

PLANNING SERVICE, MANCHESTER CITY COUNCIL

INITIAL ADVICE ON THE EXTENT OF A LISTING DESIGNATION

Site: Castlefield Railway Viaduct from G-Mex to Dawson Street, City Centre.
Date of advice: 21st May 2021

1.0 Introduction

1.1 That part of the Castlefield Railway Viaduct from G-Mex to Dawson Street is Grade II listed (List Entry Number 1292315). It is noted that 'G-Mex' was the name given at the time of listing to the exhibition centre that occupied the former Central Railway Station which is Grade II* listed in its own right (List Entry Number 1270514) and now forms a part of the 'Manchester Central' exhibition and conference complex.

1.2 This initial advice is based primarily on a desk based analysis involving, for example, map regression work, modern imaging (available from Google Streetview and Google Earth), and officer knowledge of the viaduct and the area it passes through. Regard has been had to relevant listing descriptions and while the description for the viaduct identifies the start of finish locations for the listed section these are not, as shall be seen, accurately identified. Not all parts of the viaduct are readily visible from publicly accessible spaces and this initial advice may need to be refined as an when any detailed on-site inspection takes place.

2.0 Initial advice

2.1 Regard should be had to the accompanying plan covering the listed part of the viaduct. The plan is presented in two over-lapping parts covering the western and eastern sections of the listed viaduct.

General extent of the Castlefield Railway Viaduct

2.2 Despite the listing description for the viaduct giving a single date of c.1880 for the construction of the viaduct, map regression work shows that the historic part of the viaduct - virtually all of the structure - was built in two distinct linear phases.

- (1) The southern half of the viaduct (which is shown on the plan as still carrying railway lines (now used by the Metrolink system)) was in place by an OS map of 1891 so the actual date of construction could have accorded with the c.1880 date. Visible brickwork associated with this half of the viaduct is generally in a red brick. This part of the viaduct served the Central Railway Station and the small adjacent Cheshire Lines Railway Goods Station. As noted above, the former of these still exists and is Grade II* listed while the buildings associated with the latter no longer exist and were approximately where the Convention Centre of Manchester Central stands today.
- (2) The northern half of the viaduct (which is shown on the plan as now devoid of

railway lines) was in place by an OS map of 1908. The parapet of this half of the viaduct where it bridges Dawson Street contains a stone plaque reading "C.L.C. 1892" which helps to clarify matters. Visible brickwork associated with this half of the viaduct is generally in a blue engineering brick. This part of the viaduct principally served the Great Northern Railway Goods Station which stood on a separate railway deck on the opposite side of Watson Street from that of the Central Railway Station and Cheshire Lines Railway Goods Station. While the warehouse and street frontage buildings associated with the Great Northern Railway Goods Station remain standing (and are Grade II* and II listed in their own rights under List Entry Numbers 1268529, 1282974 and 1210103) much of the railway deck linking the warehouse to the Castlefield Railway Viaduct have been demolished including as a part of more recent developments. The viaduct as it served the Great Northern Railway Goods Station now effectively ends at the back-of-footway on the south side of Bridgewater Street (not to be confused with Great Bridgewater Street).

Both these linear halves of the viaduct are covered by the listing designation. Both halves also include parallel sections (in the vicinity of Giants Basin) where they have a matching and highly distinctive built form of cast iron drum piers rising to square castellated towers supporting metal lattice parapets. For a distance these metalwork sections of the viaduct separate with a gap between them whereas elsewhere the two linear halves of the viaduct abut each other. The extent of listing would also cover:

- (a) The boundary walls/gates and stone setted yard surfaces in the vicinity of Bridgewater Street and Collier Street that clearly formed a part of the original viaduct development.
- (b) Various buttresses and similar structures such as that seen on the southern side of Great Bridgewater Street adjacent to the junction with Lower Mosley Street.

Adjacent Manchester South Junction and Altrincham Railway Viaduct

2.3 The earlier, and lower, Manchester South Junction and Altrincham Railway (MSJ&AR) Viaduct approaches the Castlefield Railway Viaduct from the southeast. This viaduct is Grade II listed in its own right (List Entry Number 1200837) and is mostly in red brick. In the vicinity of Collier Street this viaduct splits into two and the Castlefield Railway Viaduct was constructed so as to bridge the arm of the MSJ&AR Viaduct heading north-westwards and to run alongside the arm heading westwards. It would seem that while there may be places in which the two listed viaducts abut, they were - and remain - distinct structures.

Eastern end of the Castlefield Railway viaduct

2.4 At its eastern end the viaduct structure effectively continues as a continuous built form across the line of Great Bridgewater Street to form the rail deck/undercroft of the former Central Railway Station. The listing description of the former station makes reference to the extensive station undercroft but without attempting to define their extent. Without a change in physical form from one side of Great Bridgewater Street to the other (other than the bridge over the road itself) the precise dividing line between the listing designations of the viaduct and the former station is unclear. However, the apparent intent was that the listings would be contiguous.

2.5 On this basis it could potentially be argued that the two listings meet at the centre line of the bridge over Great Bridgewater Street to emphasise the inter-relationship between the two listed structures but this would leave one half of the

bridge as Grade II* and the other as Grade II. It would seem more logical, however, that the extent of the former Central Railway Station would be marked by the end of its undercroft at the back of footway on the north side of Great Bridgewater Street and that this should be used as the dividing line between the listed viaduct and former station. Also, this would reflect the viaduct listing as being "from G-Mex" and would still reflect the inter-relation of the two listed structures insofar as the spring points of the Great Bridgewater Street bridge would rely on the station undercroft structure for support. On this basis the station undercroft elevation on the north side of Great Bridgewater Street is taken as the extent of listing for the viaduct and the station. This approach also ensures that the historic gate posts at the north side of Great Bridgewater Street adjacent to the junction with Lower Mosley Street would continue to be covered by the station listing designation.

Western end of the Castlefield Railway Viaduct

2.6 The listing description makes specific reference to the listed part of the viaduct ending in the west at Dawson Street and to the blue brick bridge over Dawson Street. The original width of Dawson Street was significantly widened in the 1990's as a part of the construction of the Inner Relief Route (IRR) highway which followed the line of Medlock Street for a part of its route around the City Centre. The blue brick bridge is part of the northern half of the viaduct and only seen in views along the street from the north. In views from the south it is masked by the red brick earlier phase of the viaduct (not to be confused with the adjacent lower, red brick MSJ&AR Viaduct). As elsewhere, the clean join where the two linear halves of the viaduct abut is clearly seen by the change in material on the otherwise contiguous underside of the archway. To determine exactly where the listing designation ends it is noted that:

- (a) Viewed from the north the distinctive arch with stone voussoirs and stone pedimented plaque set within the parapet above bridges over the original line of Medlock Street which is now the south-bound half of the IRR. The north-bound half of the IRR was constructed so as to pass through an adjacent viaduct arch to the west which matches the appearance of those arches to the east of Medlock Street in this locality. To the west of the arch over the north-bound half of the IRR, the form of the viaduct makes an abrupt change to one of brick piers without brick arches but instead carrying a deep, continuous horizontal metal rail deck and parapet. This would suggest that the listed part of the viaduct would end where this horizontal rail deck and parapet structure starts.
- (b) Viewed from the south the earlier phase of the viaduct has a continuous form and appearance as it heads away from the IRR in both directions other than brick piers in the parapet demarcating the sides of the arch that bridged over the original line of Dawson Street. Without any obvious break in design on this side it would seem logical to end the listing designation on the same line as for the northern phase of the viaduct described above.

Other considerations

2.7 An archway allows Century Street to pass under the viaduct. The viaduct archway immediately to the east is now occupied by the extension to the separately listed Grade II former lock keeper's cottage at No.6 Century Street (List Entry Number 1247597). The lock keeper's cottage and extension would be covered by the designation for the cottage. The elevation arches elsewhere in the eastern part of the viaduct from Great Bridgewater Street to Collier Street have been historically infilled to

create useable floorspace. The associated internal spaces have not been inspected but the premises (internally and externally) would be covered in the usual way by the listing designation for the viaduct as set down in the Planning (Listed Buildings and Conservation Areas) Act 1990.

2.8 The viaduct effectively forms the canal wall of the Rochdale Canal between the canal locks Nos. 90 and 91. Further investigation may be required to confirm the relationship between the listing designations of the viaduct and lock No.90 although this may be readily apparent when on site.

2.9 There are several more recently erected structures that are attached to the viaduct and would, therefore, be covered by the listing designation. These would include, for example:

- (a) The separate staircase and lift towers (dating from the late 1980's/early 1990's) in the vicinity of the Beaufort Street/Duke Street junction.
- (b) The vehicle access ramp constructed on part of the width of Trafford Street to provide access from street level to railway deck level.
- (c) The Metrolink access ramp constructed alongside Lower Mosley Street to allow trams to move from street level to the viaduct level.
- (d) The Deansgate-Castlefield Metrolink Station and associated works constructed on the viaduct deck.
- (e) The staircase/lift structure serving the Deansgate-Castlefield Metrolink Station adjacent to the Whitworth Street West/Deansgate junction.
- (f) The staircase structure serving the Deansgate-Castlefield Metrolink Station adjacent to the Whitworth Street West/Albion Street junction.

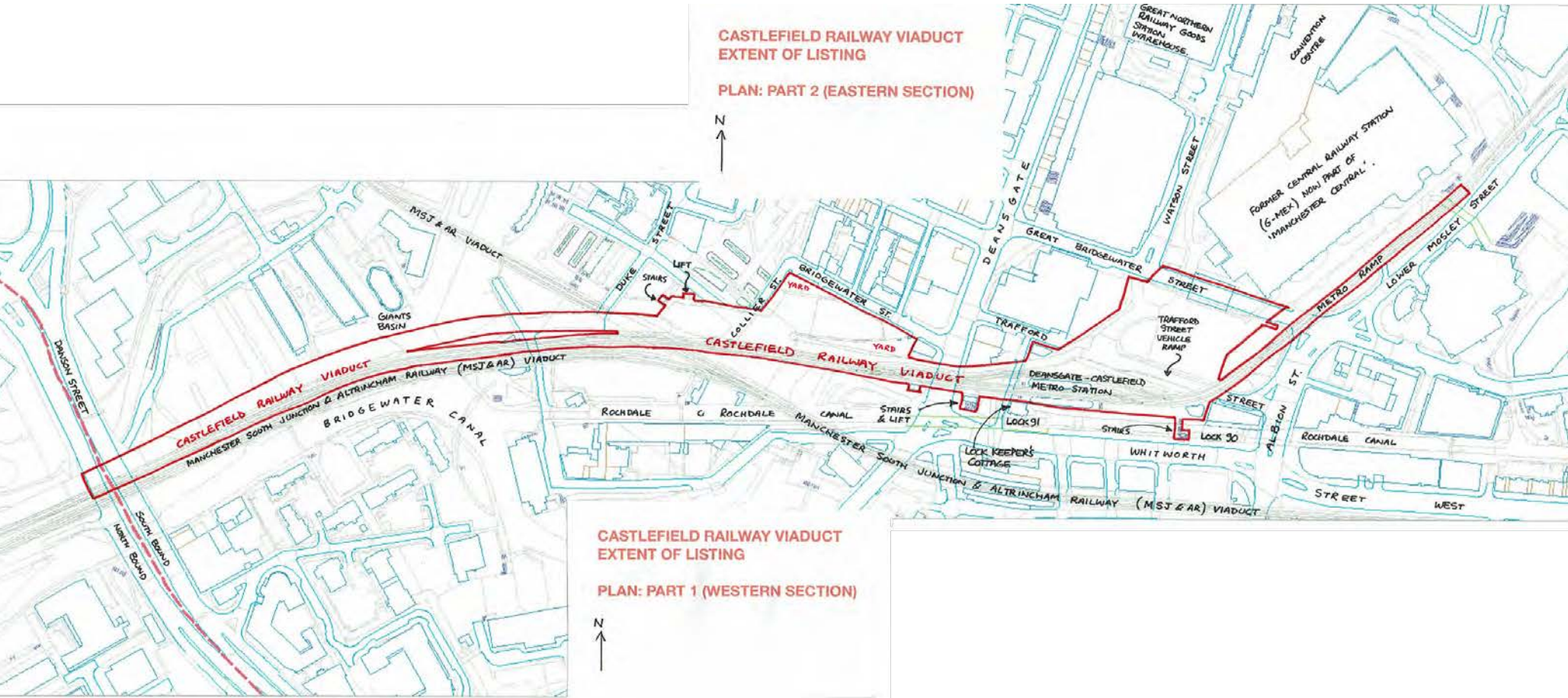
Way forward

2.10 As noted, this is an initial and primarily desk-based assessment by the Planning Service of the extent of designation and can be used for discussion when further evidence becomes available by, for example, detailed on-site survey and further research. However, at this time, based on the physical form of the viaduct structure, it seems that the extent of listing identified above would be unlikely to change in any significant way.

2.11 There is, however, also the possibility of seeking a re-assessment of the listing designation by Historic England as a means of providing greater clarity if it is felt this is required. With the more recent ability to specifically exclude features from a listing designation this approach could see features such as those identified in Paragraph 2.9 above being excluded from the designation but these would most likely already be accepted as being of no particular heritage significance in any proposal. Otherwise, at this time, there would seem little particular benefit from a re-assessment in this instance although this is a decision for others to make.

21st May, 2021

Drafted by John Whyard (Urban Design & Conservation Team)



APPENDIX B

LIST DESCRIPTION OF THE 1892 VIADUCT

CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO
DAWSON STREET

Heritage Category: Listing

Grade: II

List Entry Number: 1292315

Date first listed: 14-Feb-1988

Date of most recent amendment: 06-Jun-1994

SJ8297NW 698-1/18/115 04/02/88

MANCHESTER DEANS GATE

Castlefield Railway Viaduct from G-Mex to Dawson Street
(Formerly Listed as: DEANS GATE Castlefield Railway Viaduct
from Central Station, dividing into 2, rejoining an) II

GV

Railway viaduct. c.1880. Cast iron and wrought iron (?); red brick to east of Duke Street. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street.

Listing NGR: SJ 83220 97620

[Read it online here >>](#)

APPENDIX C

LIST DESCRIPTIONS

THE GIANTS BASIN

Heritage Category: Listed Building

Grade: II

List Entry Number: 1247068

Date first listed: 06-Jun-1994

MANCHESTER

SJ8297 POTATO WHARF 698-1/18/319 (East side) The Giant's Basin

GV II

Circular weir. Probably 1765, by James Brindley, for Duke of Bridgewater, altered in C19. Coursed squared sandstone. Circular structure approx.10m in diameter, with 2-course sloped lip. Part of hydraulic system by which the Bridgewater Canal terminus basin exploited the course of the River Medlock, which was diverted through a culvert running from east of Deansgate at Knott Mill to Potato Wharf, and the canal overflow was returned to the river via this weir. Simple structure of national historical importance. Forms group with canal basin at Potato Wharf (q.v.), and with Castelfield Railway Viaduct (q.v.), and Culvert arches, New Elm Road (q.v.); associated with Floodgate, Deansgate (q.v.).

Listing NGR: SJ8298097679

[Read it online here >>](#)

PAIR OF CULVERT ARCHES OVER RIVER MEDLOCK AND ASSOCIATED OVERFLOW CHANNEL

Heritage Category: Listed Building

Grade: II

List Entry Number: 1283003

Date first listed: 06-Jun-1994

SJ8297 NEW ELM ROAD 698-1/18/245 (East side) Pair of culvert arches over River Medlock and associated overflow channel

GV II

Pair of culvert arches. Probably 1765, by James Brindley, for Duke of Bridgewater. Coursed squared sandstone. Two low segmental spans at an angle, over the outflows from the River Medlock culvert and the overflow culvert from the Giant's Basin, that on the right lower and with a plain arch-band. Part of hydraulic system by which the Bridgewater Canal terminus basin exploited the course of the River Medlock, which was diverted through a culvert running from east of Deansgate at Knott Mill to this position, and the canal overflow was returned to the river via a circular weir at Potato Wharf known as the Giant's Basin. Simple structure of national historical importance. See also Giant's Basin, Potato Wharf, and Floodgate, Deansgate.

Listing NGR: SJ8294997716

[Read it online here >>](#)

ROCHDALE CANAL LOCK NUMBER 92 AND CASTLE STREET BRIDGE

Heritage Category: Listed Building

Grade: II

List Entry Number: 1270858

Date first listed: 20-Jun-1988

Date of most recent amendment: 06-Jun-1994

SJ8397NW ROCHDALE CANAL 698-1/30/364 Lock No.92 and Castle Street Bridge 20/06/88 (Formerly Listed as: CASTLE STREET, CASTLEFIELD "Canal Bridge and over Rochdale Canal adjoining lock walls with 2 pairs.gates")

GV II

Canal bridge with attached ramp on west side and lock on east side. c.1804, altered. Coursed squared millstone grit, wooden gates. The bridge has a single segmental arch with rusticated voussoirs, keystone and arch-band, a plain band above, slab-wall parapets curved round at the outer ends, and a ramp at right-angles to the north-west corner. Lock of 14-foot width, with pairs of gates at both ends; overflow tunnel with circular brick-lined shaft to south side of Castle Street. The lock is the last in a series of 9 on the extension linking the Rochdale and Bridgewater Canals.

