

CASTLEFIELD VIADUCT

PLANNING PERMISSION 131621/FO/2021

CONDITION 16

REV -



Revisions:

Revision	Date	Description	Author	Checked	Approved
-	13/12/21	For submission to LPA	IA	MC	IA

0 INTRODUCTION

Planning Condition 16:

“No development shall take place unless and until full details of fencing/guarding and boundary treatment to the site have been submitted to and approved in writing by Manchester City Council as local planning authority (in consultation with Transport for Greater Manchester). The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity and to ensure that a safe and secure boundary treatment is installed that prevents access to the operational Metrolink network, pursuant to policies EN3 and DM1 of the Core Strategy and saved policies DC18.1, DC19.1 of the Unitary Development Plan for the City of Manchester.”

Description of Proposed Works:

1. The existing palisade fence and gate will be retained and covered with aluminium composite panels printed with full colour graphics (full details in the Signage strategy), and within the car park, two planters with pre grown hedges will help screen the entrance from the Manchester Central logistics yard
2. The existing high level guarding will be retained
3. Wlthin the 'Viaduct as Existing' zone, edge protector panels will be fixed to the existing scaffolding (which is to be load tested)
4. Cycle barriers are to line the edges of the 'Secret Garden' and they are to be secured to the existing scaffolding (which is to be load tested)
5. The Cycle barriers on the two viewing platforms are to have a clear perspex panel infil
6. In the welcome area, the North boundary is to have tall planters to act as guarding
7. A low level hook fence will keep visitors off the existing vegetation
8. Access to the second half of the viaduct will be prevented by the lockable event space
9. The existing, high level palisade fence at the Western end of the viaduct that prevents access to the live Metrolink lines will be retained.

Drawings:

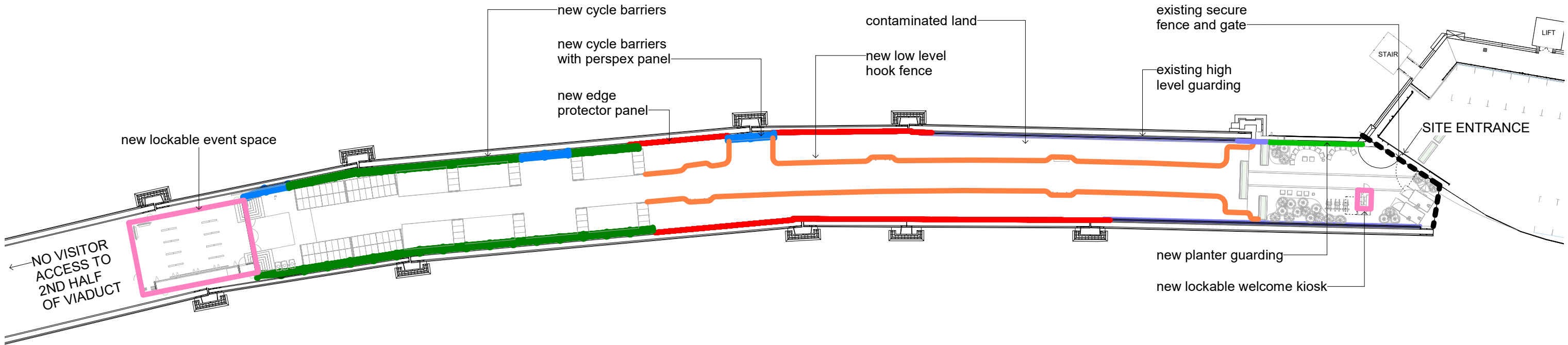
- (34)001
- (34)002
- (34)003
- (34)004
- (94)009
- (DIA)004

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SITE WIDE STRATEGY

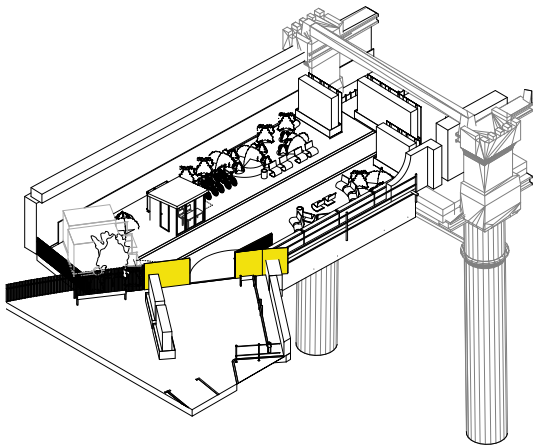
KEY

- 1. Existing Secure Fence and Gate
- 2. Existing High Level Guarding
- 3. Edge Protector Panel
- 4. Cycle Barrier
- 5. Cycle Barrier with Perspex Panel
- 6. New Planter Guarding
- 7. Low Level Hook Fence
- 8. Lockable Building Enclosures



1

EXISTING SECURE FENCE AND GATE

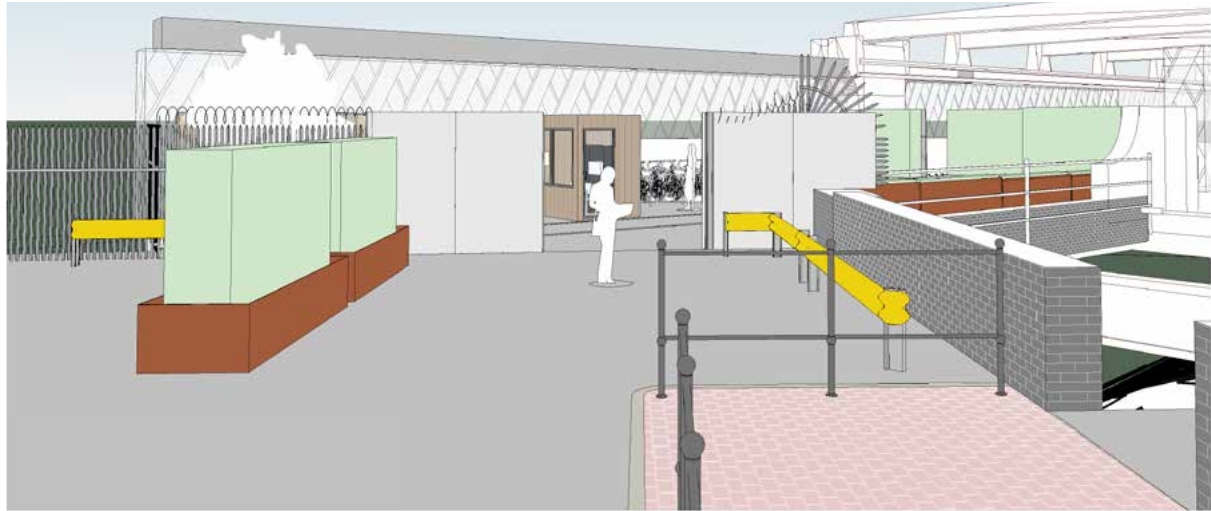


The existing palisade fence and lockable gate are to be retained. They will be covered with Aluminium Composite Boards, which will be printed with full colour graphics.

