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Date: 08/10/2026

Manchester Oxford Road Viaduct, Manchester M1 6FU – Application for Listed Building Consent

Dear Sir/Madam,

This Covering Letter has been prepared to support an application for listed-building consent for strengthening works to 5no. existing arches and removal of existing facades at the viaducts located adjacent to Manchester Oxford Road Station, M1 6FU.

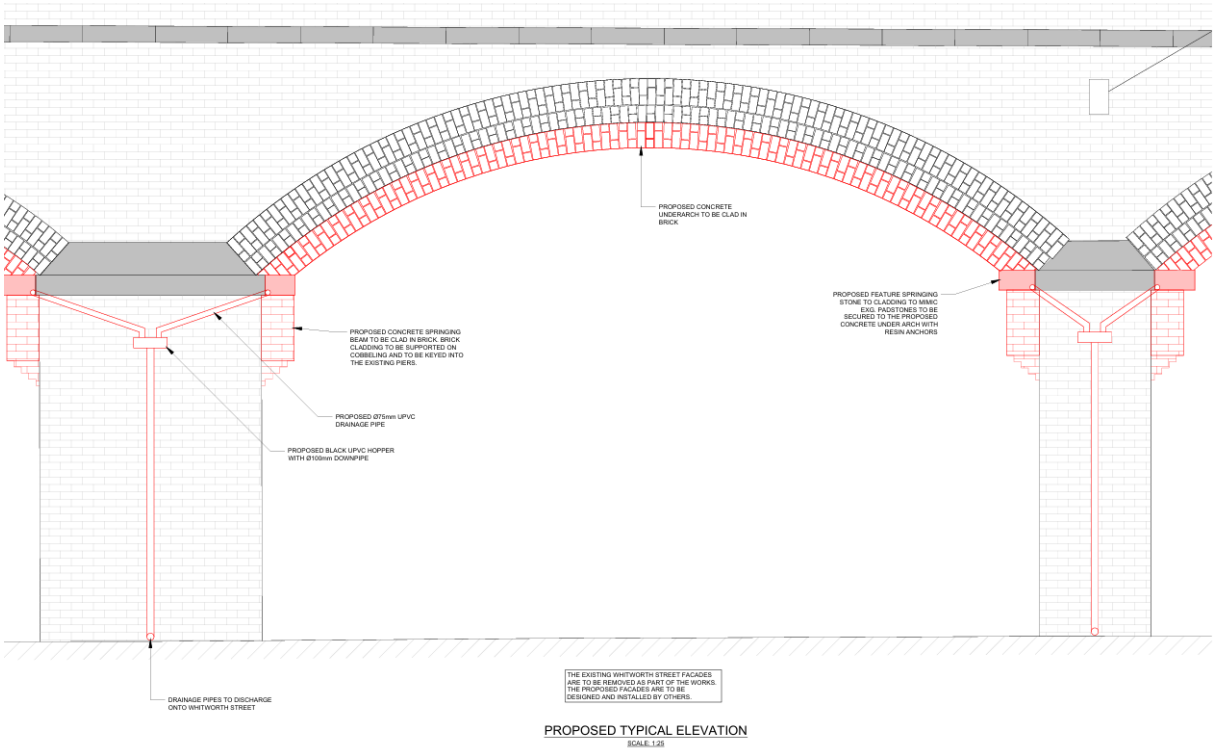
By way of background, the above application for listed building consent was submitted to Manchester City Council (MCC) in June 2026. Upon receipt of the application MCC raised the following concerns at the validation stage:

1) *"The drawings show the facades are required to be removed for the strengthening works. We have no details any reinstatement of shopfront or temporary measures for securing the site. We also require a full planning application to be submitted for these works."*
2) *"We require the Heritage Statement to assess the significance of the existing shopfronts and a method of removal to protect the fabric of the listed building. If the shopfronts are not to be reinstated as existing we would need details of how they would be reinstated or temporarily secured. The HS should clearly outline the impacts on the listed building."*

This covering letter seeks to address the above reasons for invalidation as part of this revised application. For details of application proposals and heritage asset, please refer to the design, access and heritage statement accompanying the submission.

Invalidation Reason 1 – Shopfront Works

The previously submitted drawings are considered to be wholly sufficient to demonstrate the removal of the shopfronts. The proposed elevations (drawing no. 188989-WDC-CIV-DWG-205) clearly demonstrates once the shopfronts are removed the arches will be vacant:



Accordingly, no reinstatement of the shopfronts is proposed as part of this application. This will be subject to a future planning application once operators are in place.

The application must be determined on the basis of the development that has been applied for and is before the decision-maker. It is not the role of the decision-maker to assess future arrangements that are not subject to this application.

Rather the site will be secured with temporary hoarding / fencing to prevent any unauthorised access to the arches whilst a final design / planning application is prepared.

In regard to the need for a full planning application for the works. The proposed removal of the shopfronts is required in conjunction with repair works to the existing arches to secure the long-term use of the railway. 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").

Accompanying this submission is a series of images taken inside the arches. These clearly demonstrate how the shopfronts are affixed to the existing arches and their removal is necessary in order to facilitate the repair works to the arches supporting the railway line.

The invalidation reason itself recognises that the facades are required to be removed for the strengthening works. 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 as the repair / strengthening works cannot take place without the shop front removal.

Invalidation Reason 2 – Heritage Significance

Please see accompanying design, access and heritage statement for details of the shopfront significance and evaluation of heritage impacts. In short, the shopfronts provide no heritage value to the existing arches, there is no reference to them within Historic England's reason for designation of the heritage asset (entry no. 1200837). Accordingly, their removal is only of benefit to the setting of the existing heritage asset to further reveal its historic features.

As for the method of removal, works will be carried out in a controlled manner to prevent damage to the building fabric. Where necessary, the shopfront will be dismantled into smaller, manageable components to facilitate safe removal.

Particular care will be taken within areas containing historic or sensitive materials, with suitable protection measures such as padding and temporary barriers systems implemented for the duration of the works. All activities will be undertaken to preserve and protect historic building elements, finishes, and features, ensuring no adverse impact to the fabric of the structure during the removal process.

Summary
We trust that the above provides sufficient information to process this application for validation.

Should you have any queries then please contact me directly.

Yours sincerely,

Archie Kimberley AssocRTPI
Planner, CBRE Ltd (acting on behalf of Network Rail)