Listing NGR: SJ8311797566

[Read it online here >>](#)

MERCHANTS WAREHOUSE

Heritage Category: Listed Building

Grade: II

List Entry Number: 1197778

Date first listed: 20-Jun-1988

MANCHESTER, CASTLE STREET (West side), Merchants Warehouse

20.06.88

GV II

Former canal warehouse serving Bridgewater Canal terminus, offices from early C21. Dated 1823 on pier between shipping holes; altered, fire-damaged and derelict when surveyed: Brown brick in English garden-wall bond, with some sandstone dressings, slate roof (damaged). Rectangular plan of 6 structural bays occupying whole of west end of north quay. West facade (to the canal) 4 storeys and 1:2:6:2:1 windows separated by former loading slots. The centre has two semi-circular arched shipping holes rising into the 1st floor, with a cylindrical sandstone pier and responds which have concave caps brought to a square, that in the centre inscribed "1823", timber lintels and wooden screens in the arches above; the loading slots have doorways at ground floor but are otherwise bricked-up, and those to the right have wooden gabled hoist-canopies; small round-headed windows with glazing bars and tilting casement openings in the lower half, all damaged. Moulded stone cornice with blocking course. The east facade is 3-storeyed, with similar windows and 4 surviving 3-stage loading slots (only partly bricked up) but the top floor of the northern half and its roof are

missing. INTERIOR: not inspected, but reported to have timber beams, and remains of winding gear in roof. Distinctive feature of Bridgewater Canal terminus site, of considerable historical interest.

Listing NGR: SJ8309997526

[Read it online here >>](#)

BRIDGEWATER CANAL BASIN AT POTATO WHARF

Heritage Category: Listed Building

Grade: II

List Entry Number: 1246959

Date first listed: 06-Jun-1994

POTATO WHARF (East side), Bridgewater Canal basin at Potato Wharf

GVII

Canal basin. Probably c.1760-5, by James Brindley, for Duke of Bridgewater: Branches off north side of Bridgewater canal near Castlefield terminus. Lined with stone blocks. Forms group with the circular overflow basin slightly to the east (known as Giant's Basin) and with Castlefield Railway Viaduct.

Listing NGR: SJ8290497624

[Read it online here >>](#)

REMAINS OF EASTERN WALL OF THE ROMAN FORT

Heritage Category: Scheduled Monument

List Entry Number: 1001953

Reasons for Designation

Not currently available for this entry.

History

Not currently available for this entry.

Details

This record has been generated from an "old county number" (OCN) scheduling record. These are monuments that were not reviewed under the Monuments Protection Programme and are some of our oldest designation records. As such they do not yet have the full descriptions of their modernised counterparts available. Please contact us if you would like further information.

[Read it online here >>](#)

MANCHESTER SOUTH JUNCTION AND ALTRINCHAM RAILWAY VIADUCT

Heritage Category: Listed Building

Grade: II

List Entry Number: 1200837

Date first listed: 06-Jun-1994

Date of most recent amendment: 26-Feb-2013

Summary

Railway viaduct for the Manchester South Junction & Altrincham Railway Company, 1846-9, constructed by David Bellhouse Jnr. Red brick with some small sections of blue brick, sandstone dressings and cast-iron bridges.

Reasons for Designation

The Manchester South Junction & Altrincham Viaduct is designated at Grade II for the following principal reasons:

* Design interest: it is an impressive 1 3/4 mile long urban viaduct incorporating a series of well-detailed bridges; some with highly decorative Gothic-style ironwork;

* Date: it is an early example of a railway viaduct dating from the second phase of railway development - the period from 1841-50 often referred to as 'railway mania' - in which commercial speculation and competition for routes led to the rapid construction of lines and expansion of the railway network;

* Historic interest: the viaduct forms an important and integral component of the Manchester South Junction & Altrincham Railway, which was one of the country's earliest suburban railways, and Manchester's first; helping to bring this form of transport to the hinterlands;

* Group value: the viaduct has strong group value with neighbouring railway structures (both contemporary and later), including two other railway bridges crossing the River Irwell (the 1830 Grade I listed stone bridge and the 1869 Grade II listed girder bridge) and their associated viaducts, the Grade II listed Castlefield Viaduct (c1880), the Grade II listed stations of Manchester Oxford Road (1958-60) and Deansgate (1896), and the Grade II listed former goods offices (c1850-60) and train shed (c1881) at Manchester Piccadilly Station.

History

The Manchester South Junction & Altrincham Railway viaduct was constructed in 1846-9 by David Bellhouse junior for the Manchester South Junction & Altrincham Railway (MSJ&AR) Company; Bellhouse was also responsible for laying the track. Several of the cast-iron bridges situated along the viaduct were built by his son, the engineer and iron-founder, Edward Taylor Bellhouse, along with others by the line's Chief Engineer, William Baker, and William Cubitt.

The MSJ&AR line is one of the country's earliest suburban railways and was the first in Manchester. It was started as a joint venture between the Manchester & Birmingham Railway (later the London & North Western Railway, LNWR) and the Sheffield, Ashton-under-Lyne & Manchester Railway (later the Manchester, Sheffield & Lincolnshire Railway, MS&LR) which operated London Road Station (known as Manchester Piccadilly Station since 1960). The aim was to create an extension of their lines, known as the South

Junction line, that would be carried along the southern boundary of the city centre on a viaduct and then join the Liverpool and Manchester Railway at Ordsall Lane in Salford, providing access to the lucrative port and city of Liverpool. A branch line, leaving the South Junction line at Castlefield, would also follow the Bridgewater Canal to Altrincham. The Manchester South Junction & Altrincham Railway Act received Royal Assent on 21 July 1845.

300,000 cubic feet of stone (91,440 cubic metres), 50 million bricks and 3000 tons (3048 tonnes) of cast iron were used in the viaduct's construction. The MSJ&AR line opened on 20 July 1849, although sections of the viaduct were not opened until 1 August 1849. The line ran for 8 1/2 miles from London Road Station via Oxford Road and Deansgate Stations to Altrincham, with the viaduct forming a 1 3/4 mile (2 3/4 km) long stretch: the northern branch terminating at the north-west bank of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

Details

LOCATION: 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.

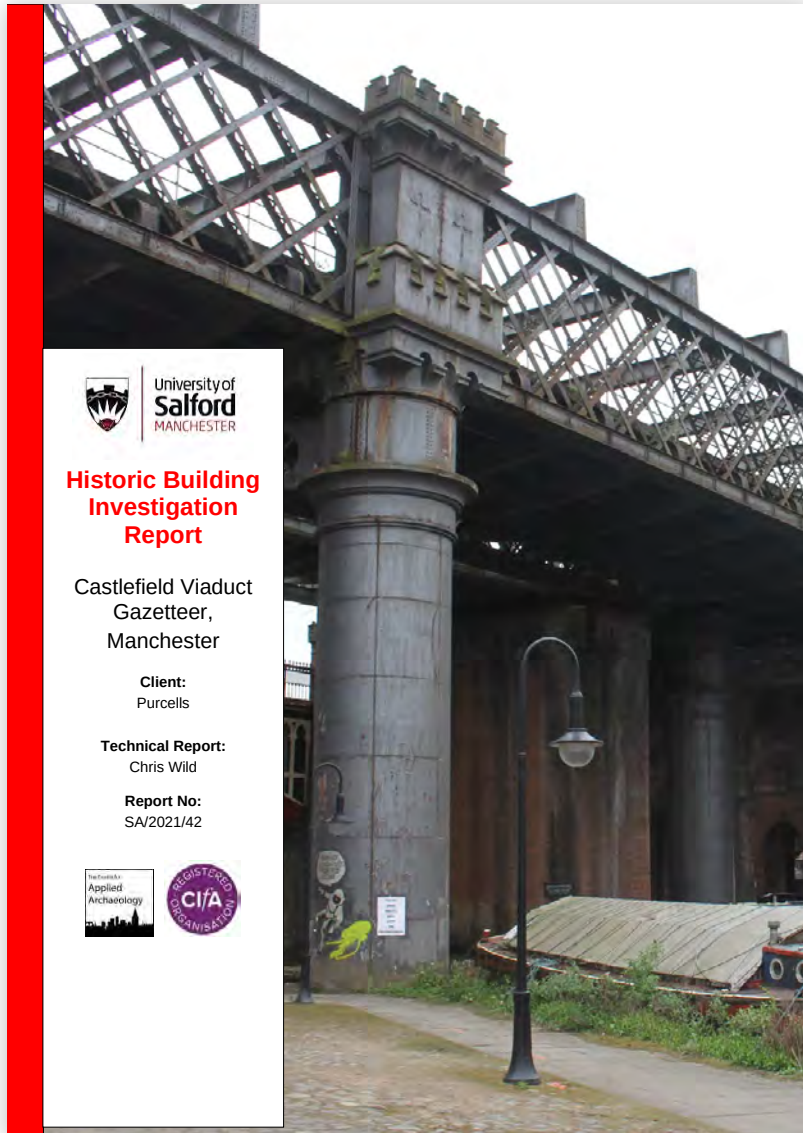
ARCHITECTURE: The viaduct is approximately 1 3/4 mile (2 3/4 km) long and incorporates 224 brick arches that average a span and height of approximately 30ft, and a width of 28ft; many of the arches, particularly those near to Manchester Oxford Road Station and Deansgate Station, have been in-filled and converted into commercial premises. The tallest arches can be found in the section between Manchester Piccadilly and Oxford Road stations where the ground level is lower. A brick parapet has been altered

and rebuilt in places and later repairs have been carried out to some of the arches.

The viaduct incorporates a series of predominantly arched, cast-iron bridges by Edward Taylor Bellhouse, William Baker and William Cubitt that cross various streets, the Rochdale Canal, and the Bridgewater Canal. The bridges have an average span of 70ft, although one of Baker's bridges, which spans the Rochdale Canal has a span of 105ft. A number of the bridges incorporate highly decorative Gothic-style ironwork and detailing and castellated towers (referencing the location of a Roman fort at Castlefield), whilst others, such as a bridge over Gloucester Street are more classically detailed. A bridge over Egerton Street by William Baker was replaced in steel in 1976. Some of the viaduct's brick arches and bridges are skewed. The Irwell Bridge at the north-west end of the viaduct is of brick with two segmental arches, each of approximately 65ft span, with a central pier and cut-water. Rusticated stone voussoirs and pilaster strips exist to the central pier and abutments, and the parapet above the western arch incorporates cast-iron panelling.

Following electrification of the line in the C20 the viaduct now incorporates a series of C20 and early-C21 gantries along its course. Also along the viaduct's course are a number of attached or abutting buildings, most of which are later in date and are un-related to the viaduct's use; all are excluded from the listing, which relates solely to the viaduct. Manchester Piccadilly Station, Deansgate Station and Manchester Oxford Road Station (the two latter stations being constructed on top of and to the side of the viaduct) are all separately listed at Grade II.

[Read it online here >>](#)



Location: Castlefield, Manchester

NGR: Centred at NGR SJ 83220 97620

Project: Castlefield Viaduct Gazetteer, Manchester:

Internal Ref: SECL2101

Report No: SA/2021/42

Prepared for: Purcells

Document: Historic Building Investigation Report

Version: Version 1

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Position: Project Manager
Date: May 2021

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Contents

1. Introduction	1
1.1 Project Background	1
2. Gazetteer of Features	2
2.1 Introduction	2
2.2 General Description.....	2
2.3 Gazetteer	5



1. Introduction

1.1 Project Background

In April 2021, Salford Archaeology was commissioned by Purcells to produce a technical heritage gazetteer for Castlefield Viaduct, Manchester (centred around SJ 83220 97620; Plate 1). This will form part of a Statement of Historical Significance for the Grade II Listed structure, being produced by Purcells for the National Trust as part of a scheme to regenerate the disused viaduct into a public open space

The Viaduct was designed in 1890 and built by Heenan & Froude on behalf of the Cheshire Lines Company, being completed by 1893. The large lattice girder bridge represents the earliest known use of carbonised steel within railway bridge construction, and represented a widening of the exiting viaduct from Central Station to Cornbrook to serve the Great Northern Railway's Warehouse that was under construction on Deansgate by this date.



Plate 1: Google Earth® model view from the north





2. Gazetteer of Features

2.1 Introduction

A site visit was undertaken by Salford Archaeology on 28th April 2021. The on-site recording comprised a brief description of the monument and the compilation of a gazetteer of the individual features that formed the bridge and any phasing that occurred throughout its period of use from 1893 to c1960. This was accompanied by a photographic record, taken using a high resolution digital SLR camera. A rapid 3D laser scan was also made of the structure, as it may prove useful to illustrate features within the gazetteer during a future phase of the project, and also to allow the accuracy of existing drawings of the site to be checked.

2.2 General Description

The northern of the three 'Castlefield Viaducts' comprises a high-level lattice girder bridge, largely of carbonised steel and cast-iron construction, with brick and stone approach viaducts. The deck is up to 60' (18.29m) above ground level, carried on 15 cast-iron columns, for a total length of 1105' (336.8m). It has an approximate east/south-west alignment, curving gently along its length (Plate 2). Either end of the lattice girder bridge is accessed via an approach viaduct of brick construction, with sandstone copings, carried on round-headed arches. The bridge is of eight double-lattice spans, with an extra span at the eastern end of the southern side, onto the approach viaduct.

Each span comprises a double web of flat steel lattice bars, which vary in width within each span, being wider at the ends and narrowing towards the centre. All joints are riveted into each other and onto a diamond lattice of flat bracing bars joining the two webs onto T-sections beams. The upper girder rail of each span is of I-section steel, and of 20' (6.10m) length, comprising two channel-section rails forming the web below a 3'6" (1.07m) wide top flange to the upper rail, and a similar width lower flange forming the bottom of the girder. All members are jointed with rivetted plates on the web faces, and both flanges and with three T-section beams bracing the web to the upper and lower flanges. Additional L-section brackets to the upper flange are placed on more irregular spacings.

The end of each span comprises four vertical panels above deck level, with two below, all riveted onto the inner face of the lattice beams and braced with T-section vertical and horizontal members, creating the six panels. Within several spans additional flat beams have been riveted onto the inner face of the main inner lattice beams, generally set below deck level and rising up to c1m above, either with angled or pointed upper ends. It is unclear whether these represent original strengthened or later additions, although the rivets appear similar to those used in the original construction.

The two lattice girders of each span are laterally braced across the viaduct by solid-web I-section steel portals, placed on short I section upstands, and representing mid-20th century replacements of original lattice-web girders shown to have been still in place on aerial photographs from the 1940s. These are also placed on 20' (6.10m) centres,



comprising 53 members in total. The sixth portal from the eastern end of the viaduct has a gantry platform installed with an access ladder on the southern side, and is presumed to be contemporary with the portal replacement.

The western span of the viaduct has an additional vertical steel panel placed approximately 4m from the western end on both the north and south spans. These comprise a channel-section beam to either face, bolted onto the crossing point of the lattice bars, rather than rivetted, demonstrating them to be of later date. Each houses two short channel-section brackets on the outer east and west faces, parallel with the joints in the adjacent lattice beams, possibly carrying the ends of bars, either fixed or removable, across the viaduct.

The deck is of riveted steel plates exposed in several areas, but generally covered by ballast with a bitumen sealing below ballast. The ballast and c25mm of bitumen waterproofing have been removed in one area to reveal the steel plate sheeting of the deck. The individual sheets are riveted onto joining plates beneath the deck, but additional members on the deck, of both L-section and flat bar are joined with hexagonal bolts, possibly representing later strengthening. Parts of an external lip to the deck can also be seen in places, formed using an L-section edge rail. The deck is perforated by many drainage holes that lead into channels beneath the viaduct. Given the extensive covering of ballast and vegetation, it is presently difficult to establish how many of these are original and how many have been inserted more recently, but in the penultimate eastern span of the viaduct, a row of five round steel grates are visible above hoppers that carried rainwater through the deck into a drain channel below. A further two drain grates were observed within the eastern span, and presumably survive extensively below the ballast, as several drainage channels can be seen on the underside of the viaduct. The channel section web of the lower girder of each span also retained water in the trough formed by its construction, but there appears to have been no mechanism for draining water that accumulated here.

The deck of the bridge is carried on solid web, I-section cross beams of 18" (0.46m) width, that are bullnosed at either end, where they project beyond the deck to the flange of the lower girder. Each beam is fish-bellied, to a maximum depth of c4' (1.22m), with the beams being placed on 13'4" (4.06m) centres. Six longitudinal I section beams span from the base of the top flange, carrying the 6 x 4' (1.83 x 1.22m) deck plates above, supported by short I-section upstands to the lower flange, riveted to both the beam and the web of the main cross members.