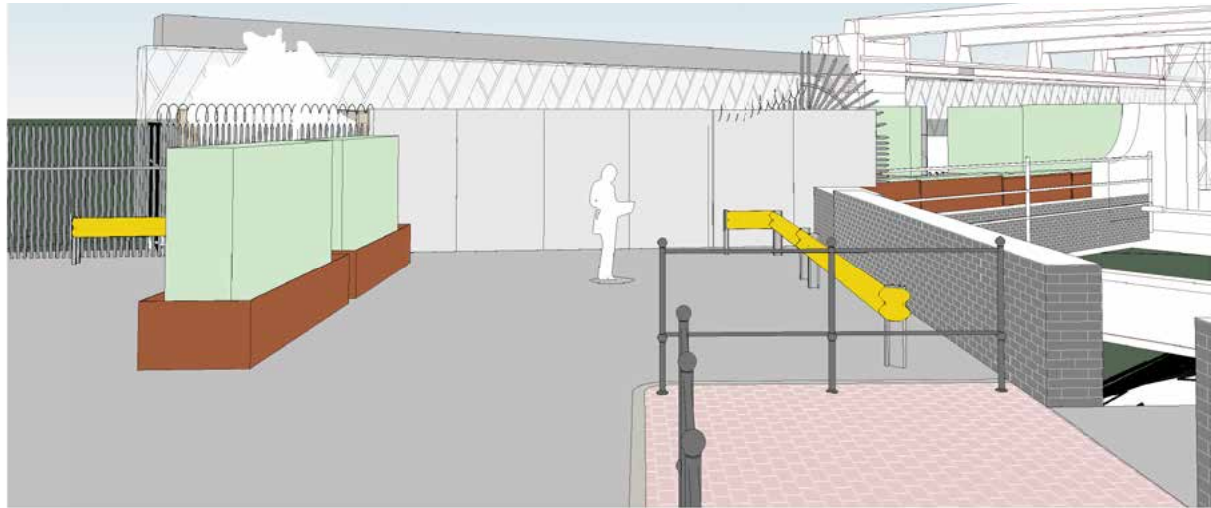
The detailed graphic design for the graphics is currently being worked out as part of the Signage Strategy.



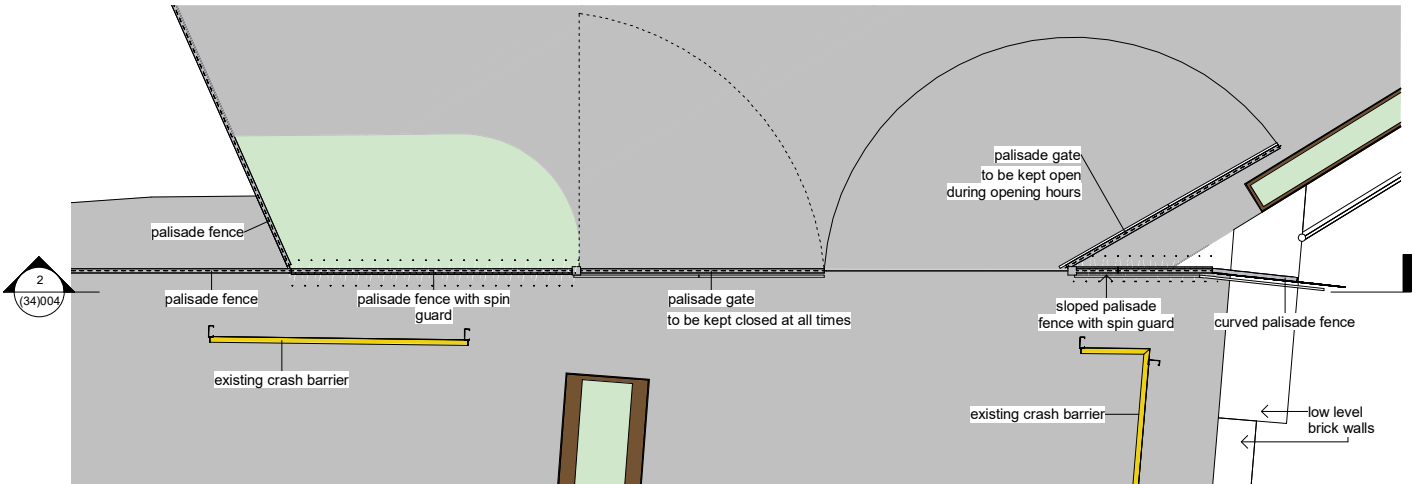
Photo of existing palisade fence and gate



