIST DESCRIPTION

Manchester South Junction and Altrincham Railway Viaduct

Official List Entry

- Heritage Category: Listed Building
- Grade: II
- List Entry Number: 1200837
- Statutory Address: Manchester South Junction and Altrincham Railway Viaduct, Manchester and Salford
- Date first listed: 6th June 1994

Location

- District: Manchester (Metropolitan Authority)
- Parish: Non-Civil Parish
- National Grid Reference: SJ8382597704

Further information

Details

The viaduct runs from Manchester Piccadilly Station via Oxford Road and Deansgate, following approximately the route of the River Medlock (crossing it at a number of points), and then branches into two at Castlefield, with the northern branch terminating on the north-west side of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 388146

Legacy System: LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Manchester Oxford Road Station (Including Platform Structures)

Official List Entry

- Heritage Category: Listed Building
- Grade: II
- List Entry Number: 1255053
- Statutory Address: Manchester Oxford Road Station (including platform structures), Oxford Road
- Date first listed: 24th November 1995

Location

- District: Manchester (Metropolitan Authority)
- Parish: Non-Civil Parish
- National Grid Reference: SJ8402097475

Further information

Details

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. Single-storey.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 458646

Legacy System: LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

NRIL
Waterloo General Office
London
SE1 8SW

www.networkrail.co.uk