The lower rail of each lattice girder is clasped by the square head of one of the 15 cast-iron columns. Each column is 10'6" (3.20m) diameter and comprises cast-iron panels around a poured concrete centre. Panels are typically 6' (1.83m) square, but diminish in height below a 14'6" (4.42m) wide, flat-topped astragal that carries a lattice web tie-girder between opposing columns on either side of the viaduct. The square-section capital has decorative flanges and carries a cap moulding to the external face that masks the junctions between spans. These are also of cast-iron sheet, and have a similarly moulded, decorative capital below crenelations. The column cap is not attached to the lattice girder of the bridge itself, standing proud of the lattice web face. Brick piers at the end of each approach viaduct have similar sandstone mouldings, below a pedimented capping, rather than a crenelation. The brick is of Staffordshire Blue type, largely in Flemish Bond, but with instances of Flemish Garden Wall Bond also observed.





Concrete ducting runs along the northern side of the viaduct, on the inner face of the northern lattice girder, placed on the deck plates and obscured in part by the track ballast. It comprises a channel section pre-cast base with square concrete flag cappings, and would have housed electrical cables, dating from the mid-20th century. A plastic electrical fuse box was also observed, attached to the northern lattice girder, and was associated with halogen lighting affixed to the outer face, presumably of late-20th century date.

Late edge protection has also been installed along the majority of the viaduct, against the internal face of both the north and south lattice girders, comprising scaffolding poles and timber planked toe boards. These were probably installed in the early 21st century, to all but the western and two eastern spans, and is shown in the report of 2010. The western span is without any protection, whilst the eastern end of the viaduct has painted aluminium sheet panelling against the inner face of each girder, to approximately the mid-height of each lattice, and presumably post-dates the 2010 inspection.

Several fragments of broken structure are visible on the deck bed including a few remnants of flat steel bars that may have formed part of the lattice beams that originally spanned across the viaduct between the two girders. Large quantities of much smaller undiagnostic fragments are possibly of similar origin, and lie within the ballast throughout the viaduct. One large channel-section beam lying on the surface of the ballast is of unclear function, and may not have formed part of the viaduct structure, instead having been left following the removal of the tracks. One baseplate for track fastening to a sleeper was also observed, and this appeared to have the broken end of a pandrol clip attached, suggesting a date of post-1957.



2.3 Gazetteer

Feature Number: **01**

Name: Eastern Approach Viaduct

Significance: High

Description: Brick-built approach viaduct in Staffordshire Blue brick. Single span with wide round-headed brick arch, that returns into eastern pier and has two diminishing arches within its northern side (Plate). Externally faced in Flemish bond, with a sandstone impost to the external arch and a sandstone string course at deck level. A projecting pilaster at its junction with the bridge is also of Staffordshire Blue brick, with recessed panels in the outer face above and below a decorative sandstone capital at the level of the bridge deck. Above this, the pilaster narrows, and rises above the lattice girder bridge where it has decorative sandstone corbels to a triangular sandstone pediment.

To the east of the pilaster, the approach viaduct has a 2' (0.61m) high parapet wall, capped with iron railings, with a short section of wall at its western end, translating wall height from deck parapet level to that of the height of the lattice girder. This is in similar brickwork, but in English bond, and with a convex quadrant between the two heights, capped with sandstone copings. The upper wall is also recessed from the parapet wall below, with a chamfered brick offset.



Eastern approach viaduct from the north





Eastern approach viaduct: detail of decorative pilaster



Eastern approach viaduct: north internal face



Feature Number: **02**

Name: Western Approach

Significance: High

Description: The western approach forms part of the adjacent six span contemporary viaduct that continued the new line to the west. This was also constructed in Staffordshire Blue brick with sandstone copings, with a dated ornate arch over the crossing of what is now the A57 Mancunian Way. The datestone reads C.L.C. 1892, demonstrating it to form a contemporary construction to the lattice girder viaduct. The approach lies entirely beyond the study area but has an internal parapet similar to that of the eastern approach on its northern side.



Western approach viaduct: north internal face

Feature Number: **03**

Name: Lattice Girders

Significance: High

Description: The north and south lattice girders for the main element of the viaduct, and are of carbonised steel construction. Each comprises several spans (eight on the northern side and nine to the south), made up of several components, which have been ascribed suffixes within the gazetteer as elements of the larger lattice girder structure.





Double-webbed lattice girders forming both sides of the viaduct

Feature Number: **03a**

Name: Lattice Girders: Top Girder

Significance: High

Description: The top rail of the lattice girder is formed of carbonised steel beams of 20' (6.10m) length. It comprises two channel-section beams forming the double web and lower part of the flange, below a 3'6" (1.07m) wide flat plate that forms the top flange. This comprises between one and six plates in thickness, depending on the position within each span, being thicker towards the centre.

All members are rivetted together, with the top and bottom rails of the channel-section beam comprising L-section steel bars that are rivetted onto the web. The web and flanges are strengthened at $\frac{1}{4}$ intervals (6'8" (2.03m)) with T-section vertical bracing bars (**03g**), and are joined together with rectangular fishplates across the web (**03h**).



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8



Top girder of the north elevation of the viaduct

Feature Number: **03b**

Name: Lattice Girders: Bottom Girder

Significance: High

Description: The bottom girder of the viaduct is of similar construction to the top girder, but is placed at deck level, obscuring much of the detail. As with the top girder, the flange comprises a separate 3'6" (1.07) wide flat steel sheet, joining the two channel section beams that form the double web. This forms a drainage channel on the outer edges of the viaduct, large sections of which retain water. This was probably unintended in the original construction and may relate to blockage of drains, or build up of sediment preventing flow out of the channels. As with the upper flange of the top girder, the bottom flange comprises between one and six steel plates to give additional strength to the centre of each span.



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9



Detail of bottom girder channel, with and without water infilling

Feature Number: **03c**

Name: Lattice Girders: Lattice Bars

Significance: High

Description: The main part of the bridge elevation comprises a double web of diagonal lattice bars. These are rivetted to the inner face of the channel section beams of the top and bottom girders, and to four perpendicular lattice bars, all on an angle of 45° and placed at 4'8" (1.42m) centres. Within each span of the viaduct, the lattice bars reduce in width towards the centre, and increase towards the outer edges, from 13" (0.33m) to 5" (0.13m).



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10



Detail of flat lattice bars



North elevation of lattice web, with reducing thicknesses of lattice bars towards the centre of the span



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11



Feature Number: **03d**

Name: Lattice Girders: Inter-web Tie Bars

Significance: High

Description: The double web of lattice girders are jointed together by a transverse lattice of small flat bars, similarly arranged on a diagonal alignment. Each is 2½" (0.06m) width, and placed on 10½" (0.27m) centres, and rivetted onto alternating faces of an L-section rail (**03e**) on the rear of the main lattice bar (**03c**).



Tie bars (03d) between the two faces of the north elevation, rivetted to L-section rails (03e)



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12



Feature Number: **03e**

Name: Lattice Girders: L-Section Rails for Tie Bars (**03d**)

Significance: High

Description: 2½" (0.06m) wide L-section steel rails rivetted onto the inner faces of the lattice bars (**03c**) for attachment of the tie bars between the two lattice webs (**03d**). They are arranged in an alternating pattern, fixed above and below the projecting rail.

Feature Number: **03f**

Name: Lattice Girders: Span End Panels

Significance: High

Description: The curved viaduct is made of numerous straight section spans, placed at an angle to each other to follow the curve of the viaduct alignment. At the end of each span is an end panel that gives stiffness to the lattice bar structure. These comprise four vertical panels above deck level, with two below, all riveted onto the inner face of the lattice beams and braced with T-section vertical and horizontal members, creating the six panels. Gaps between the end panels of each span allow for the differing alignment of spans. The end panels of the northern elevation have identification lettering for each span, ranging from A to G.

The panels and gaps between are obscured externally by large cast-iron decorative pilaster (**08**), placed atop the supporting columns of the viaduct (**07**)



End panels of lattice web spans on the north elevation



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Feature Number: **03g**

Name: Lattice Girders: Top/Bottom Girder Bracing Bars

Significance: High

Description: The members of the top girders are braces at $\frac{1}{2}$ intervals (6'8" (2.03m)) with T-section vertical bracing bars. These are moulded around the L-section joint between the web and flanges of the channel-section beams that make up the girder. They are of 8" (0.20m) width, and are rivetted onto horizontal T-section beams of similar thickness, that brace between the two channel-section beams of the girder to form the lower flange. A similar arrangement on the lower girder is not visible, due to the position of the deck, but the bracing between the two channel-section beams are visible, forming the upper flange of the girder.



Vertical T-section bracing bars on web of top girder (03a), bolted to horizontal bracing bars forming the lower flange



Horizontal T-section bracing bars between webs of bottom girder (03b), forming the upper flange



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14



Feature Number: **03h**

Name: Lattice Girders: Top Girder Jointing Plates

Significance: High

Description: Each span comprises several 20' (6.10m) within the top and bottom girders. They are jointed with rectangular plates of 2' (0.61m) width, with three columns of four rivets to the end of each beam web.



Rectangular jointing plates on the web of the top girder (03a)

Feature Number: **03i**

Name: Lattice Girders: Top Girder L-section and Flat Plates

Significance: High

Description: Additional bracing of the girders was provided at what appear to be irregular intervals by the use of an L-section rail between the web and upper flange, with a pair of flat bars clamping the flange of the lower web immediately below. The upper rail is of 4' (1.22m) length, with a shorter 2'6" (0.75m) bar below.



Bracing rail and plates to upper and lower flanges



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Feature Number: **03j**

Name: Lattice Girders: Lattice Bar Fishplates

Significance: Medium

Description: Several of the flat lattice bars (**03c**) have short length of additional bars rivetted to the lower part of the internal web face. Some have chamfered ends, whilst others have simpler angled ends, and all are of thinner section than the original lattice beams and are fixed by better-preserved rivets, suggesting that they formed a fishplate repair at a significantly later date than the original structure.



Steel fishplate with chamfered head attached to lattice beam of the north elevation



Steel fishplate with angled head showing thinner section and less corroded rivets



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16

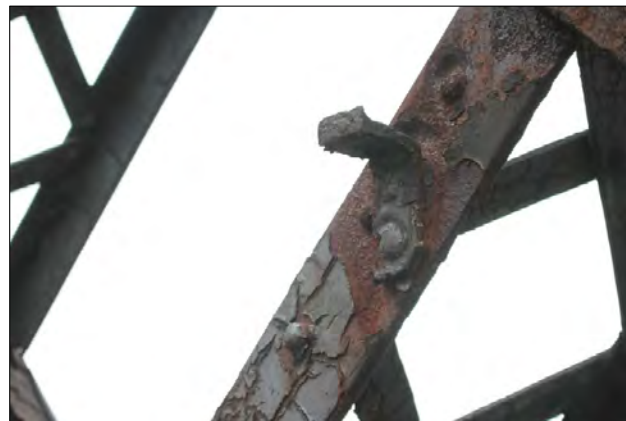


Feature Number: **03k**

Name: Lattice Girders: L-shaped brackets

Significance: Medium

Description: Two L-shaped brackets of cast-iron or steel are attached to lattice bars of the eastern span of the northern elevation, placed approximately 2m above deck level. Both are rivetted into the bar, but using larger, flatter-headed rivets than those within the adjacent bar, suggesting they represent an addition, although the use of a rivet rather than a bolt may suggest that this was undertaken relatively early.



L-shaped bracket rivetted onto the inner face of the north elevation

Feature Number: **03l**

Name: Lattice Girders: Additional vertical panels

Significance: Low

Description: The western span of the viaduct has an additional vertical steel panel placed approximately 4m from the western end on both the north and south spans. These comprise a channel-section beam to either face, bolted onto the crossing point of the lattice bars, rather than rivetted, demonstrating them to be of later date. Each houses two short channel-section brackets on the outer east and west faces, parallel with the joints in the adjacent lattice beams, possibly carrying the ends of bars, either fixed or removable, across the viaduct.



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Additional panel at the western end of the north elevation of the viaduct

Feature Number: **04**

Name: Viaduct Deck

Significance: High

Description: The deck of the viaduct was primarily formed of $\frac{3}{8}$ " (0.01m) thick steel plates, but has been sub-divided within the gazetteer into its various component parts.

Feature Number: **04a**

Name: Viaduct Deck: Deck Plates

Significance: High

Description: The deck surface is formed of seven longitudinal plates, each of 13'4" (4.06m) length. The central plate is 5' (1.52m) wide, and is flanked by wider 6' (1.83m) plates, with the two outer plates of each side of the viaduct being of 5' (1.52m) width. They are jointed with L-section bars (**04b**) and flat plates (**04c**) and were sealed with asphalt waterproofing (**04f**).



Varying widths of deck plates seen from below



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18



Two deck plates butting above beam below, into which they are rivetted

Feature Number: **04b**

Name: Viaduct Deck: L-Section Plates for Sleepers

Significance: High

Description: Original engineering drawings for the viaduct show that the rails were laid on longitudinal sleepers on the viaduct, as well as the other bridges within the scheme. In order to provide lateral stability, the sleepers were braced between L-section brackets, rivetted into the deck plates. One full-height, and one broken example were observed within the area of exposed deck plate, strongly suggesting that more such plates survive elsewhere below the ballast.



L-section rails rivetted onto deck plate for attachment of longitudinal sleeper



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19



Feature Number: **04c**

Name: Viaduct Deck: Deck Plate flat joining bars

Significance: Medium

Description: Within the exposed section of deck plates, a transverse flat bar was observed on the surface, spanning two deck plates. It did not form a joint between lengths of deck plates, and was attached with a mixture of rivets and hexagonal bolts, suggesting that it formed a repair to the deck.



Flat bar with bolts and rivets placed across the deck plates

Feature Number: **04d**

Name: Viaduct Deck: Edge Plates of Deck

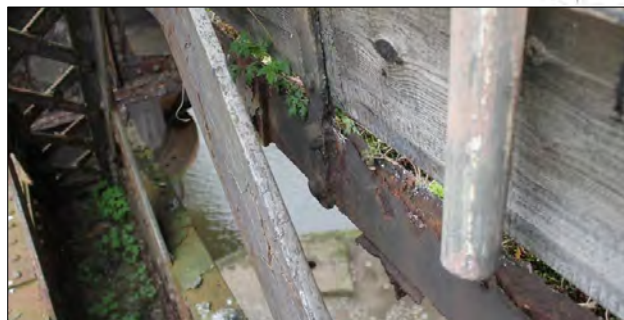
Significance: High

Description: The edge of the deck is formed by an L-section member that forms an upstanding edge to retain the ballast. This was largely obscured by both the bottom girder, and by ballast, although it was visible on its outer face, where it was typically heavily corroded, and was of approximately 6" (0.15m) height.



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Corroded edge plate of deck, with attachment for later boards

Feature Number: **04e**

Name: Viaduct Deck: Drainage Hoppers

Significance: High

Description: Drainage of the deck was provided at each span junction, with five vertical hoppers through the deck feeding gutters below. Many of the drains are visible only as depressions within the ballast, but a row of five round steel grates are visible above hoppers in the penultimate eastern span of the viaduct, with a further two drain grates exposed within the eastern span. The grates are of 1' (0.30m) diameter, and placed on 5'6" (1.68m) centres.



Grate above drainage hopper in deck plate at span joint



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21



Feature Number: **04f**

Name: Viaduct Deck: Asphalt / Bitumen waterproofing

Significance: High

Description: The majority of the deck retains a layer of bitumen waterproofing. This is almost entirely obscured by the ballast, and has also been removed in several places for inspection of the deck plates beneath. An inspection of 2010 reported that 25mm of tar survives above the deck plates (Jacobs 2010), and the original engineering drawings for the construction of the viaduct specified ' $\frac{1}{2}$ " of asphalt covered with fine sand'. It is unclear whether the majority of the extant covering is original 19th century tar, or represents more modern renewal, replaced during maintenance.



Exposed bitumen on the deck

Feature Number: **05**

Name: Transverse Girders

Significance: High

Description: The deck of the bridge is carried on solid web, I-section transverse girders of 18" (0.46m) width. These are bullnosed at either end, where they project beyond the deck to the flange of the lower girder, which carries either end of the beam. Each beam is fish-bellied, to a maximum depth of c4' (1.22m), with the beams being placed on 13'4" (4.06m) centres.



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Fish-bellied transverse girders carrying the deck



Bull-nosed outer end of fish-bellied transverse girder



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23



Feature Number: **06**

Name: Deck Plate Jointing Beams

Significance: High

Description: Six longitudinal I-section beams span from the base of the top flange, carrying the seven deck plates above. They are supported by short I-section upstands to the lower flange, riveted to both the beam and the web of the main cross members. They are braced by T-section cross beams (**06a**) across the base of the deck, of apparent similar 8" (0.20m) to those of the upper and lower girders of the double-lattice web spans.



*I-section beams carrying the joints of the deck plates, with lateral T-section bracing bars to the deck plates (**06a**)*

Feature Number: **07**

Name: Viaduct Columns

Significance: High

Description: The

The lower rail of each lattice girder is clasped by the square head of one of the 15 cast-iron columns. Each column is 10'6" (3.20m) diameter and comprises cast-iron panels around a poured concrete centre. Panels are typically 6' (1.83m) square, but diminish in height below a 14'6" (4.42m) wide, flat-topped astragal that clasps the lower flange of the bottom girder of two spans of the double-web lattice girder above. The square-section capital has decorative flanges and projects beyond the external face of the double-web lattice above, carrying a decorative pilaster above (**08**). The flat upper edge of an astragal to the base of the capital forms an offset to carry the lower flange of transverse tie girders (**09**), that span between columns across the viaduct.