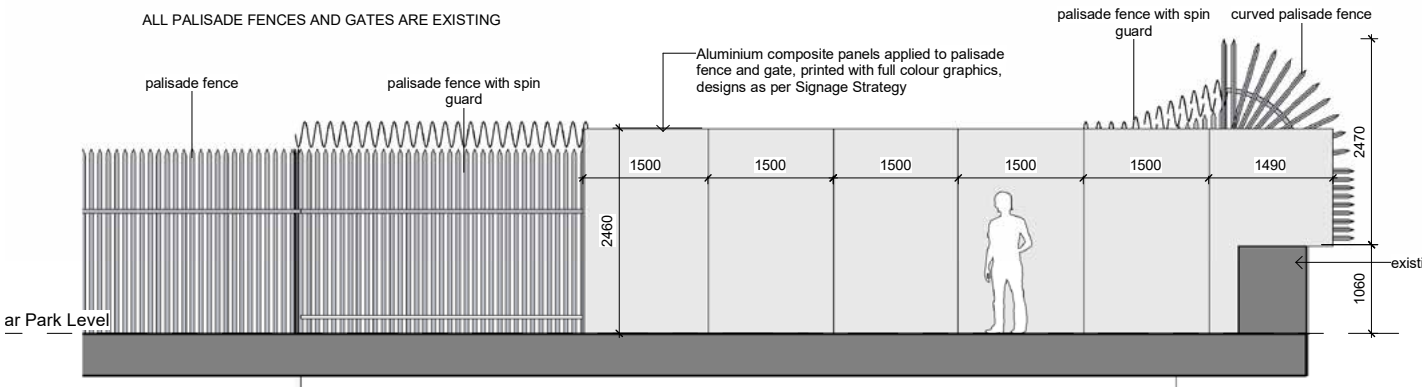
4 (34) Sketch 3D View - Gate Open



5 (34) Sketch 3D View - Gate Closed



1 (34) Entrance Fence Plan
1 : 50

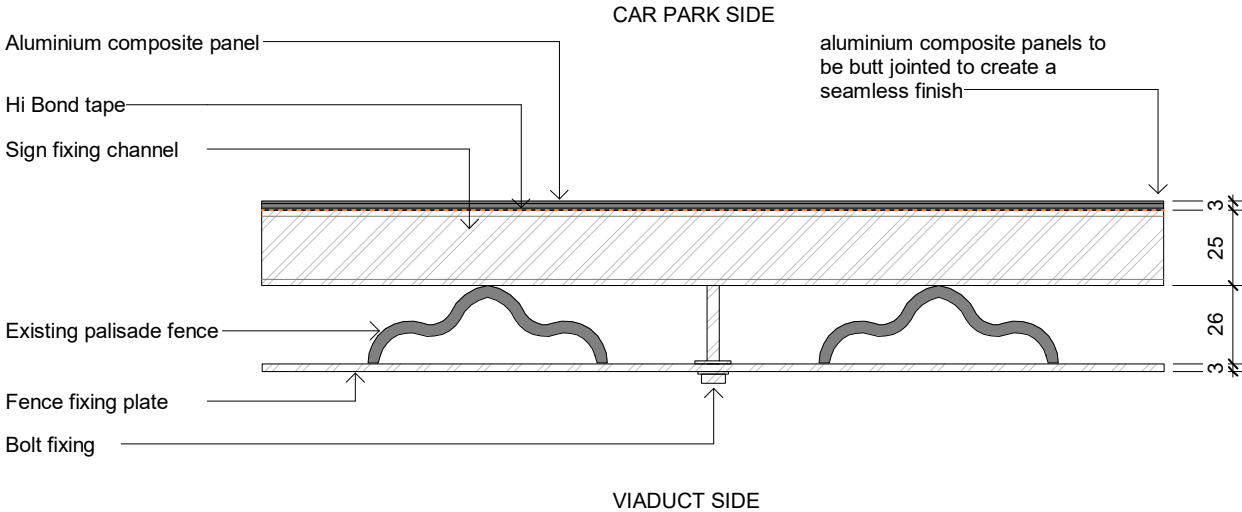


2 (34) Fence Dressing Elevation (Gate Closed)
1 : 50

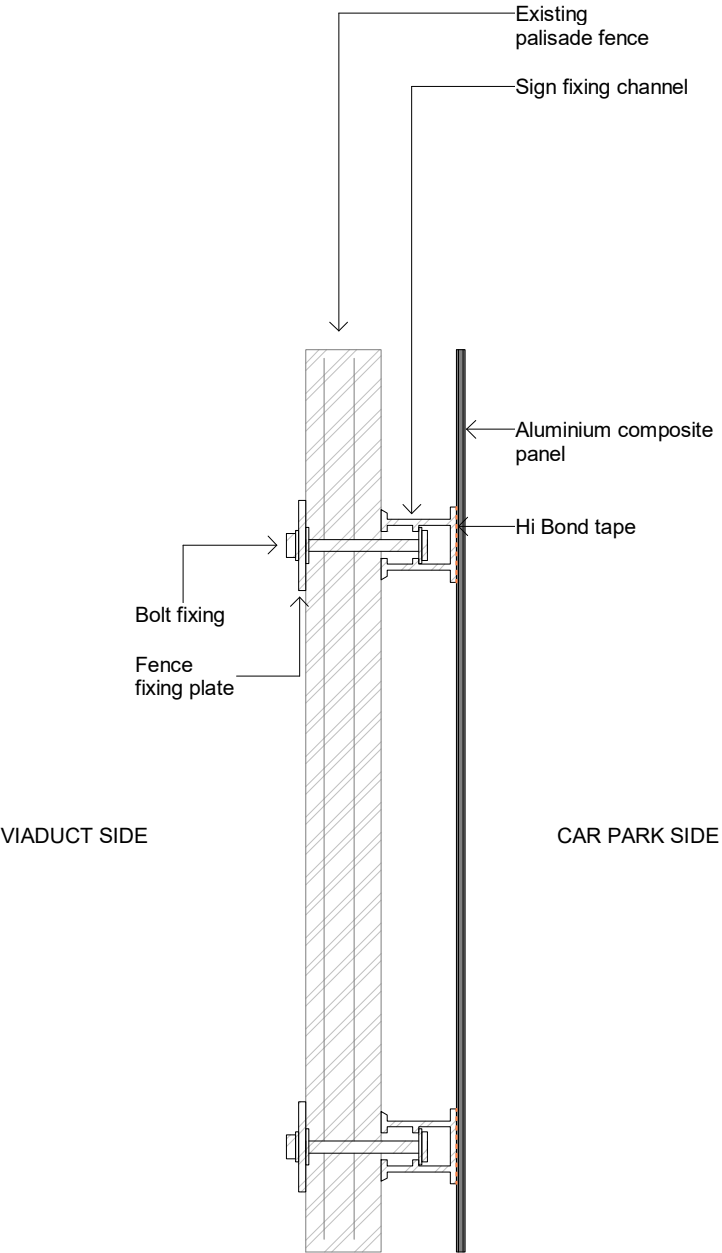
1

EXISTING SECURE FENCE AND GATE

The Aluminium Composite Boards will be fixed to the existing palisade fence and gate with a bolt system that will allow them to be removed at the end of the pilot scheme.