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24



Columns carrying the viaduct



Detail of column



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25



Feature Number: **08**

Name: Column Pilasters

Significance: High

Description: The square-section capital of the column carries a cap moulding to the external face of the viaduct that masks the junctions between spans. These are also of cast-iron, and have a similarly moulded, decorative capital below crenelations. Further crenelation form a chamfer to a narrowed central shaft, that has two indented crosses, representing arrow loops, rather than religious motifs, and presumably designed to reflect the name 'castle' within Castlefield. The pilasters are not directly attached to the lattice girder of the bridge itself, standing proud of the lattice web face, but have latterly been attached with steel cables and bolts.



Detail of decorative pilaster atop column



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26



Late steel cables securing free-standing pilaster on its internal face

Feature Number: **09**

Name: Cross Tie Lattice Girders

Significance: High

Description: The columns are braced laterally by substantial I-section lattice-web girders, placed on an offset above an astragal at the base of the column capital, and clasping the shaft of the column above. The girders are 6' (1.83m) tall at either end, and have a slight concave profile to the lower flange, raising it's midspan by 6" (0.15m). The web of the beam represents an open casting, but is braced on either face by a lattice of channel-section 4" wide beams. Each flange comprises three lengths, jointed by rivetted plates.



Lattice web Tie Girders spanning between columns across the viaduct



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27



Detail of tie girder

Feature Number: **10**

Name: Cross Viaduct Portal Beams

Significance: Low

Description: The original engineering drawings for the viaduct show overhead bracing beams of double web lattice construction, as do aerial photographs from the 1940s. These were replaced c1960 with solid web steel portal beams. These are placed on 20' (6.10m) centres, comprising 53 members in total, and whilst they perform a functional role of bracing between the north and south elevations of the viaduct, their unsympathetic design detracts from the visual significance of the viaduct.



Late steel portal beams that replaced original lattice beams across the viaduct



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28



Feature Number: **11**

Name: Drainage Gutters

Significance: High

Description: The drainage hoppers within the deck of the viaduct (04e) feed into conical pipes that fall into square-section gutters. Several original examples survive, but others have been replaced in full or in part, having been observed as dangerously corroded during the inspection of 2010 (Jacobs 2010). They feed into cast-iron down pipes that follow the contours of the column of each span on the southern side of the viaduct, except for where the viaduct is adjacent to the earlier viaduct to the south, where a short square-section length of gutter feeds into the downpipe on the northern face of the earlier structure.



Replaced hoppers and gutter, with original downpipes on the southern columns



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29



Square-section gutter feeding into downpipe of earlier viaduct to the south

Feature Number: **12**

Name: Ballast

Significance: Medium

Description: The majority of the viaduct is covered with varying thickness of railway ballast. This has probably been renewed or augmented at various times, but not only serves to protect the deck, but also gives good visual representation of the viaducts use as a railway. Undulations within the ballast may form an indication of the three track arrangement of the viaduct, but this was difficult to ascertain given the vegetation and disruptions within the levels of ballast.



General view of the viaduct looking east, with possible mounding of ballast between the three tracks



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30



Feature Number: **13**

Name: Concrete Cable Ducting

Significance: Low

Description: Concrete ducting runs along the northern side of the viaduct, on the inner face of the northern lattice girder, placed on the deck plates and obscured in part by the track ballast. It comprises a channel section pre-cast base, generally with square concrete flag cappings, although several areas had two-piece rectangular cappings. It would have housed electrical cables relating to the electrification of signalling and points, rather than overhead electrification of the lines, which may not have happened prior to its closure. The ducting dates from the mid-20th century.



Concrete ducting for electric cabling



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31



Feature Number: **14**
Name: Overhead Gantry
Significance: Low

Description: The sixth overhead portal from the eastern end of the viaduct has a gantry platform installed with an access ladder on the southern side. This is presumed to be of contemporary date to the portal replacement in the mid-20th century



Overhead gantry with access ladder on the southern side of the viaduct

Feature Number: **15**
Name: Lighting
Significance: Low

Description: A plastic electrical fuse box was also observed, attached to the northern lattice girder, and was associated with halogen lighting affixed to the outer face, presumably of late-20th century date. Earlier round light fittings attached to the I-section deck plate beams (**06**) beneath the viaduct are probably of mid-20th century date.



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32



Fuse box and halogen light on the north elevation, with earlier streetlamp attached beneath the deck

Feature Number: **16**
Name: Edge Protection
Significance: High

Description: Late edge protection has also been installed along the majority of the viaduct, against the internal face of both the north and south lattice girders, comprising scaffolding poles and timber planked toe boards. These were probably installed in the early 21st century, to all but the western and two eastern spans, and is shown in the report of 2010. The toe boards are bolted onto the outer edge of the deck plates (**04d**). The western span is without any protection, whilst the eastern end of the viaduct has painted aluminium sheet panelling against the inner face of each girder, to approximately the mid-height of each lattice, and presumably post-dates the 2010 inspection.



Scaffold and metal sheet edge protection on the southern elevation



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33



Feature Number: **17**

Name: Vegetation

Significance: Low

Description: The deck of the viaduct is entirely covered with vegetation. This ranges from short grasses, particularly at the eastern end, to shrubs and sapling trees in the central and western parts. These appear to be managed to some degree, preventing significant root damage to the structure.

Whilst the vegetation detracts from the interpretation of the viaduct as a railway, it does possess an aesthetic value that may lend itself to the future use of the structure.



Scrub vegetation towards the western end of the deck

Feature Number: **18**

Name: Detached artefacts

Significance: Low/Medium

Description: Several fragments of broken structure are visible on the deck bed including a few remnants of flat steel bars that may have formed part of the lattice beams that originally spanned across the viaduct between the two girders. Large quantities of much smaller undiagnostic fragments are possibly of similar origin, and lie within the ballast throughout the viaduct. One large channel-section beam lying on the surface of the deck is of unclear function, and may not have formed part of the viaduct structure, instead having been left following the removal of the tracks. One baseplate for track fastening to a sleeper was also observed, and this appeared to have the broken end of a pandrol clip attached, suggesting a date of post-1957.



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34



Broken fragments of lattice bars on the deck of the viaduct



Channel section beam on the deck of the viaduct



Track baseplate discarded on the deck of the viaduct



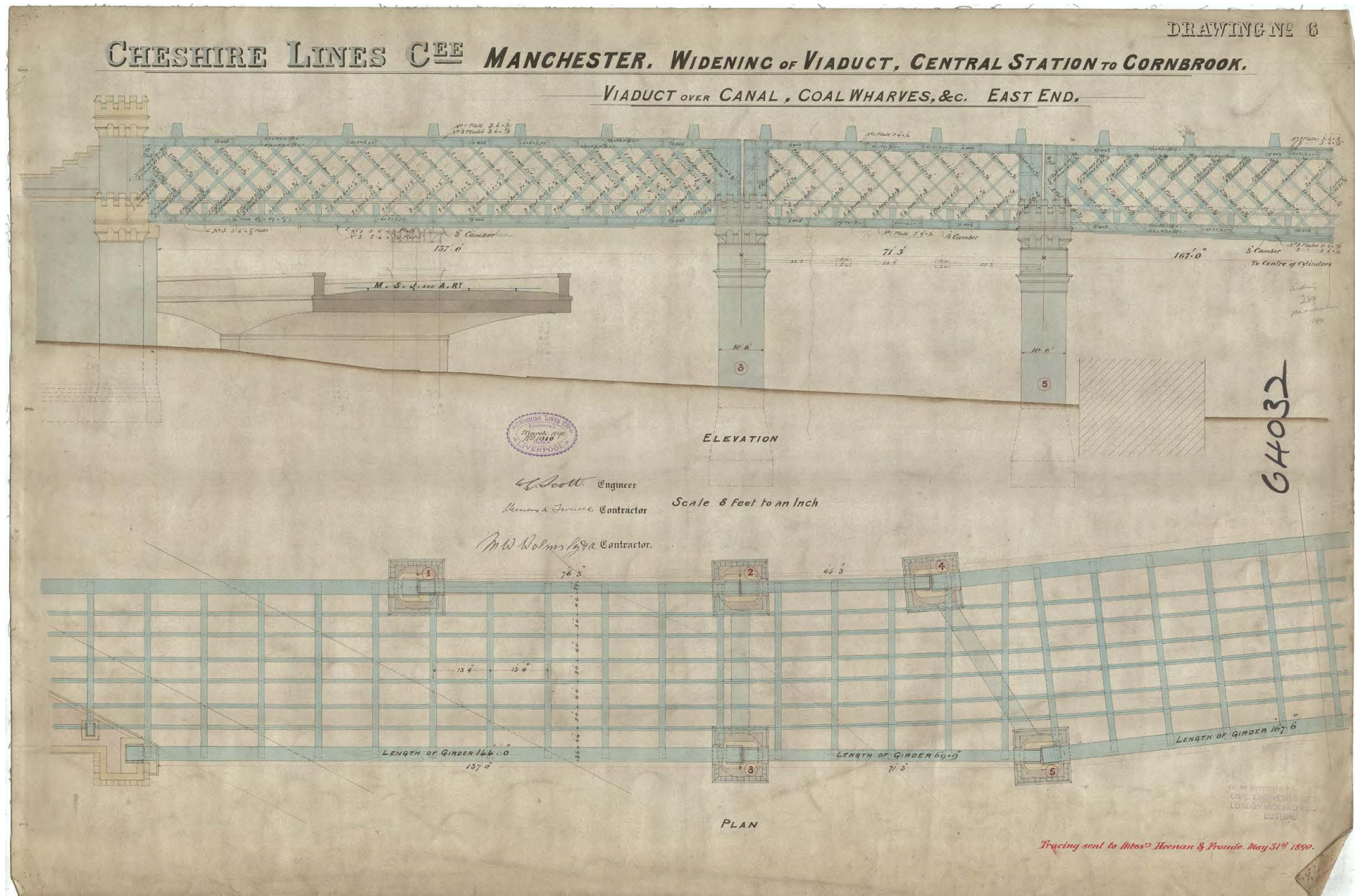
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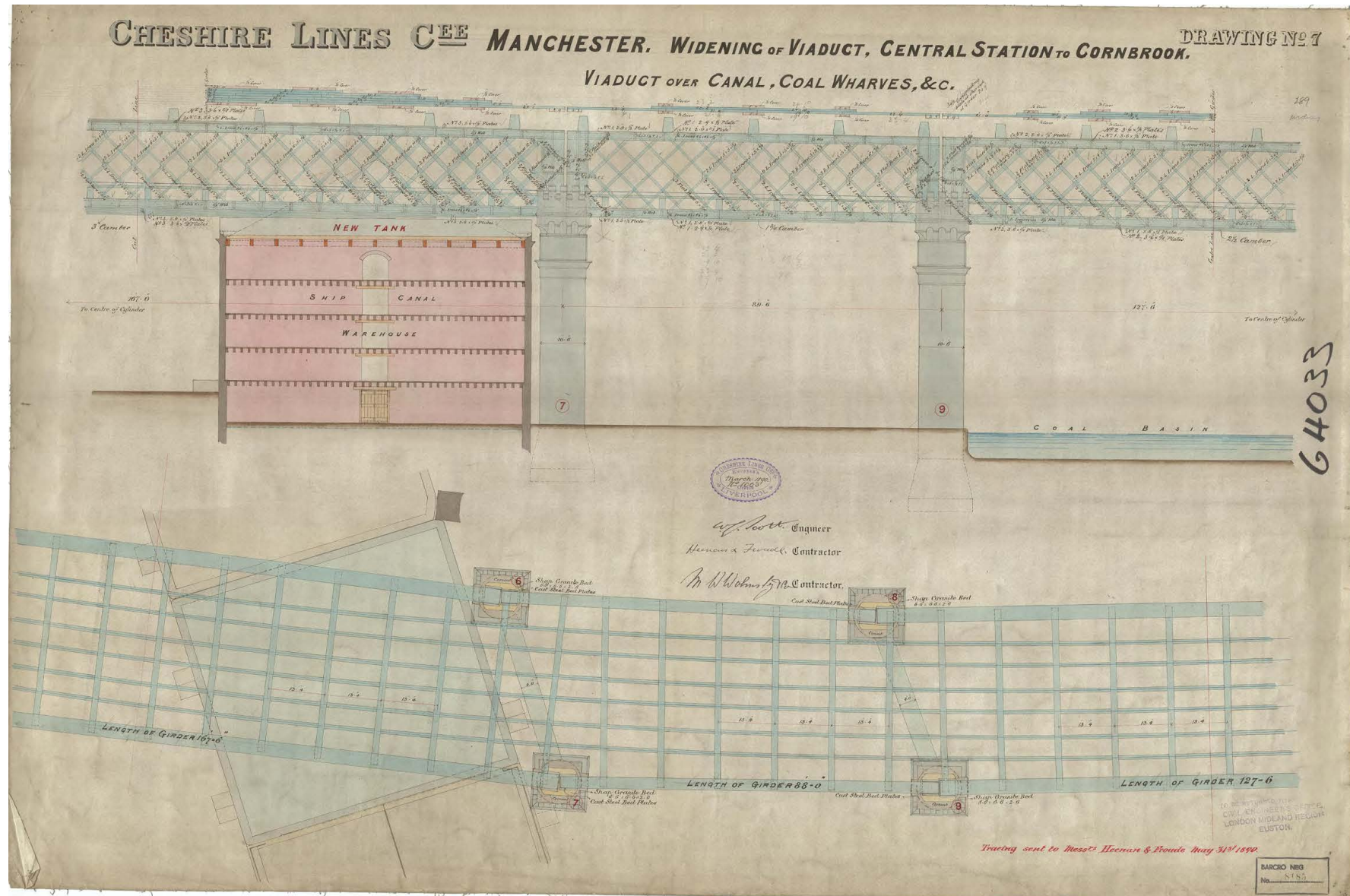
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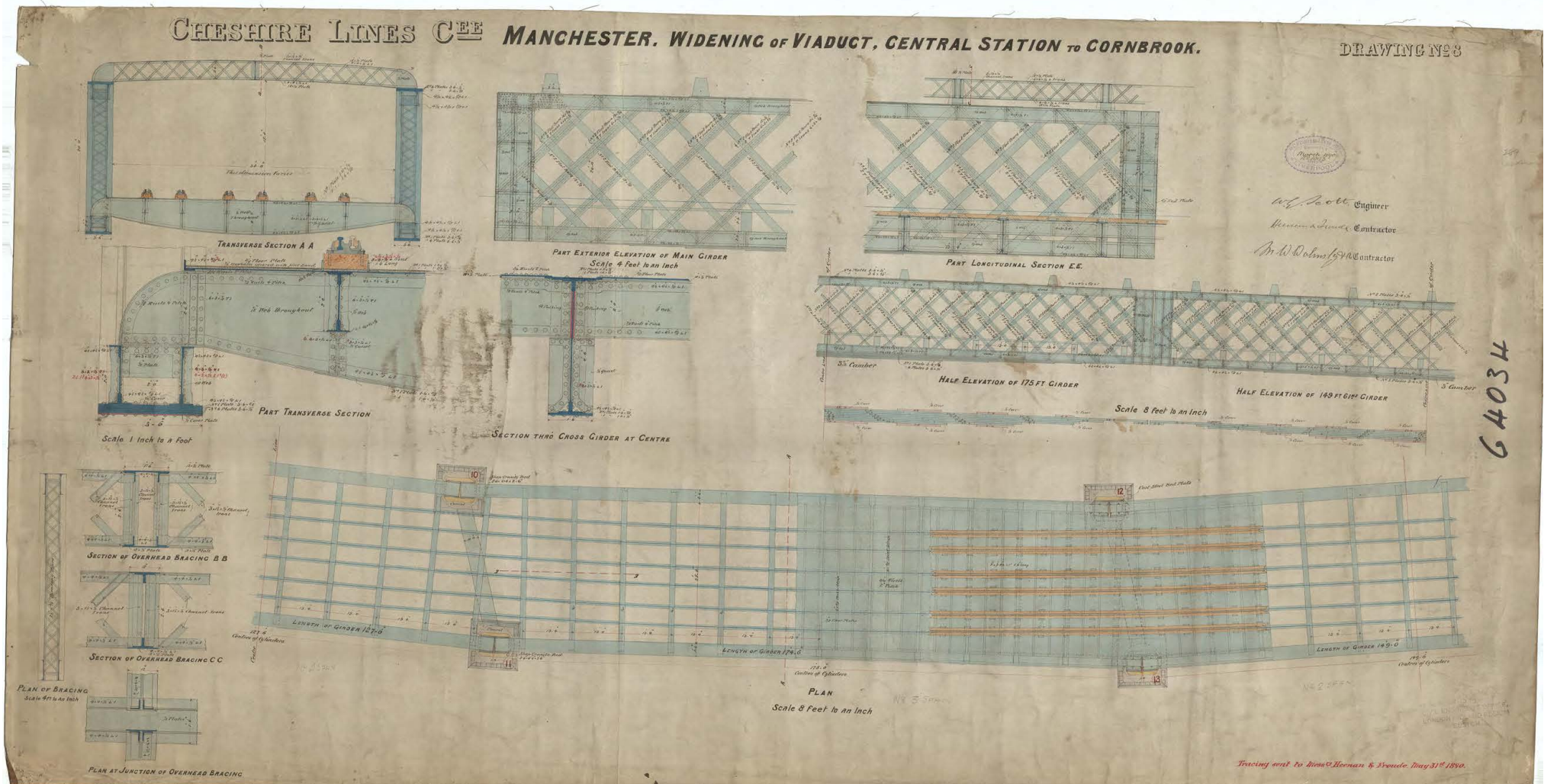
APPENDIX E