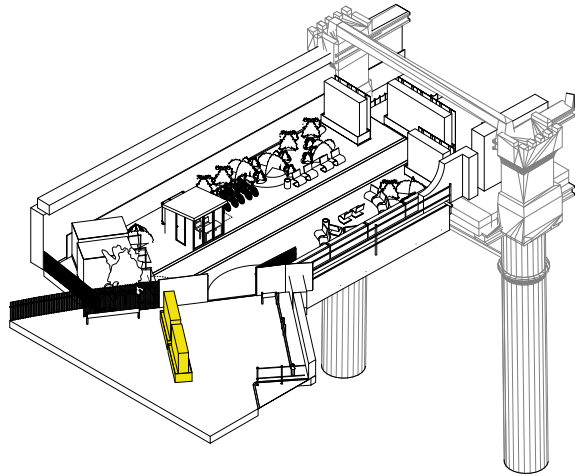
3 (34) Fence Fixing - Plan Detail
1 : 2



4 (34) Fence Fixing - Section Detail
1 : 2

1

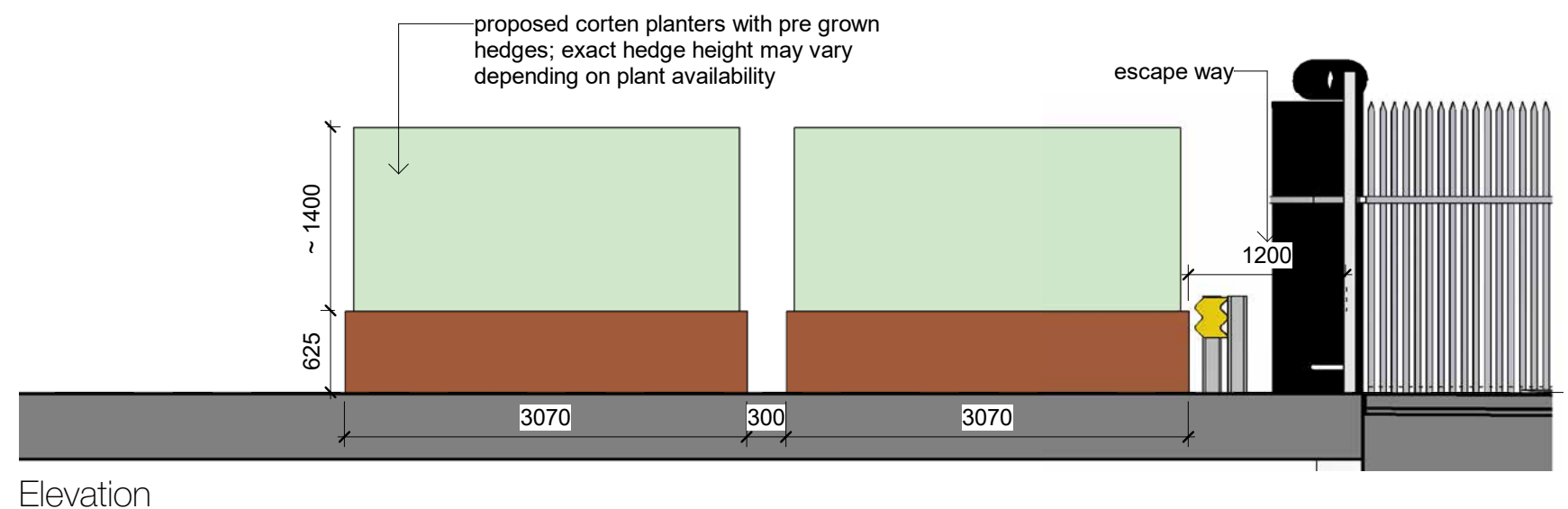
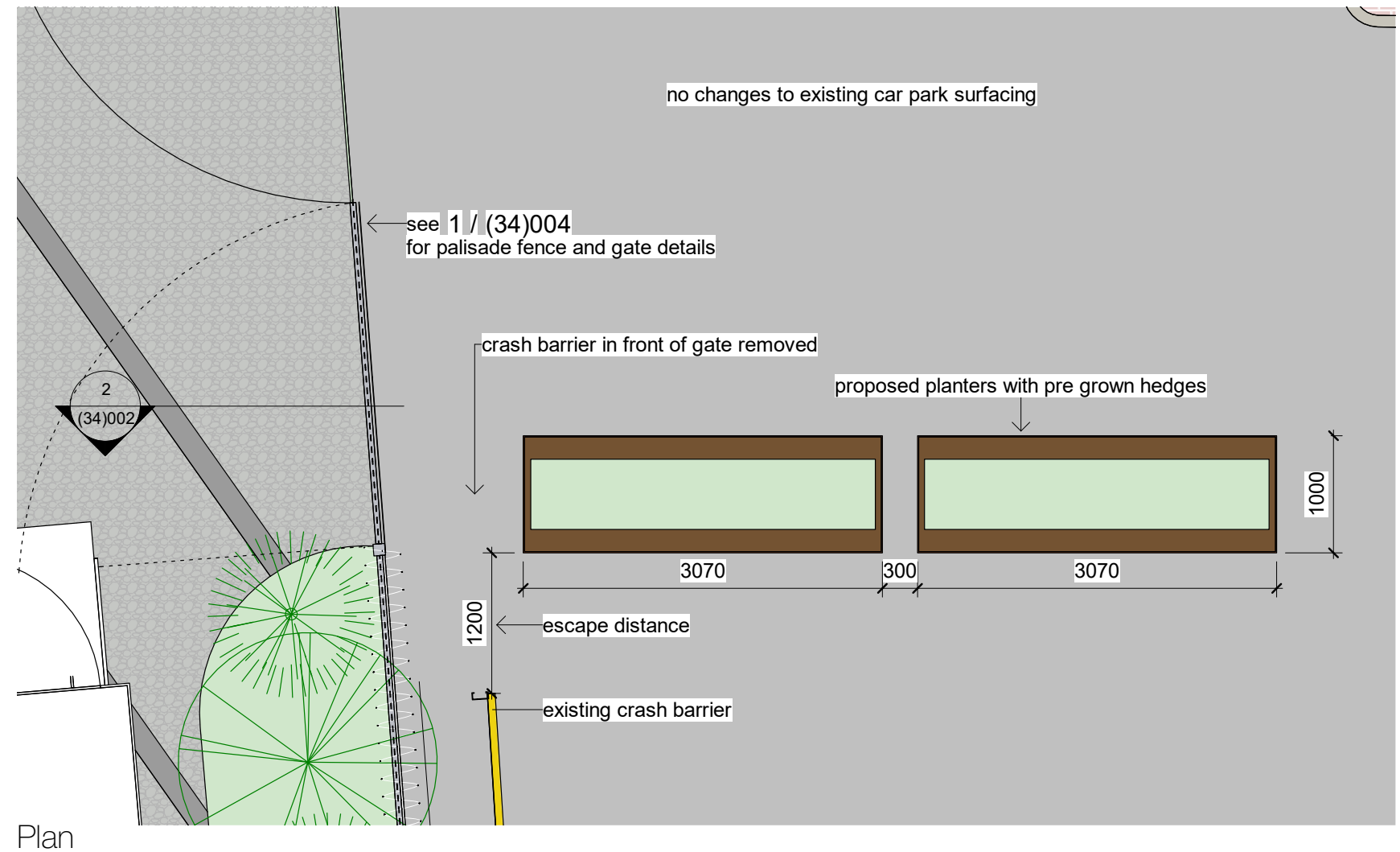
ENTRANCE PLANTERS



The car park will continue to be used as a logistics yard for Manchester Central and the need for the proposed new entrance planters comes from needing to create a visual separation to ensure a safe and pleasant visitor experience.

For maximum visibility into the screened off zone and to allow for safe escape from it, we propose two corten finish planters with pre-grown hedges reaching a total height of ~2m. The planters are to have 300mm gaps between them to allow for inter visibility, and the planter closest to the entrance fence is to be offset to allow for a 1200mm escape distance and prevent its use for climbing.

As requested by the council, the number of planters has been reduced to two.



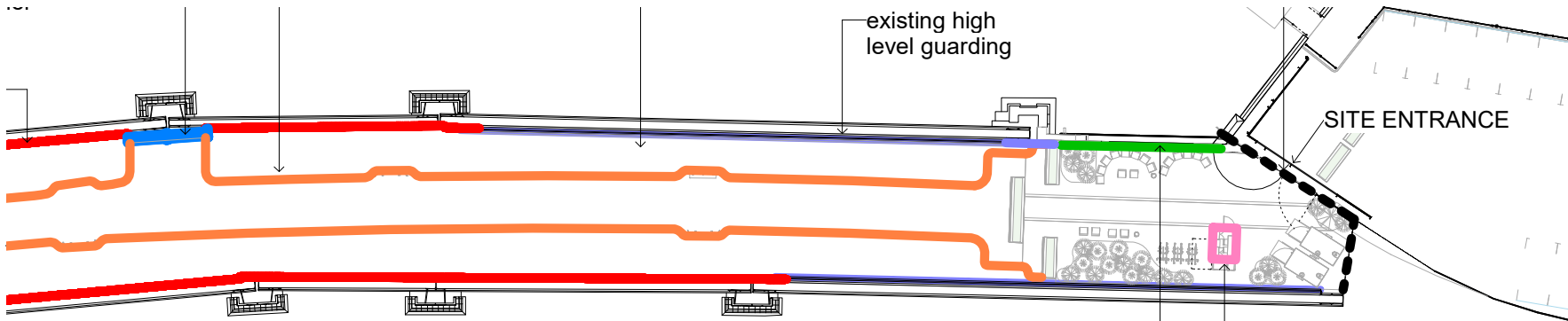
2

EXISTING HIGH LEVEL GUARDING

The existing high level, solid guarding is required by TfGM/Metrolink/Network Rail to prevent access to the operational Metrolink network and mitigate against dropped objects.

As it forms part of the existing condition of the site and the Pilot Scheme is temporary, it is proposed to be retained for H&S reasons.

In response to planning consultation feedback, the graffiti is to be cleaned off.



3

EDGE PROTECTOR PANELS

Within the 'Viaduct as Existing' section, galvanised steel edge protector panels will be fixed to the existing scaffolding poles. The panels are to be PPC RAL 7016 Anthracite Grey.

The existing scaffolding is to be load tested to ensure compliance with relevant loading standards.

Height: 1000mm

Width: 2600mm

Thickness: 15mm

Material: Galvanised Steel

Finish: Polyester Powder Coated RAL 7016

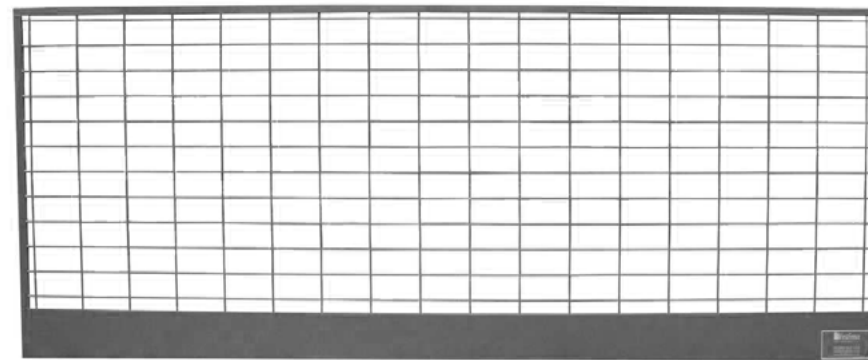
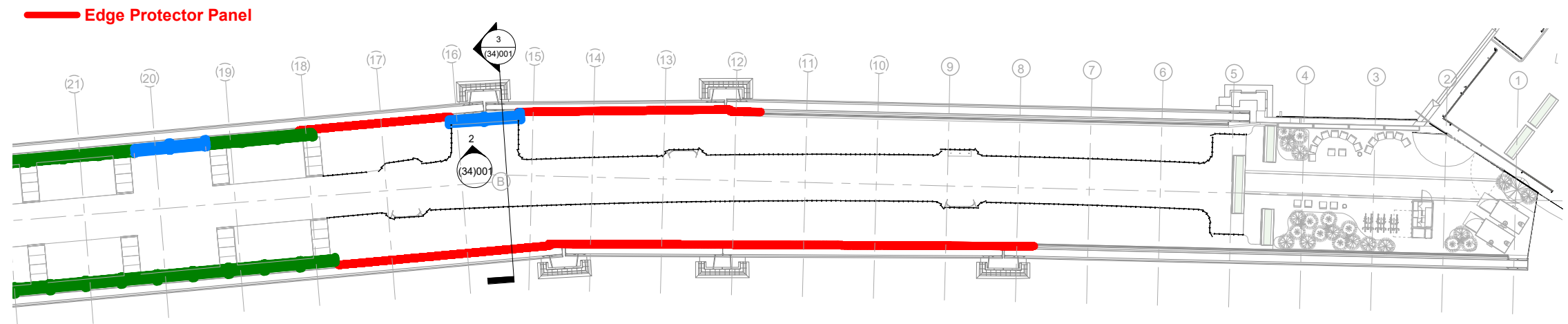
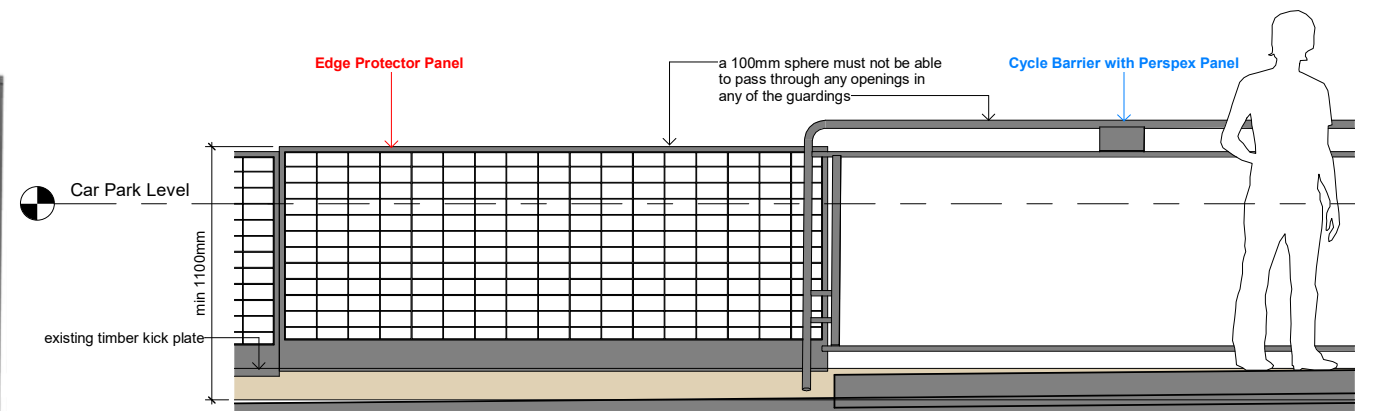


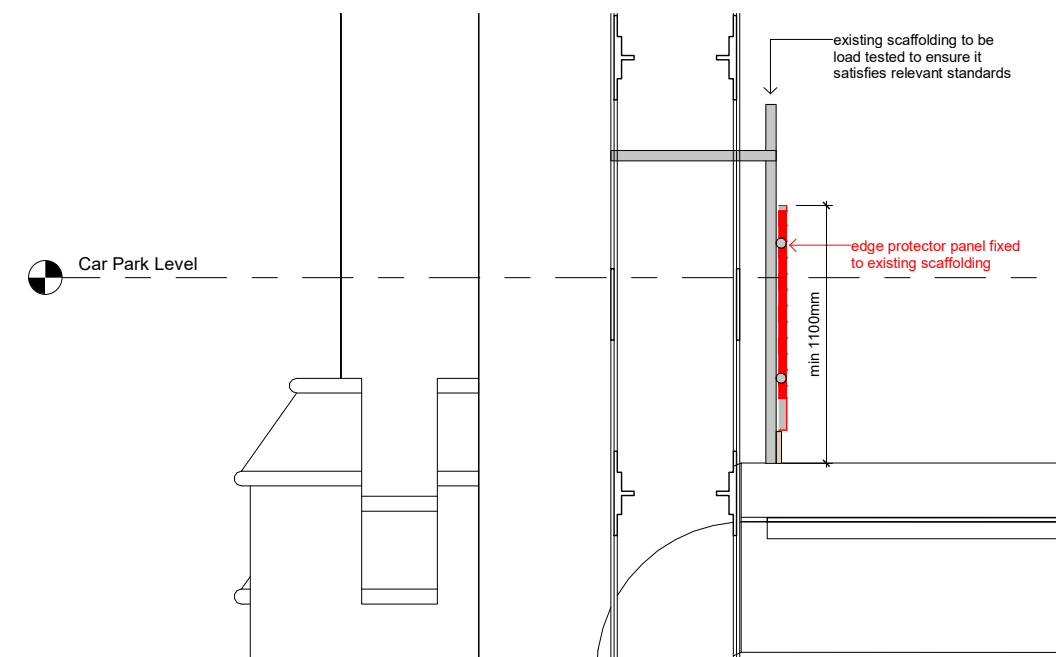
Photo of Product



Photo of existing scaffolding poles



2 (34) Guarding Elevation
1 : 20



3 (34) Guarding Section
1 : 20

4

CYCLE BARRIERS

Within the 'Secret Garden' section, galvanised steel 'cycle barriers' are to be placed against the existing parapet, creating a min. 700mm gap between visitors and the historic fabric. The barriers and their supports are to be PPC RAL 7016 Anthracite Grey. The barriers are to be secured to the existing scaffolding as per specialist subcontractor specification.

The existing scaffolding is to be load tested to ensure compliance with relevant loading standards.