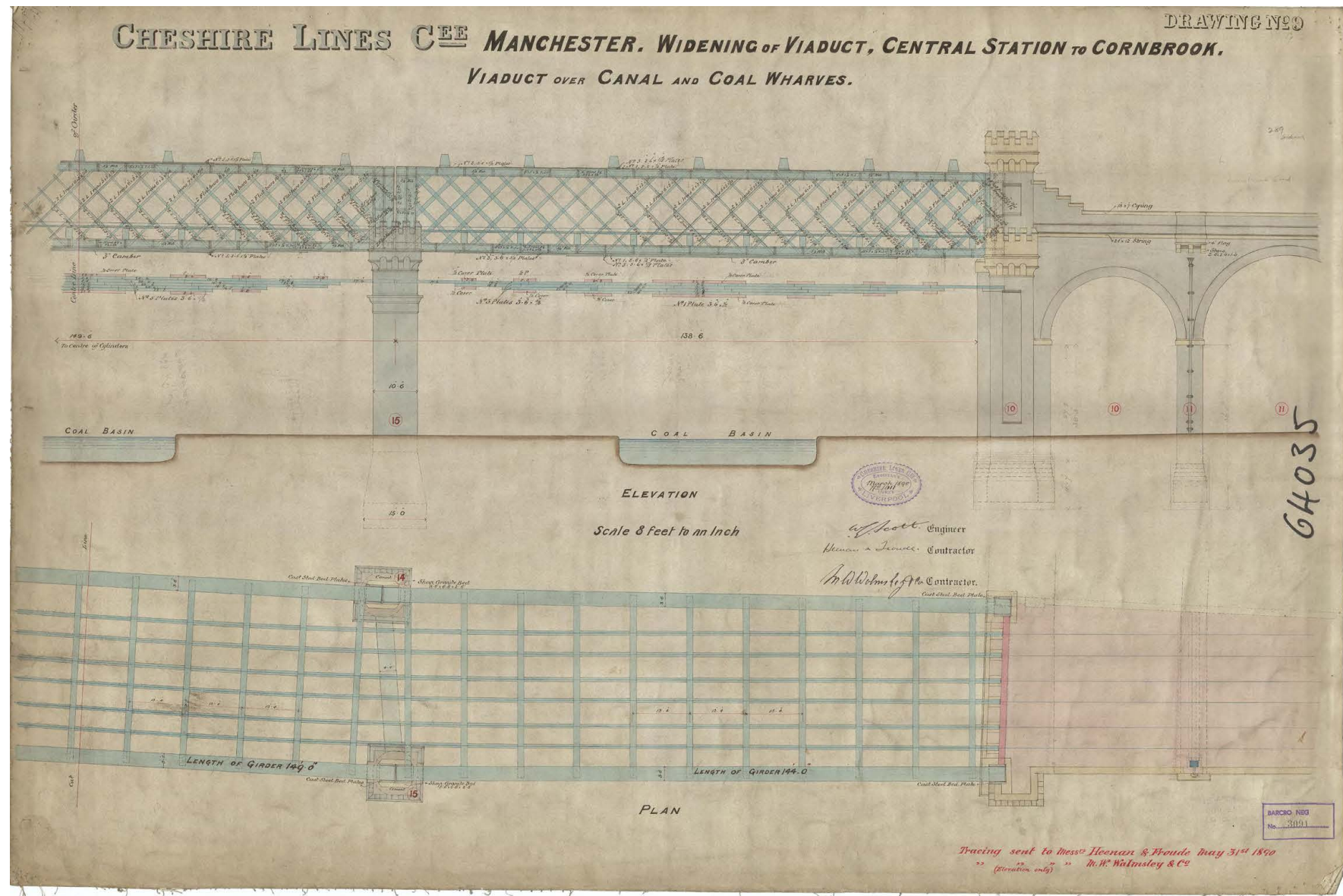
1890 ENGINEERING SKETCHES OF THE VIADUCT FROM THE NETWORK RAIL ARCHIVES

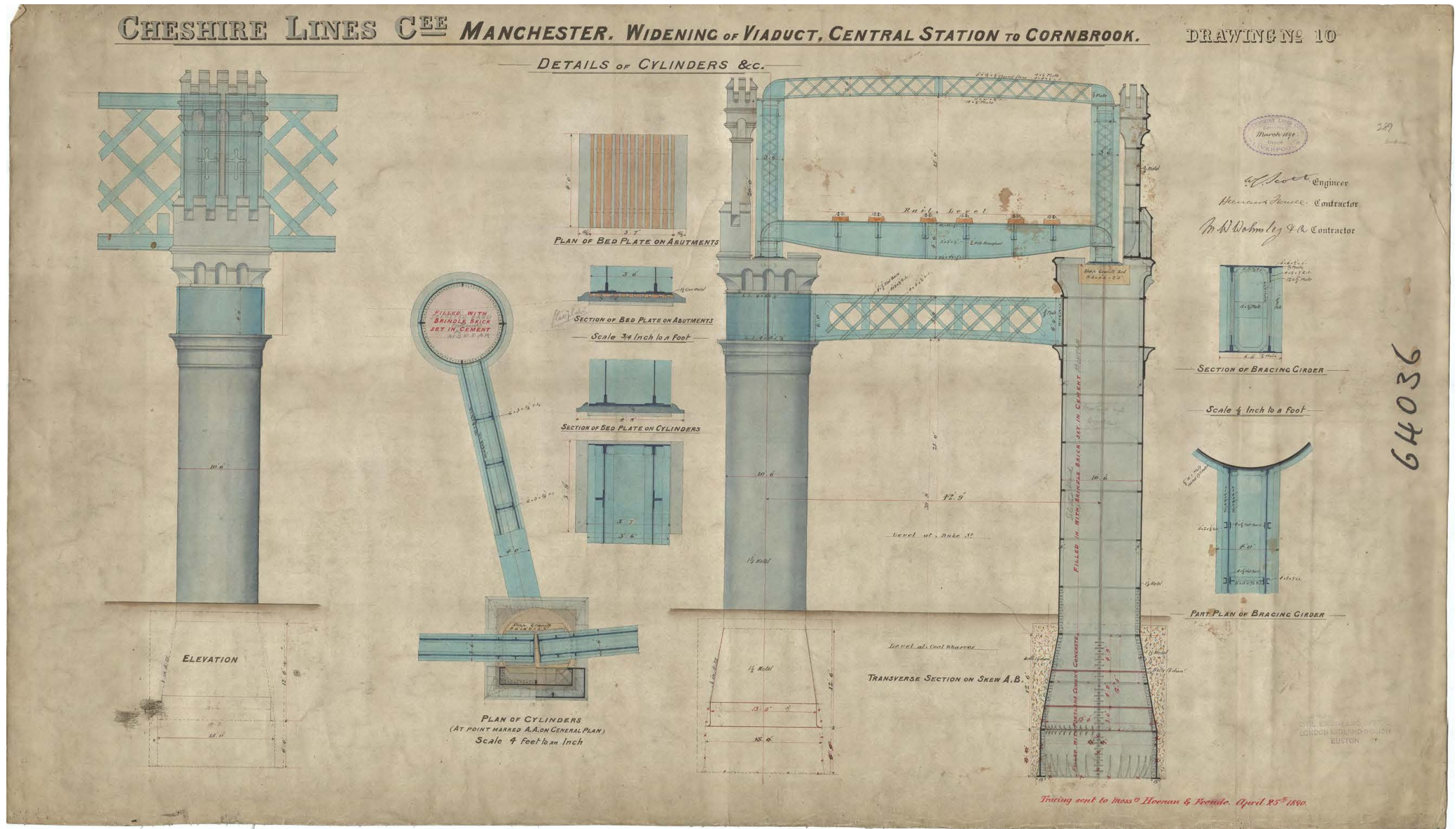
Please note the full archive contained over 80 pages of drawings and only a selection of these are reproduced here. They full set can be viewed at the [Network Rail Archives](#).