Cycle Barrier Dimensions:

Height: 1300mm

Width: 3000mm

Depth: 56mm

Cycle Barrier Foot Dimensions:

Height: 191mm

Width: 150mm

Depth: 861mm

Material: Pre-Galvanised Steel

Finish: Polyester Powder Coated RAL 7016

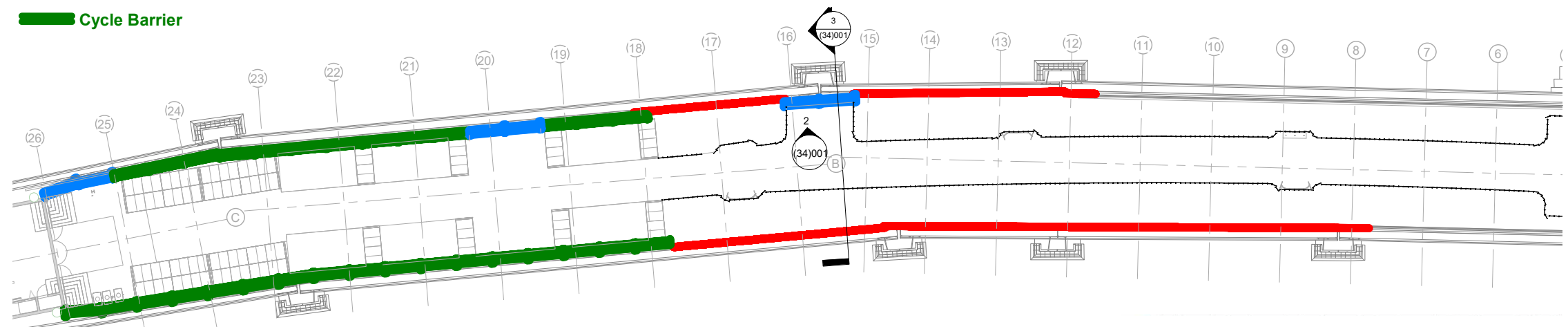
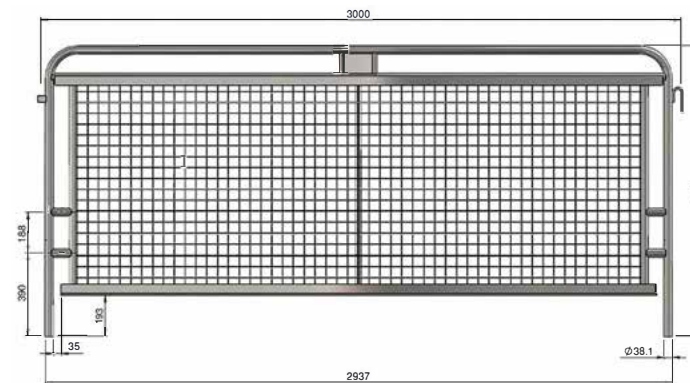


Photo of Product



Elevation of Product

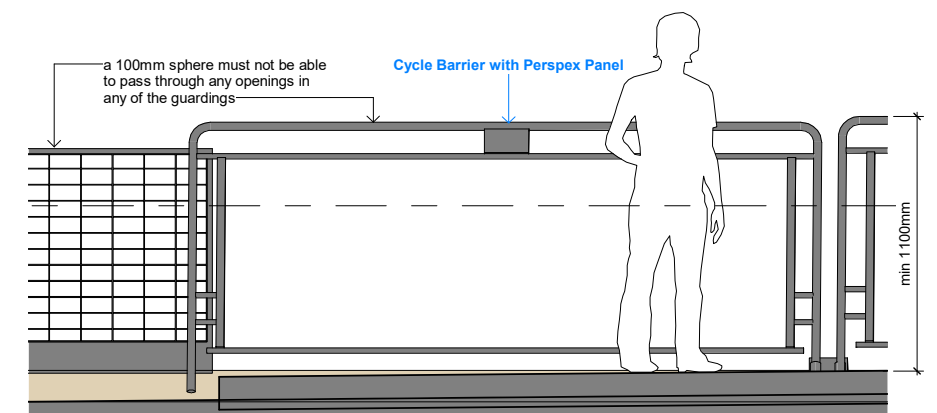
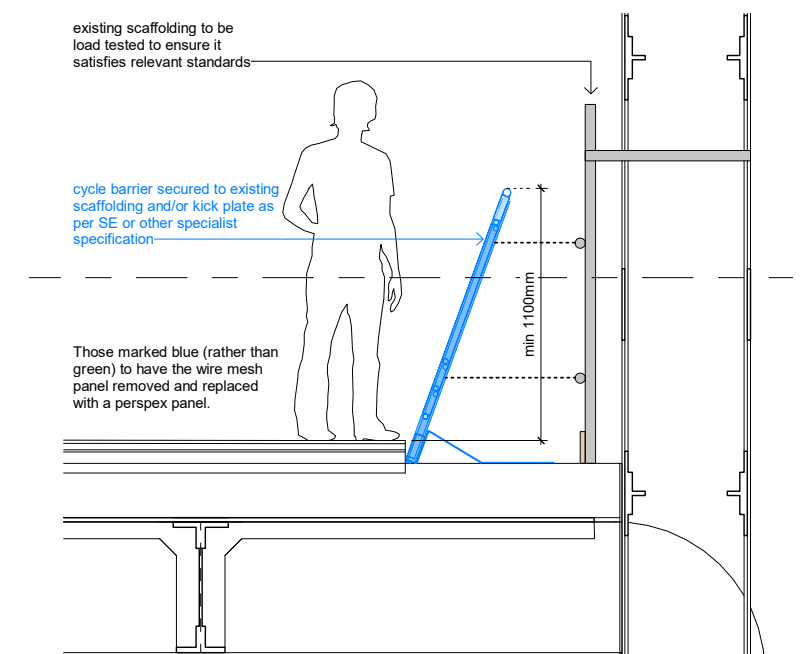


Photo of existing scaffolding poles



5 CYCLE BARRIERS WITH PERSPEX PANEL

On the two viewing platforms, the galvanised steel 'cycle barriers' will have the steel mesh removed and replaced with a perspex panel. They are to be placed against the existing parapet, creating a min. 700mm gap between visitors and the historic fabric. The barrier frames and their supports are to be PPC RAL 7016 Anthracite Grey. The barriers are to be secured to the existing scaffolding as per specialist subcontractor specification.

The existing scaffolding is to be load tested to ensure compliance with relevant loading standards.

Cycle Barrier Dimensions:

Height: 1300mm

Width: 3000mm

Depth: 56mm

Cycle Barrier Foot Dimensions:

Height: 191mm

Width: 150mm

Depth: 861mm

Material: Pre-Galvanised Steel and transparent perspex

Finish: Polyester Powder Coated RAL 7016

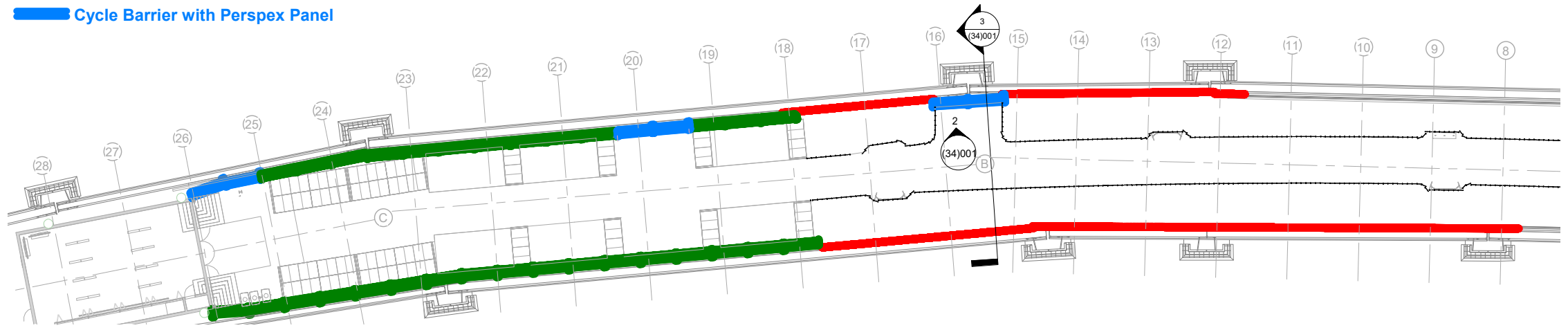
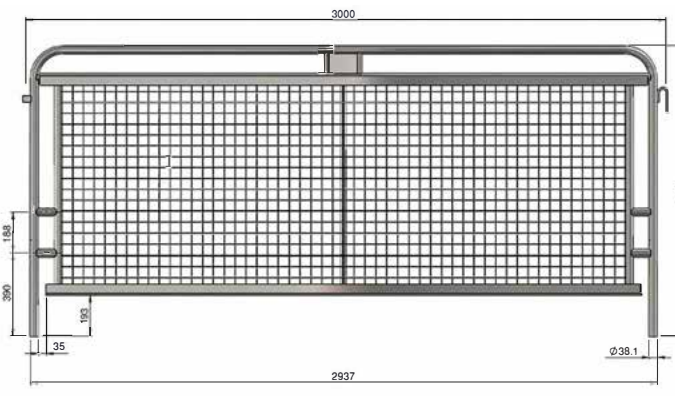