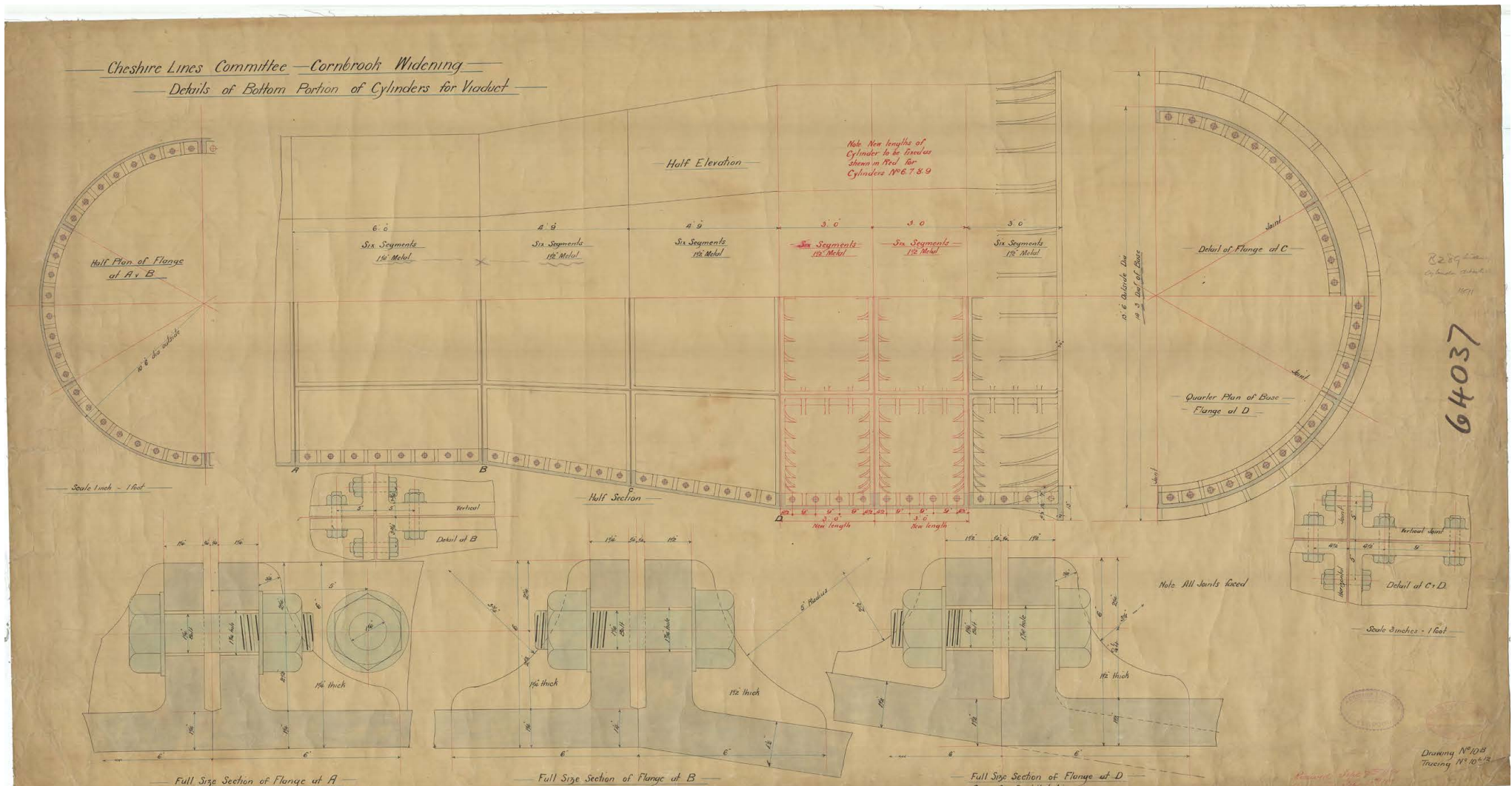


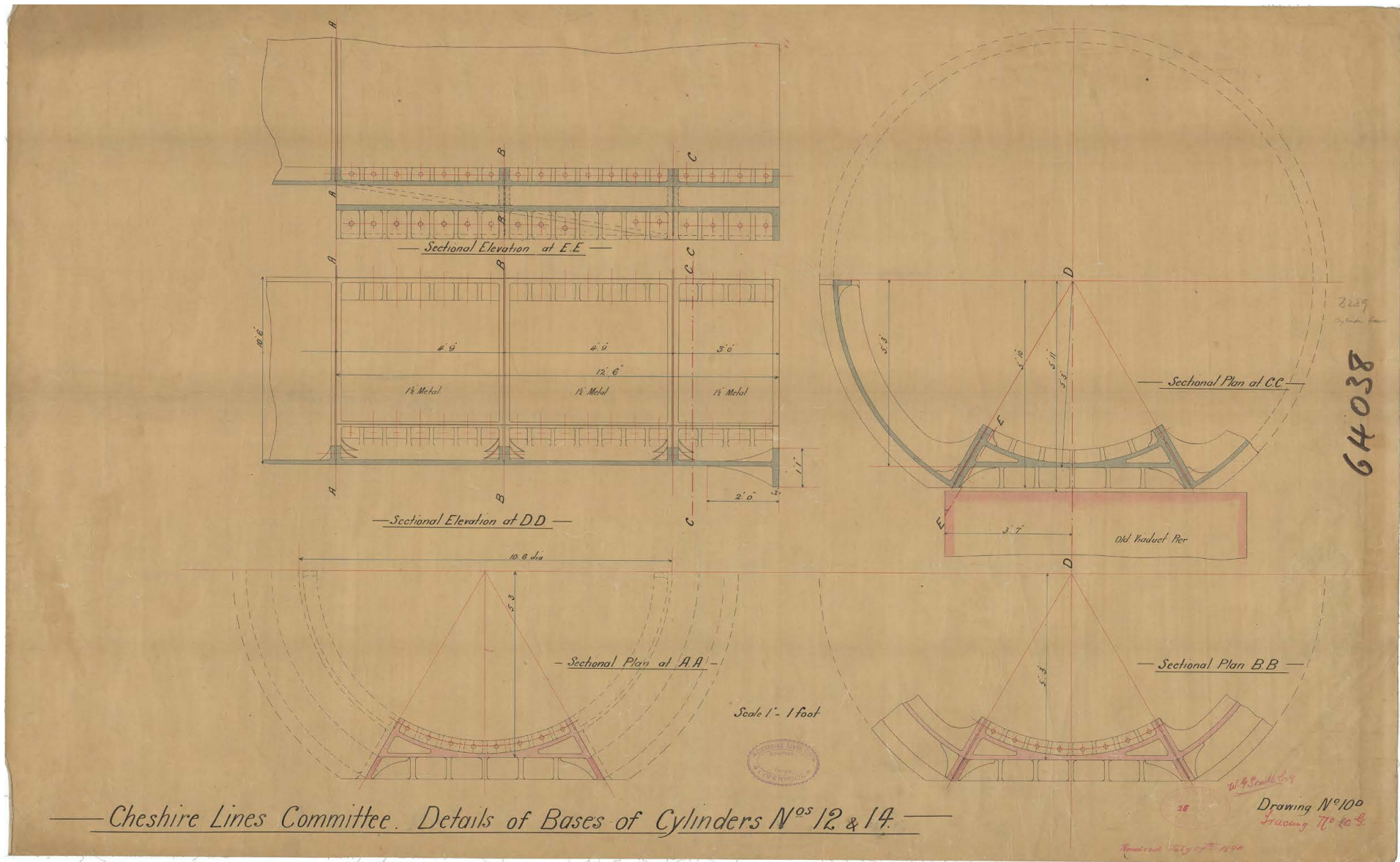


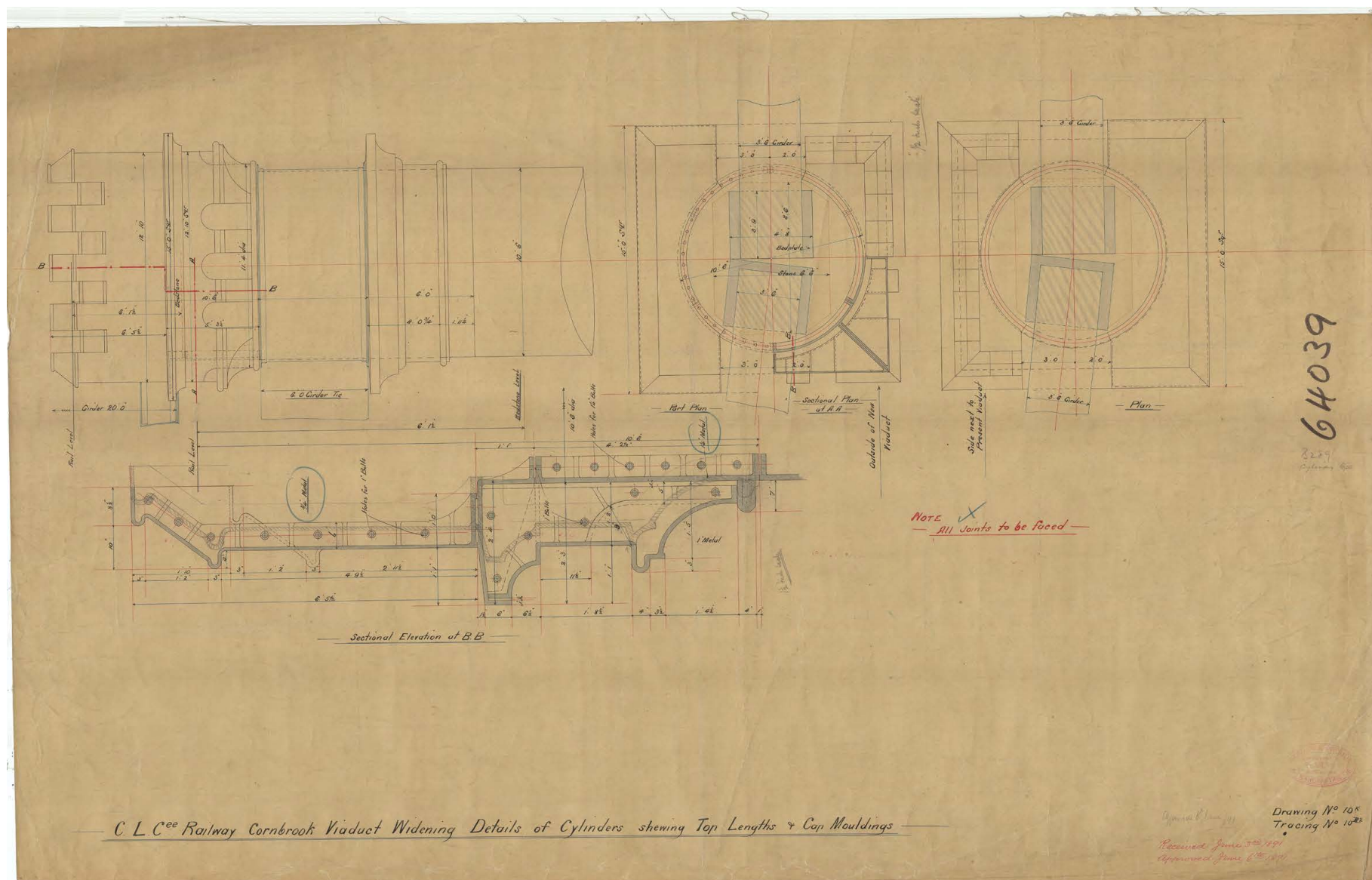


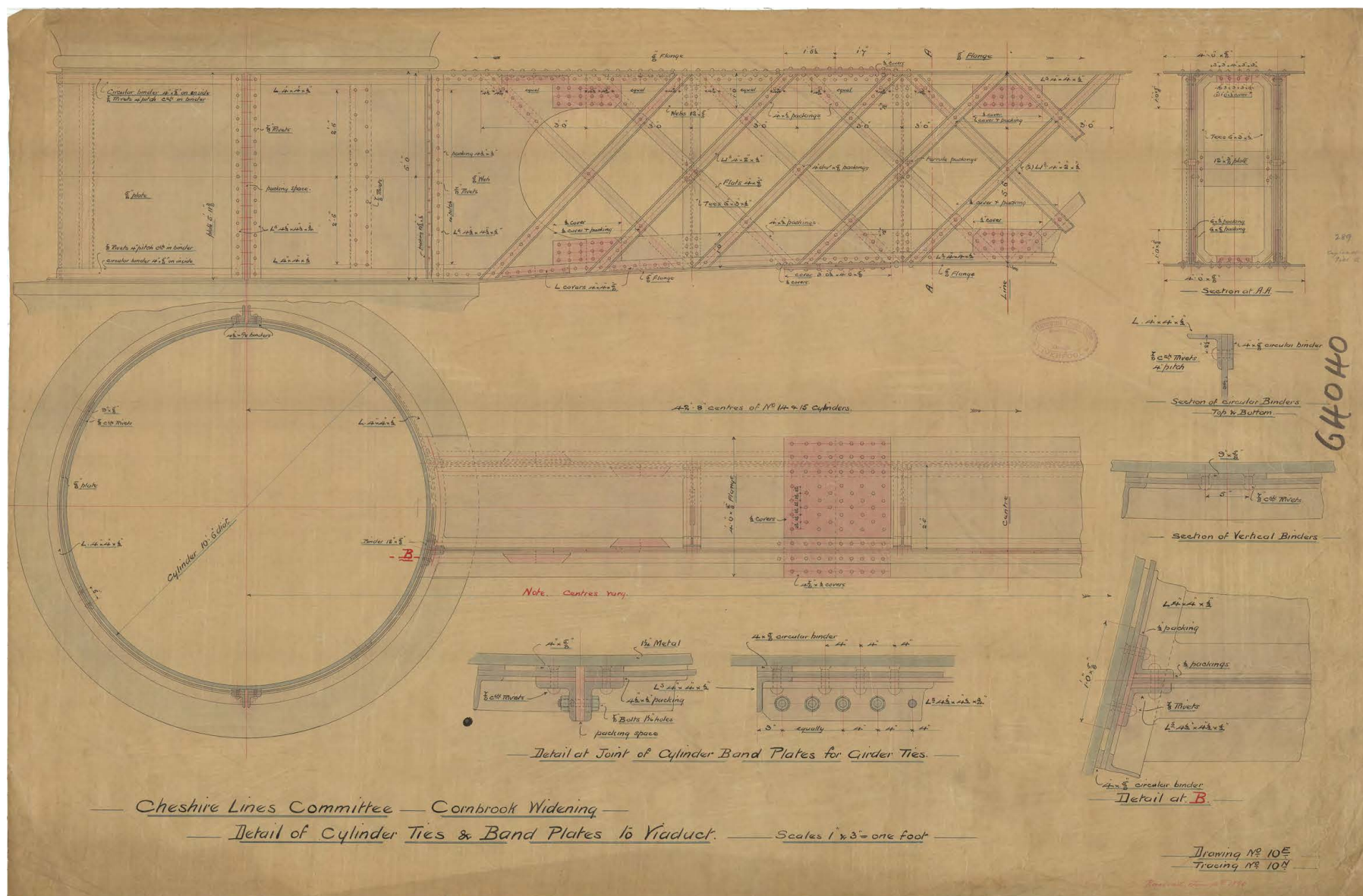


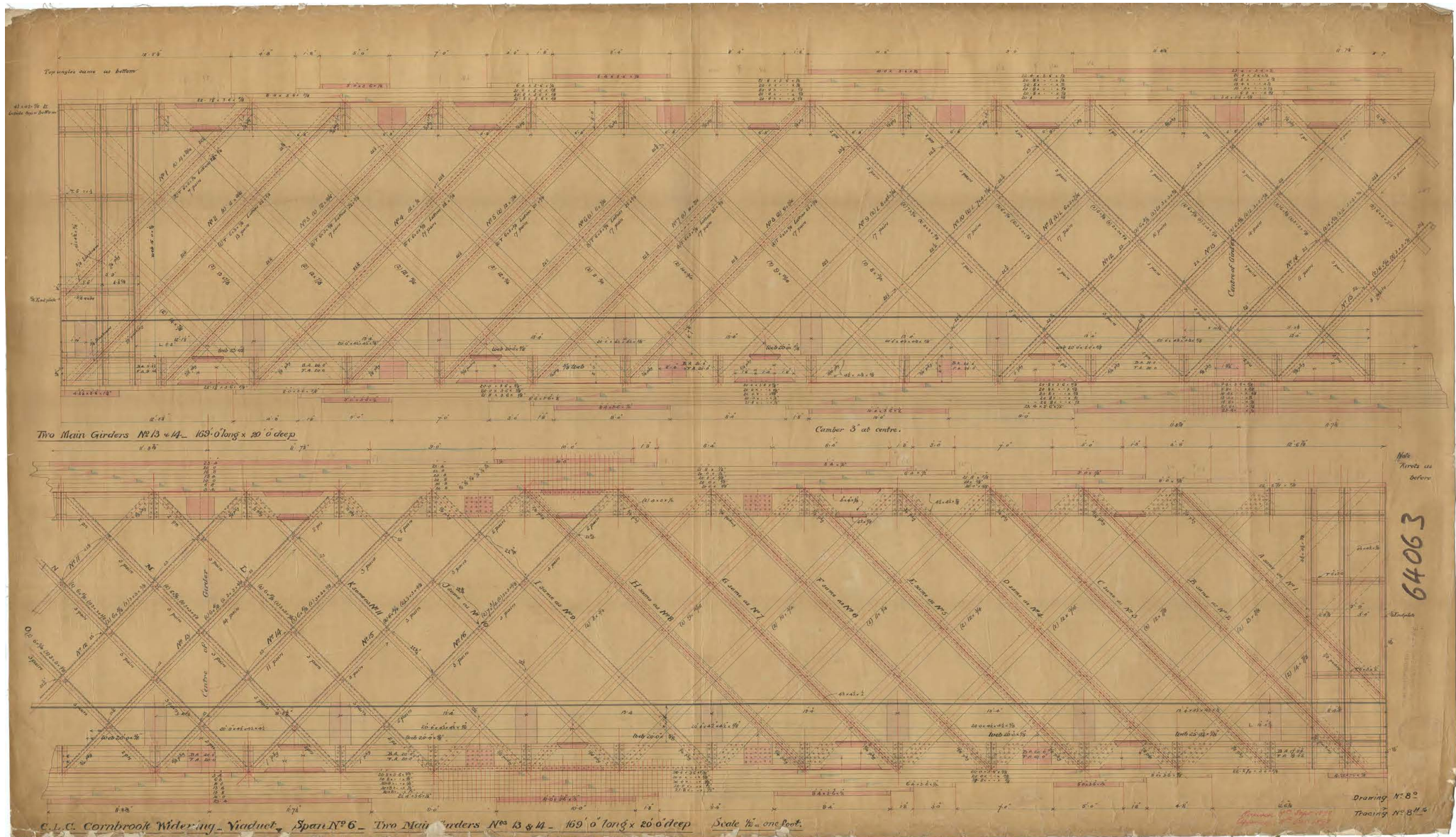


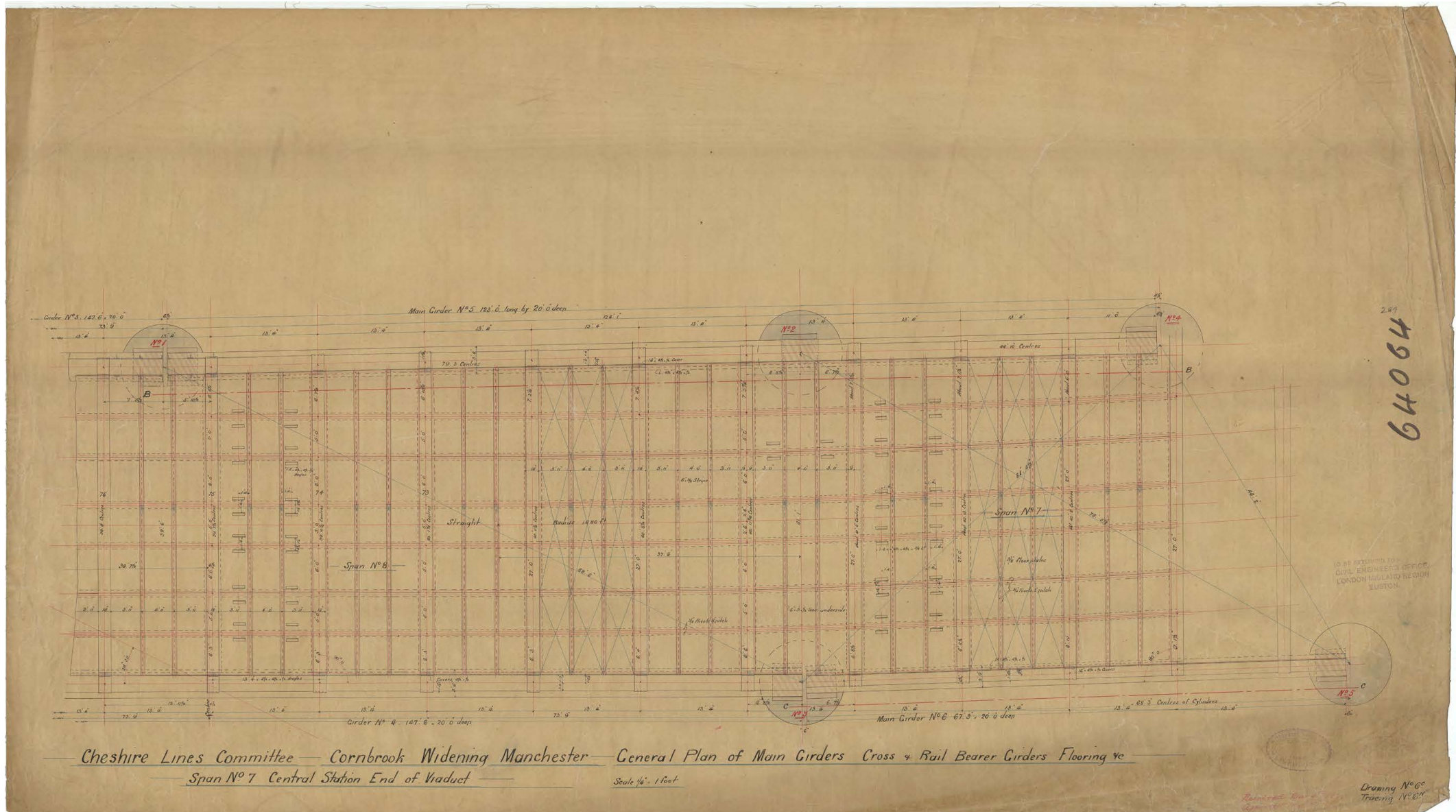


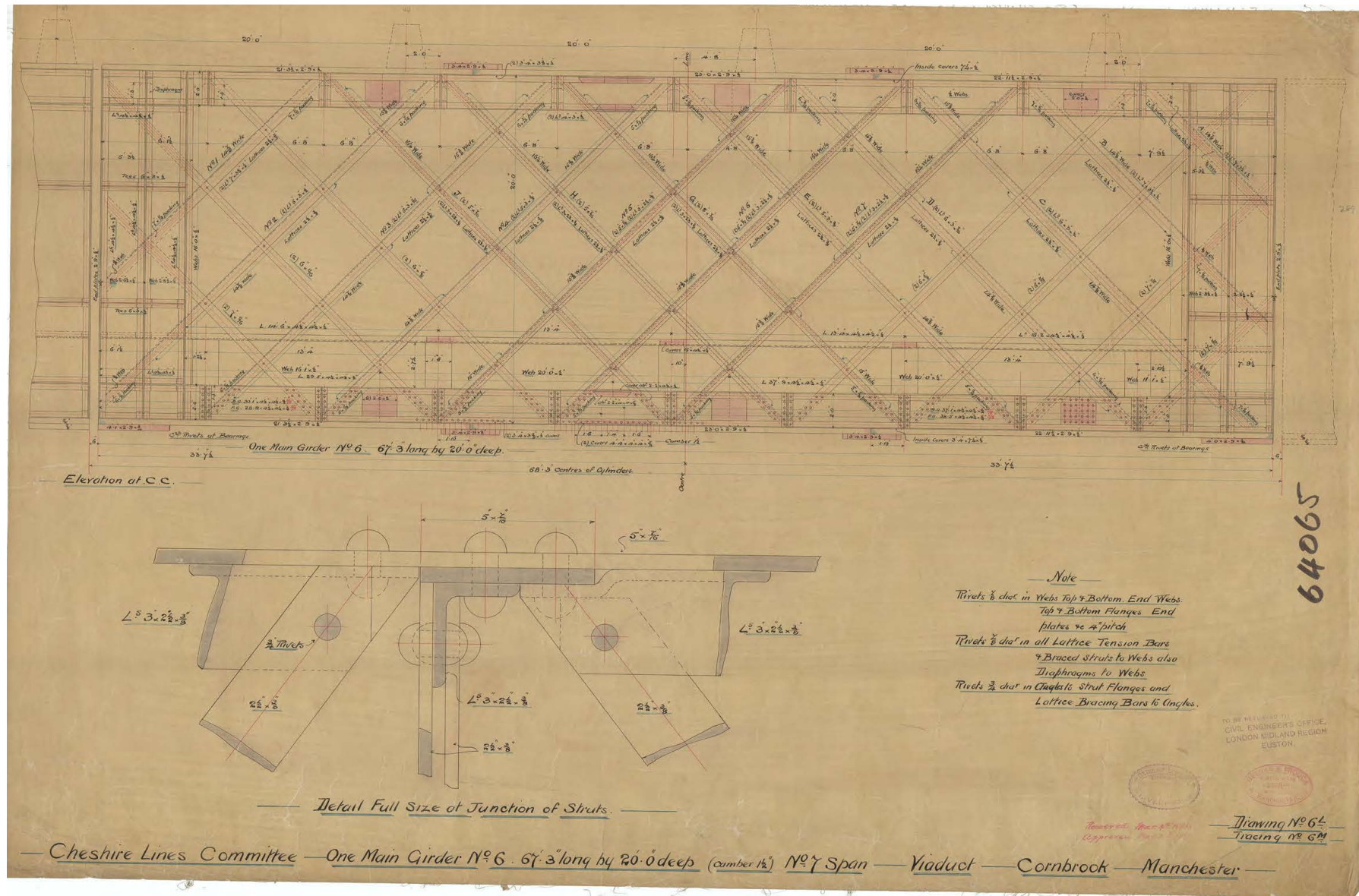


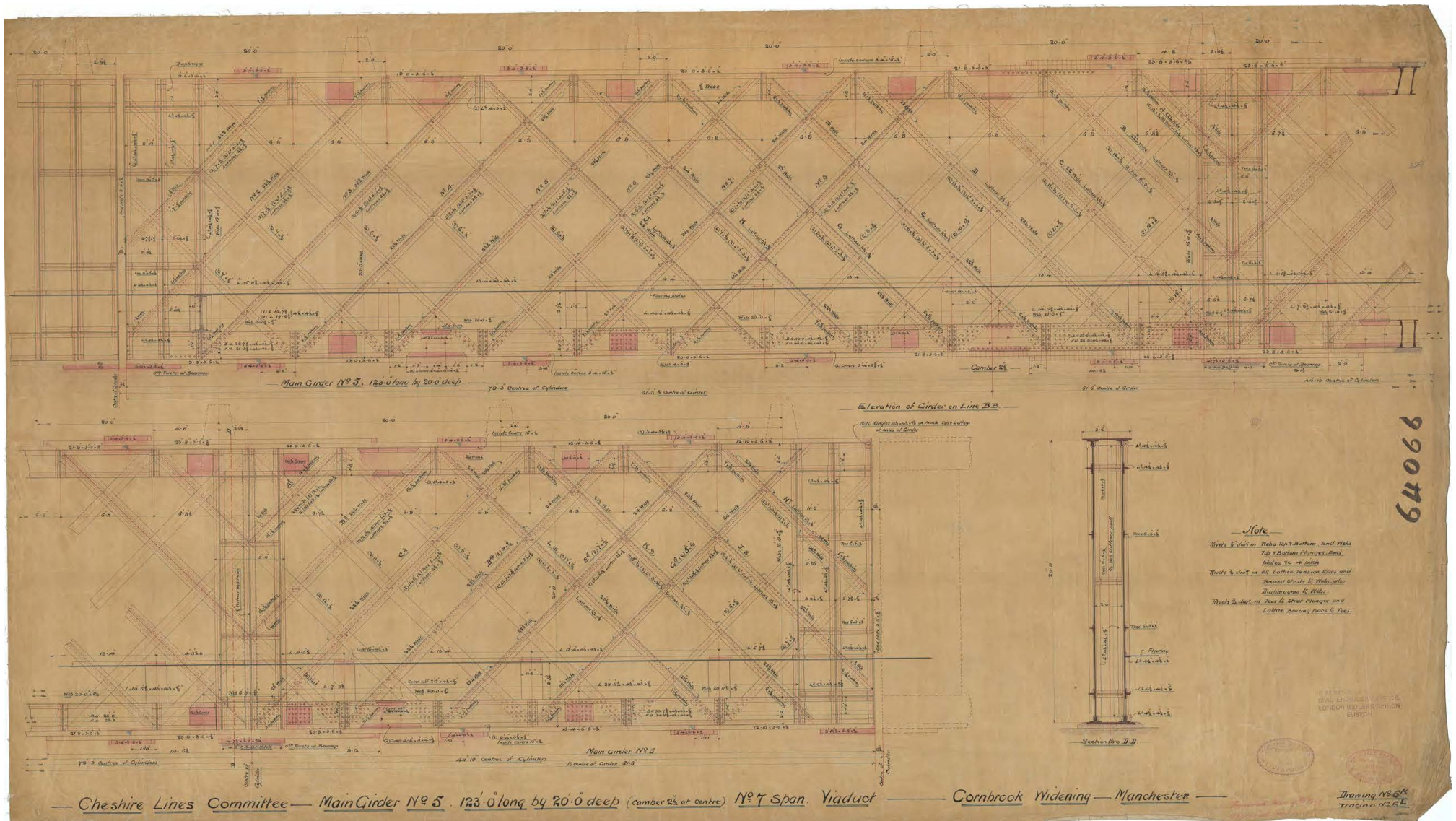


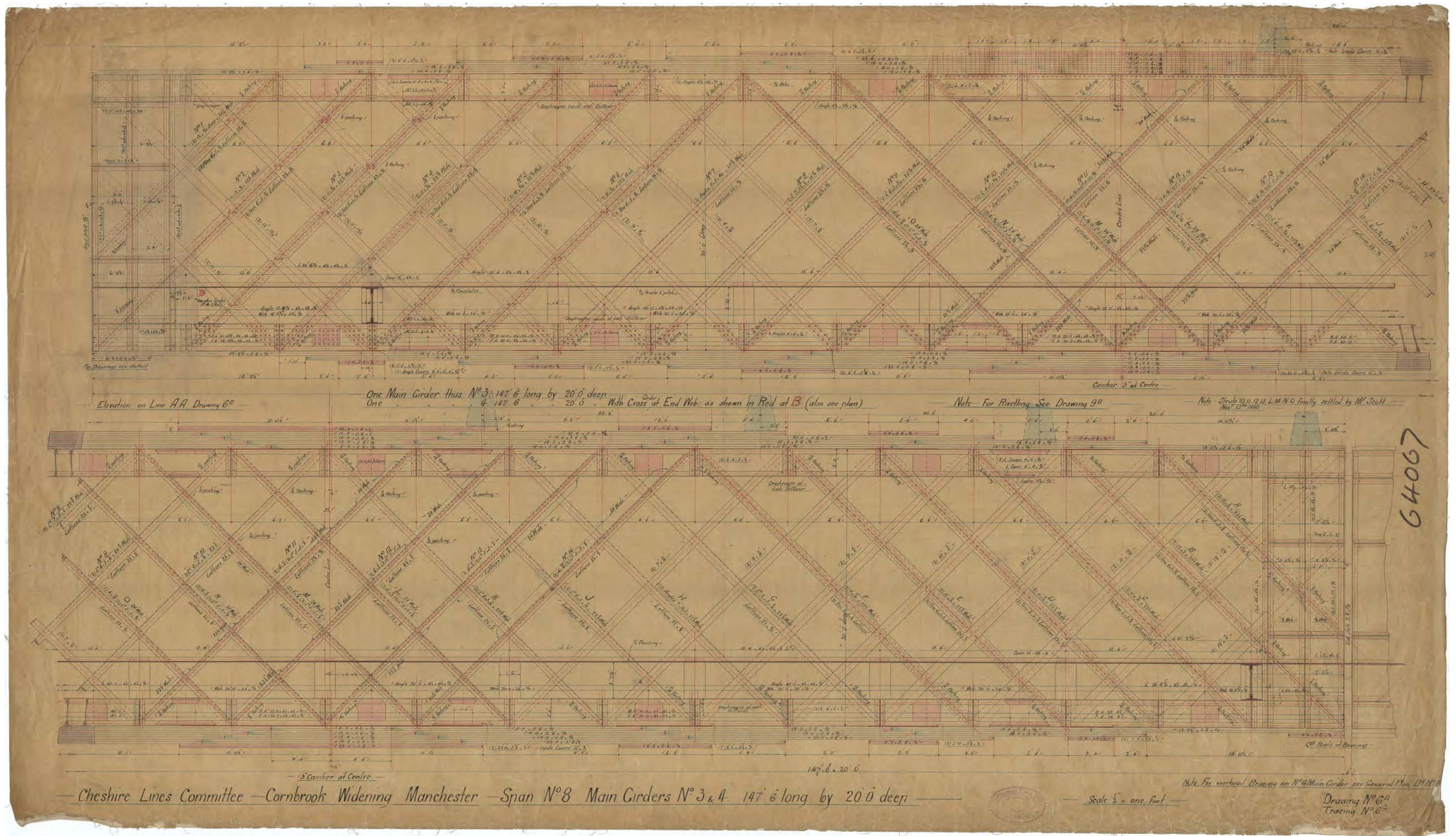


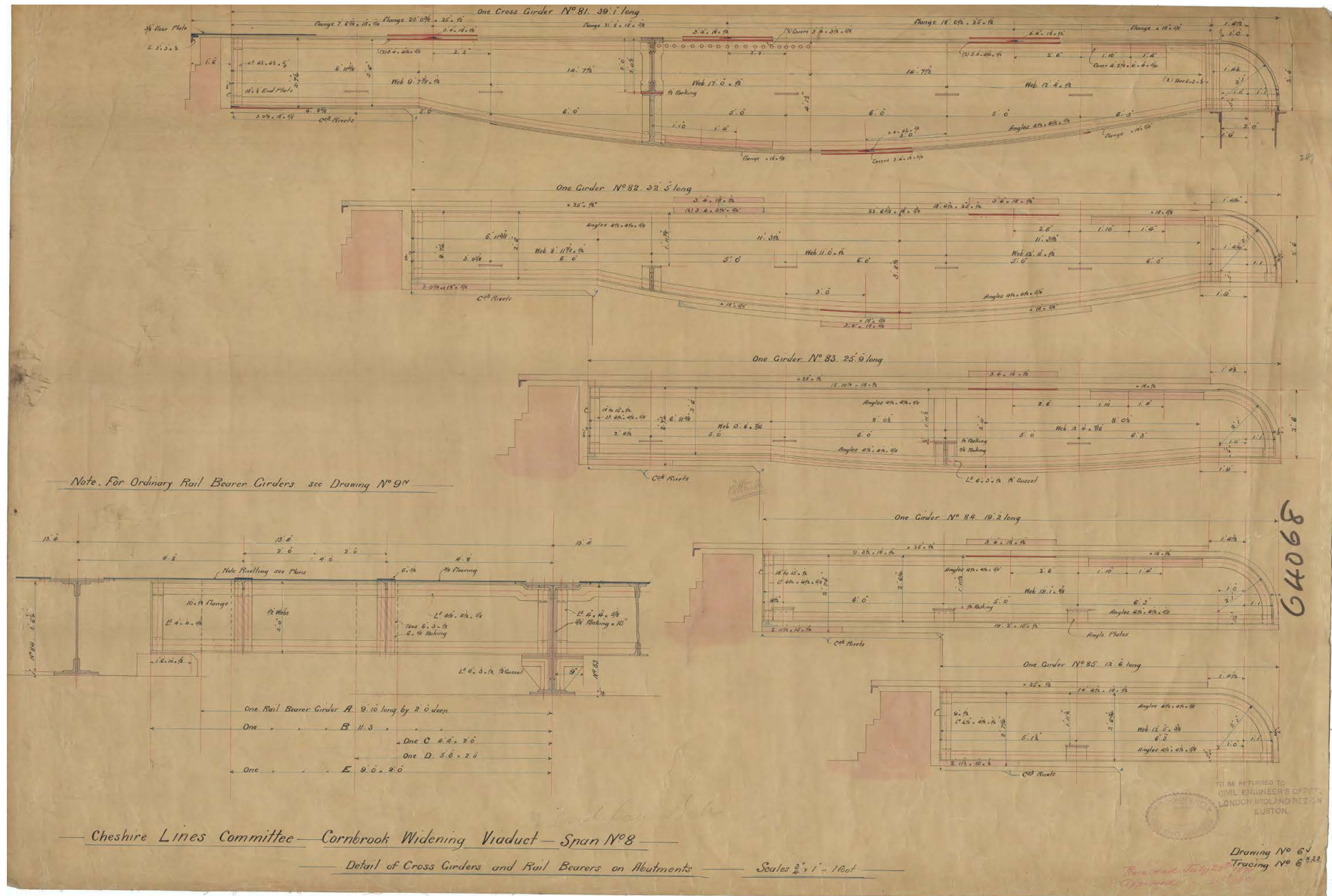


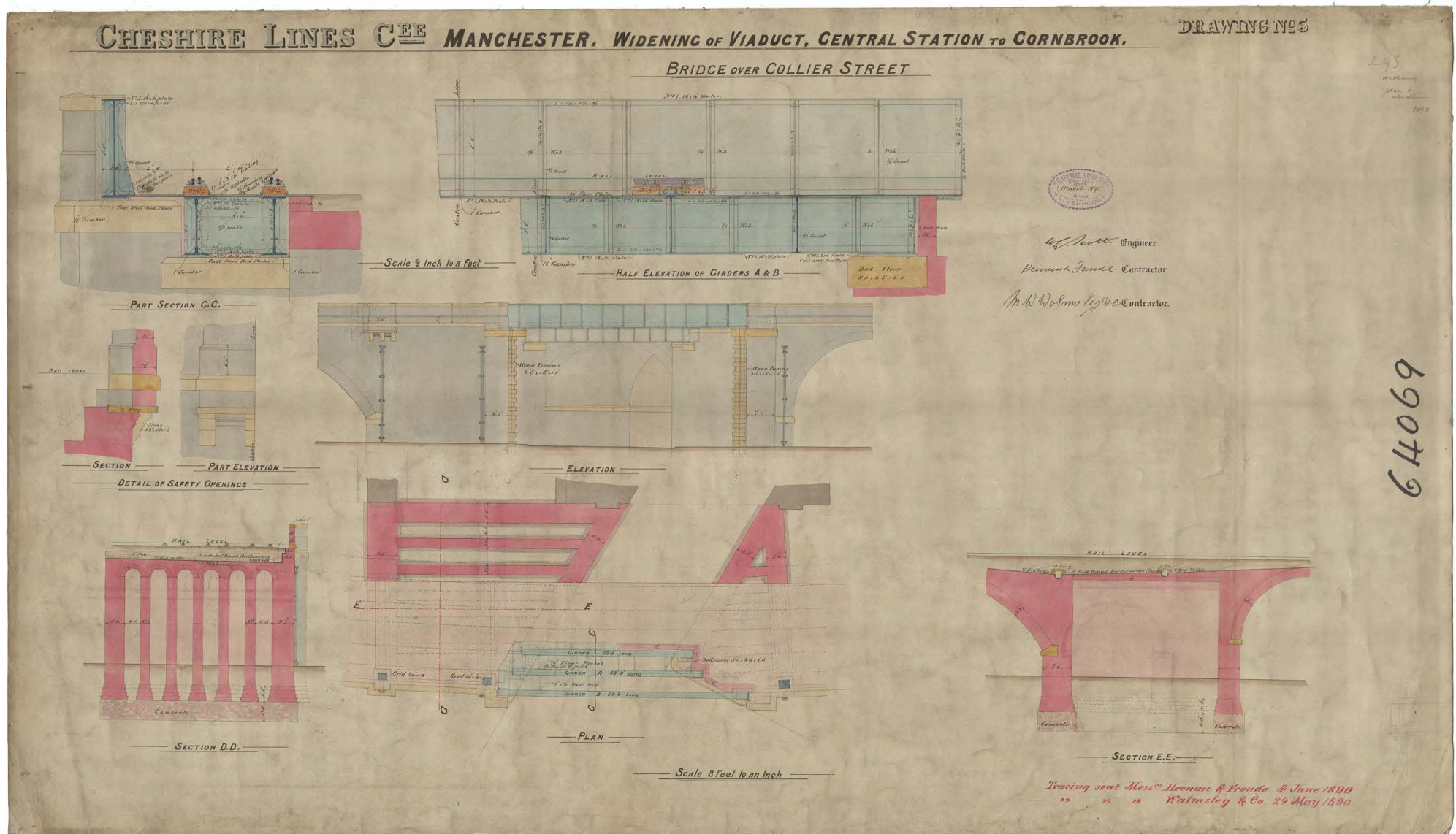


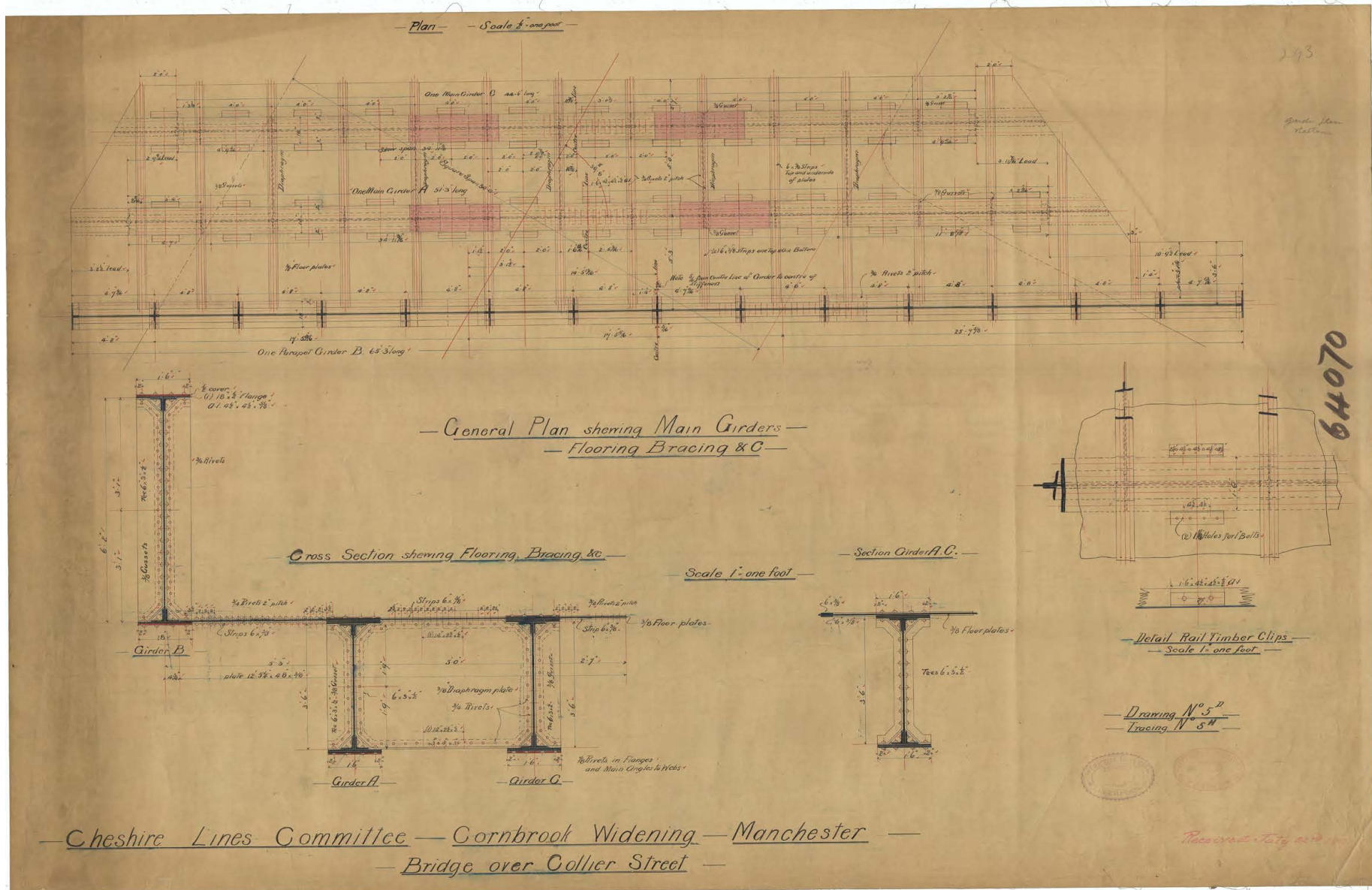












MANCHESTER COURIER AND LANCASHIRE GENERAL ADVERTISER - SATURDAY 6 MAY 1893

'IMPORTANT RAILWAY EXTENSION IN MANCHESTER. THE NEW CHESHIRE LINES VIADUCT

'No more certain or reliable evidence of the increase of business and general progress of any centre of industry can be obtained than that which is afforded by the extensions which take place from time to time of our railway systems.

'In 1875, it will be remembered that the Central Station in this city, which is jointly used by the Cheshire Lines Committee and the Midland Railway Company, was opened. Previously the Midland Company's terminus was London-road Station. The establishment of the new Cheshire Lines route to Liverpool led to an arrangement between that Committee and the Midland Railway Company, which resulted in the construction of the new Midland line from Stockport to Manchester and the erection of the spacious Central Station, which has since been used by the two companies as just stated. Two lines of rails were originally made, and to carry them from Cornbrook to the Central Station a huge viaduct was constructed. The two lines were sufficient for the requirements for a considerable time, but the traffic has during the past six or seven years been so great that it was found absolutely necessary to widen the viaduct. In 1888 plans and designs were furnished by Mr. W. G. Scott, chief engineer of the Cheshire Lines. In due course the designs were approved by the Cheshire Lines Committee and the Midland Railway Company, and parliamentary powers to raise the necessary capital and proceed with the work were obtained. In 1890 the contracts were let, and the big undertaking was commenced.

'The progress of the work has been watched by those with the habit of travelling over the line to and from the Central Station with great interest, and it is matter for general congratulation that the contracts have been successfully carried out. The result will be to facilitate the traffic, and prevent the delays which have

unavoidably taken place in running trains into the station, owing, as already indicated, to the great increase which has taken place the traffic. As a matter of fact no fewer than 300 trains have passed over the two lines of rails every 18 hours for some time past as compared with 120 at the opening of the line. Three new lines have now been added, and it expected that ere long 400 or 500 trains will run every 24 hours from and to the Central Station without the least delay, even in the busiest seasons.

'The viaduct may fairly be described as a triumph of engineering skill. It has been constructed on a principle which makes it almost, if not quite, unique. Some notion may be formed of the nature and importance of the extension from the fact that the total cost has amounted to £250,000. Extensive blocks of buildings had to be demolished to make room for the viaduct, and foundations of great depth and solidity had necessarily to be put in to bear the great mass of iron and steel employed in the building, not to mention the weight of the trains that will pass over it.

'The new viaduct carries three new sets of rails from a point near the engine shed at Cornbrook to the Central Station, the distance covered being three-quarters of a mile. There are 56 arches, several girder bridges, and a steel latticed viaduct 370 yards long. The main girders are supported on 15 cast iron cylinders, each 10ft. 6in. in diameter in the shaft and 13ft. 6in. at the base. The cylinders are embedded in Portland cement, and rest upon the solid rock some 20ft. below the surface of the ground. The longest column is 60ft. high from the ground level to the railway level, and the 20ft. below the surface makes the total length 80ft. The steel latticed girder work extends from Egerton-street to Deansgate, the width being 38ft. There are eight spans in this portion of the work, the widest being 175 ft., undoubtedly one of the largest and finest in England. The lattice girders are 20ft. deep, the cross girders having span of 38ft. with bearers under each rail. In its course the viaduct runs over the Ship Canal wharves, formerly the

property of the Bridgewater Canal Navigation Company—and crosses the Manchester South Junction main line near Deansgate. The lattice girder work—which constitutes, perhaps, the leading feature, extends from Duke-street to Dawson-street. At the latter place, the outside plate girder is 178 ft. long. The bridge over the canal has a square span of 61ft., and a skew span of 80ft. Ten lattice girders are employed here, being 8ft. 6in. deep, and 7ft. 7in. wide. All the bridges are fitted with ½ in. steel floor plates.

'At Cornbrook there is a bridge with a skew span of 64ft. This is a trough-bridge, having four large girders, the troughs being 7in. deep, and filled with cement. Four of the arches, it may be stated, have each span of 70ft., 22 a span each of 40ft., and 14 a span each of 34ft. ; and one of the bridges has a skew span of 50ft. To illustrate the magnitude of the work it may mentioned that the cast-iron columns which support the latticed viaduct weigh altogether 2,000 tons ; some 12,500 cubic yards of concrete were used in connection with the foundations, and 1,500 cubic yards of concrete were employed in the arches. About 42,000 cubic feet of stone were used in forming the beds for the cylinders supporting the lattice viaduct. Then it will be interesting know that 24,000,000 of common bricks were used in the arches and foundations, and 6,000,000 Staffordshire blue bricks were employed for facing and buttress purposes. The total weight of iron and steel in the viaduct is about 7,000 tons. Upwards of 6,000,000 rivets were used the construction of the viaduct, and some 600,000 of them were clinched by hydraulic power.