Photo of Product (steel mesh to be replaced with perspex panel)



Elevation of Product (steel mesh to be replaced with perspex panel)

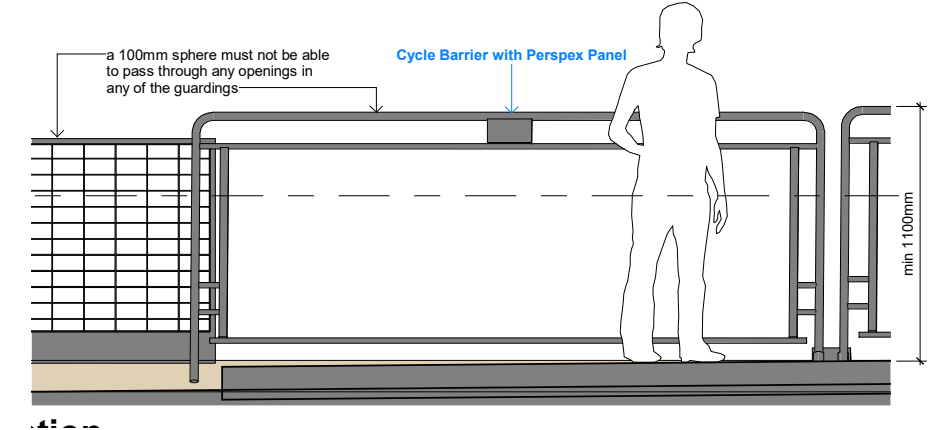
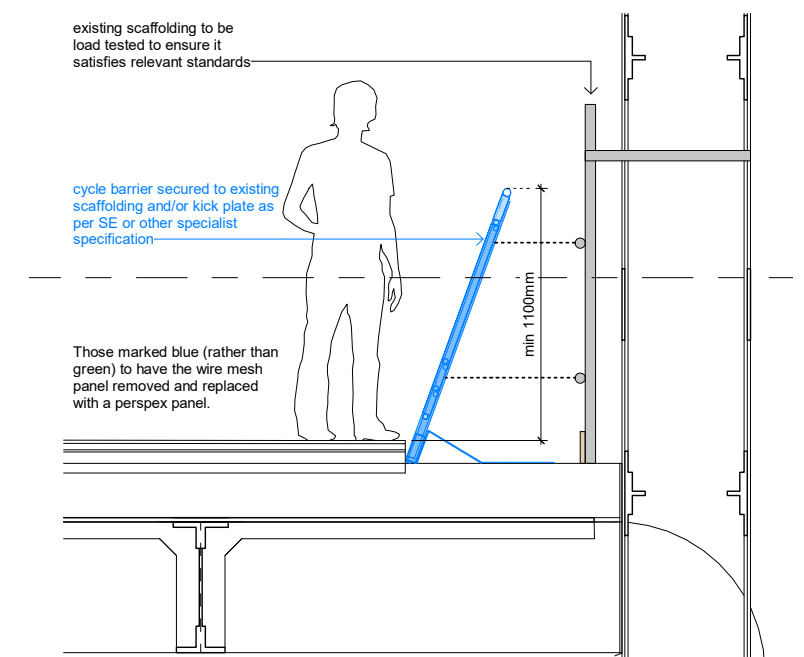


Photo of existing scaffolding poles

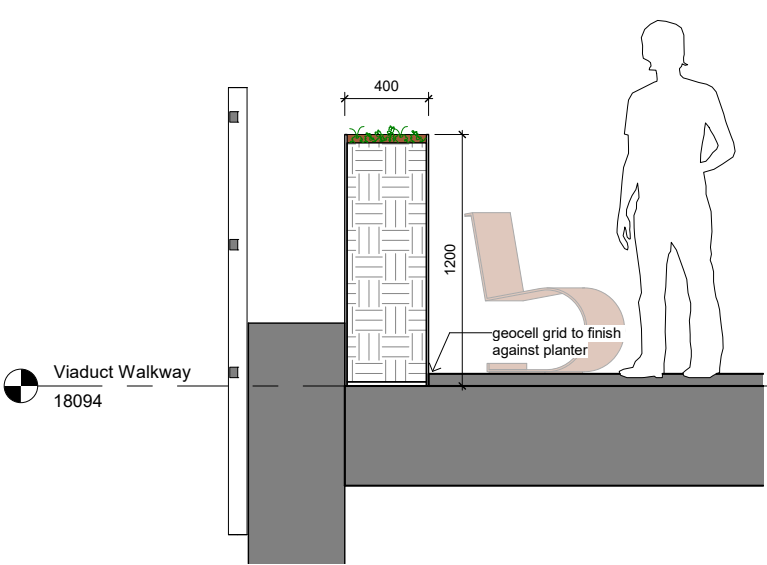


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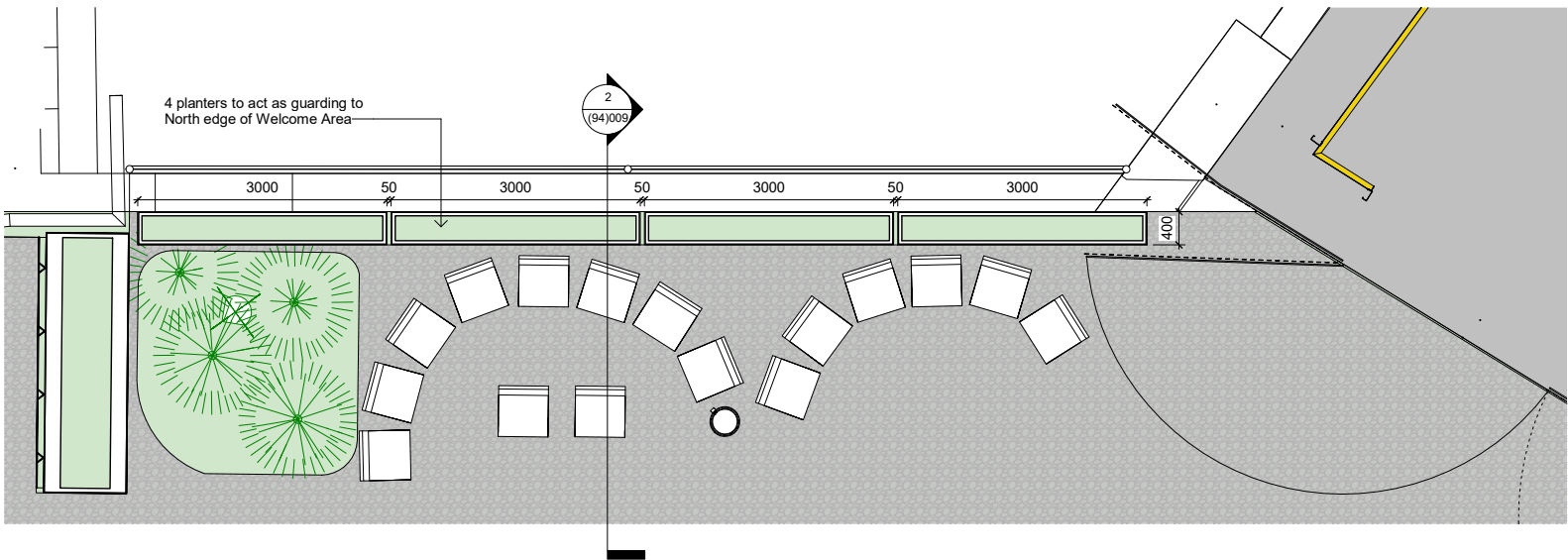
NEW PLANTER GUARDING