'Not the least interesting and important fact is that the cost of the work amounted to about £250,000. Great credit is due to the engineering staff of the company, and the contractors for the eminently satisfactory way in which the work has been carried out. Various difficulties of no light character were encountered, and were successfully overcome. In two places the old viaduct had very sharp curves, one being near Dawson-street, and the other

near the Bridgewater Canal. They were really what are known as S curves. These have been got rid of very skilfully, and the lines are now much straighter than formerly. The improvement has been effected without any interference with the traffic.

'Another difficulty lay in the fact that in making the excavations the men came upon an old culvert or tunnel constructed in years long gone by, probably for the purpose of diverting the River Medlock when the Bridgewater Canal was made. A thick brick arch was built over the tunnel, and upon this one of the cylinders supporting the viaduct was placed, being firmly embedded in concrete.

'The contractors for the masonry and brickwork were Messrs. M. W. Walmsley and Co., of Manchester and Southport, and for the steel and ironwork Messrs, Heenan and Froude, of Newton Heath.

'The contracts may be said to have been finally completed on Wednesday, and in the afternoon of that day a pleasing little ceremony took place on the viaduct at the point where it crosses the Manchester South Junction and Altrincham Railway. This was the fixing and clinching of the last rivet by Mr. W. G. Scott, C.E., and Mr. Heenan. In addition to those gentlemen, amongst those present were Mr. Podmore, Mr. J. Johnson, Mr. A. J. Caufield, Mr. W. Lavarack, Mr. G. Walker, and Mr. J. Ward (of the engineering staff of the Cheshire Lines Committee), Mr. W. Walmsley, Mr. J. Roberts, Mr. H. Lockwood, Mr. W. Kirk (stationmaster, Central Station, Manchester), Mr. Langridge (goods agent), Mr. Collier and Mr. Fowden (permanent way inspectors); Mr. J. Oubridge, Mr. J. Hilton, Mr. J. Bell, Mr. Gilbert, and Mr. Reed. Mr. Onbridge, on behalf of Messrs. Heenan and Froude, presented Mr. Scott with a handsome mahogany case lined with satin, and containing two silver-plated hammers, and two rivets, one gold and the other silver, as a memento of the occasion. A copper rivet was placed in the only remaining slot, and this was duly clinched by Mr. Scott and Mr. Heenan, amid loud cheers. The work of putting down the rails and fixing the signals will be finished in the course of a few days. The viaduct will then be surveyed by Government inspector, and it is expected that it will be opened for traffic about the close of the present month. Above we give views representing a portion of the latticed viaduct at Cornbrook, and the bridge which crosses Dawson-street.'

The Country.

of murdering a man named Holt, at Spalding, November, 1879, for which she and the men were severally sentenced to death at the Lincoln Assizes, but which sentence was subsequently commuted.

APPENDIX G

THE SURVEY RESPONSES

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
It is a striking piece of architecture that forms a massive part of the heritage of Castlefield. It is a beautiful feature.	Definitely a positive asset!!! It's a huge reminder of the significance that Castlefield and Manchester had in the industrial revolution. It has remained unused for many many years though and could probably do with some tlc. I read something about this viaduct recently that said "When the wannabees have returned to obscurity, it will still boast The X Factor".	Castlefield is a place of historic significance in Manchester, with the Roman Fort, the canal basin and the viaduct. It was once a great transport hub and I'd argue that it is now one of most significant tourist destinations in Manchester and it has great educational value. The viaduct is a significant part of that - a symbol of Manchester's, and Castlefield's, greatness.	It would be great to see it used again and the High Line in New York is a perfect example of how it could be put to use. People have talked about that for years and it would be absolutely wonderful to see it come to fruition!
It is a monument to the city's industrial past and stunning architecture	In a city undergoing massive regeneration, the viaduct celebrates our heritage and is integral to Castlefield.	All our visitors love it's uniqueness	Transform it into an urban park/nature haven
Architectural appearance	Positive		Green public space/walk/garden
The sense of history and its commanding position in the heart of Castlefield. Plus the workmanship.	It is a huge part of the areas industrial past. Hugely important and fascinating as it is above our heads.	It is part of the fabric of the area and helps make it feel unique.	It would be wonderful if it could be made into a family friendly park in the sky. It would be a wonderful, unique attraction for Manchester.
Love its design, its industrial presence in the area. It's scale and presence really help define the area.	As above, it's a real symbol of the areas industrial heritage and helps make the area distinctive. It's a real positive asset to the area. Those huge columns make a bold architectural statement, the material is industrial and talks of the past. The lattice work at the top is also a distinctive feature of the skyline.	The viaduct is prominent in the view from my flat - it's one of the reasons I bought my flat. As one of the removal folk said when I moved-in: "You couldn't find a view that shouted Manchester more" - you'll find multiple pictures of my view on my twitter feed: https://twitter.com/matthewfoster	I'd like to see the viaduct at least preserved, if it can become something practical and useful which adds to the area that would be a bonus.