Within the Welcome Area, there is an existing, inadequate guarding to the North end (photo below). The rails are spaced too far apart and are climbable.

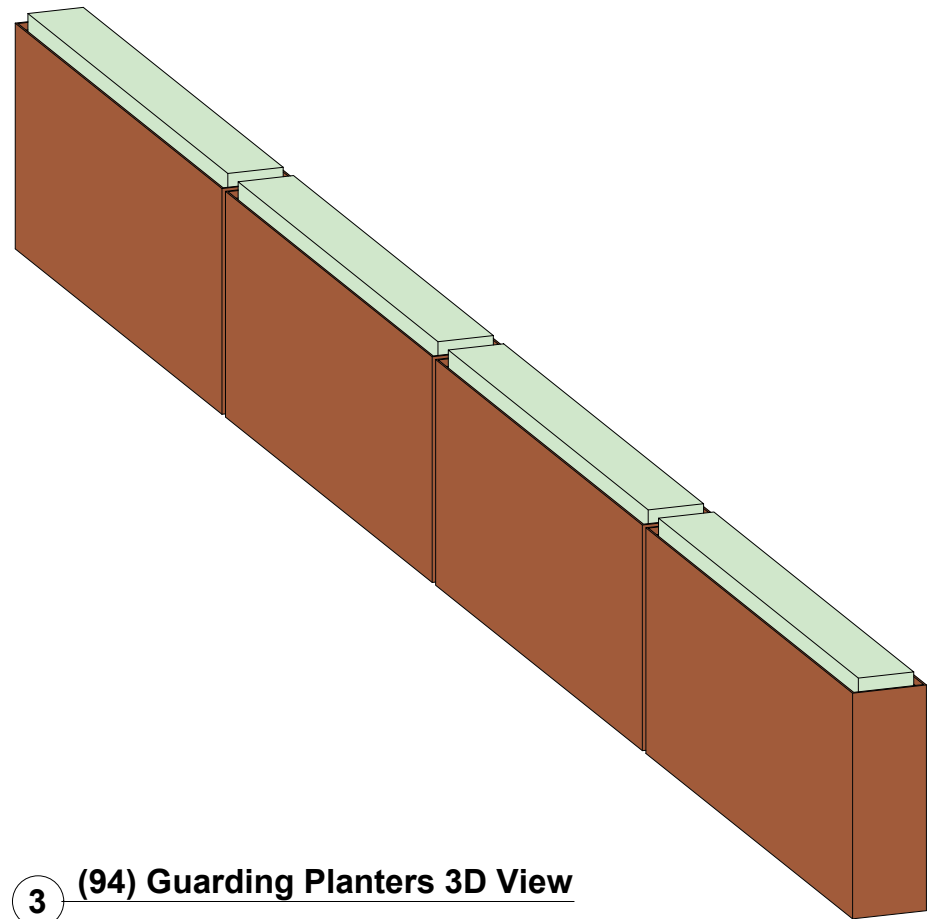
To provide adequate guarding in this location, 4 corten planters will be introduced, filled with soil / compost and with low level vegetation.



2 (94) Guarding Planter Section
1 : 20



1 (94) Guarding Planters Plan
1 : 50



3 (94) Guarding Planters 3D View



Photo of existing, inadequate guarding

7 LOW LEVEL HOOK FENCE

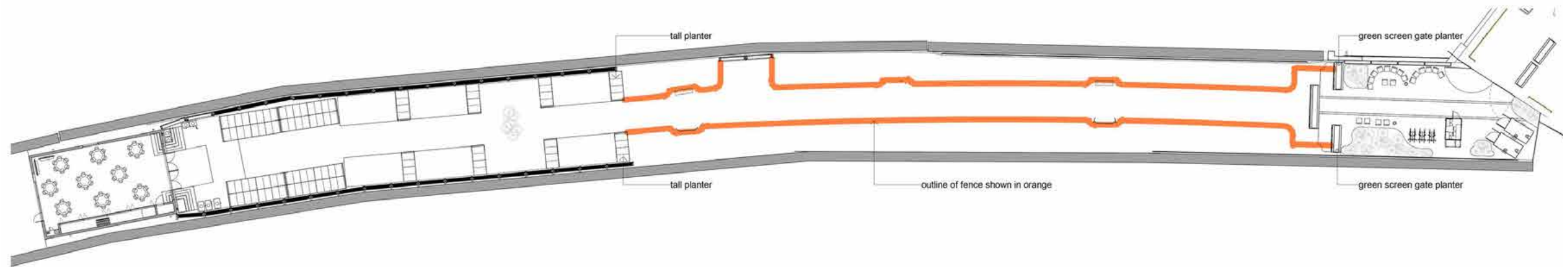
Within the 'Viaduct as Existing' zone, a low level fence will ensure visitors do not come into contact with the existing vegetation.

The design of the fencing has been reviewed by the National Trust's Equality Specialist and by the Centre for Accessible Environments' Senior Access Advisor. In line with their advice, the height (500mm) has been agreed to ensure it does not create a tripping hazard, as well as the thickness of the chain (min 20mm) for it to be clearly visible.

The 'hook' design of the fence is inspired from the profile of existing railway ties found on site (see photo on the right).

Material: Metal

Finish: Anthracite Grey 7016



2 (34) Extent of hook fence
1 : 300

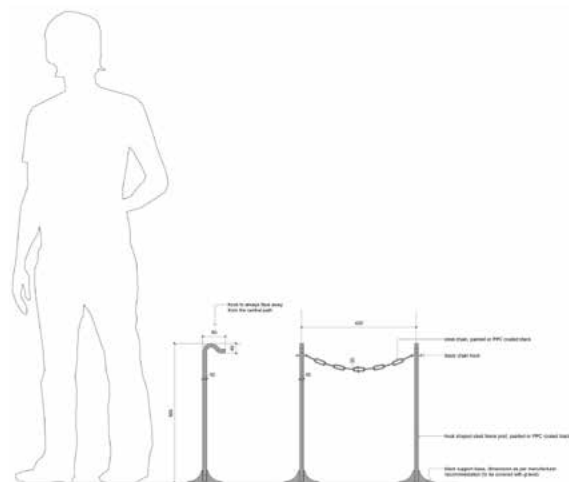


Diagram to show scale



Photo of historic railway tie found on site