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
Historic landmark in the Center of Manchester.	Definitely a positive to Manchester and Castlefield, adding unique architectural features, and character to the neighbourhood and the city.	Much needed safe green-space in Manchester!	Transformation into a unique safe green space. Community space.
The history of Manchester it represents and how it defines the Castlefield neighbourhood as it's main landmark.	A positive asset 100%. It's wonderful Victorian design towers over most places your are in castlefield. It's a central focal point.	Standing under the bridges and on the cobbles takes you back to the Victorian city. It is a link to the past treat stands proud against the modern city.	Maintenance and tuning into a visitor attraction, it must have great views up there of the city and can be a link to other areas of Manchester.
The history and Victorian engineering	It's a unique structure that is a landmark for the area	It's the main view from my apartment	Utilise the space for a public area
It is a unique and iconic structure that identifies Castlefield as an area of historic interest.	It is definitely a positive asset to Manchester and Castlefield as it demonstrates Manchester's place in the UK's historic Industrial heritage .	It is significant due to its unique and iconic structure and its place in the history of Manchester's and Castlefield's important part in the Industrial revolution. It was part of the world's first steam powered, inter-urban railway designed to transport both passengers and goods, which makes it iconic and an attraction to visitors.	Ideally it would be restored and made safe for people to visit and walk along the viaduct . It would then make an ideal urban park which would attract many visitors to Manchester and Castlefield , just as the one in New York does in the USA.
It's industrial heritage.	A definite positive if maintained and ideally used.		Apart from being made into a pedestrian walkway, would there be room to include a mini railway as well?
Its industrual scale and grandeur	The viaduct defines Castlefield. It is a visual demonstration of the areas history and a massively positive asset - but it could be so much more than just an industrial relic.	I love walking underneath and being dripped on.	It could be turned into a national asset if the top of the viaduct was made as accessible as its base, The idea that it would be a linear park is so very exciting and would allow visitors to appreciate the whole of the Castlefield Basin from a different perspective. Surely if they could build a structure like this in 1893, adding some benches and plants and drainage is not beyond the wit of us in 2021.

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
It's a beautiful historic structure that gives a sense of Manchester's industrial heritage.	It's positive.	It's a great sight.	Turn it into a garden like the highline in New York!
Heritage	Positive	Industrial history of the area	Garden proposal and restaurants / bars / cafes in the adjacent buildings (under railway arches) to make Castlefield a place where people want to visit and to help differentiate it from the rest of the City
It 's industrial look and the way it strides over the basin	It complements the area, whilst it is vast it doesn't take over the area	It is part a parcel of the area and the landscape	Full repaint with the key features picked out in other colours. Make it into a sky walk with full access
It is intrinsic to Castlefield, a powerful and beautiful structure which embodies the City's industrial past but is itself timeless.	It's a positive asset because it provides Castlefield with its unique character.	As a long term resident of Castlefield, the viaduct is really part of what I call home.	It would be wonderful to see it brought into use as a garden and event space. I am sure the views from the viaduct are amazing.
Beautiful reminder of Manchester heritage	Positive asset - wonderful to see the craftsmanship and how it's nestled in amongst more modern structures	Its home - we live overlooking the bowl	A safe shared public space that encourages wildlife. It would be. Shame if it becomes overrun with drinkers everytime it's sunny as they already leave so much mess in the bowl and marina
It's appearance from the ground level and the possibility of it being brought into use as a public space	It's a positive asset - I think the iron work contrasts well with the many brick structures in Castlefield	n/a	Ideally as a public park with a cafe (but not a bar/club type of space)
The industrial aesthetic with the Castlefield background	Very positive, it's fundamental to the area's character	Part of the character of my neighbourhood, my apartment overlooks it and it's part of Castlefield's charm	Using it as a feature, like a park or place to visit

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
It has a commanding presence over the area and is a major historical landmark for the history of Manchester.	It is a positive symbol of our industrial heritage.	When you see it in video/photos you can instantly recognise the location.	It should be maintained and some form of park in the unused railway would prove an excellent way forward - a park would bring it back to use enabling it to be used by both residents and visitors - think the High line in New York. It would then be a functioning part of our city and become a focus for showing how the original industrial city can take what is old and unused from the 19th Century to be useful in the 21st and beyond.
Very powerful and iconic structure, a visual reminder of the industrial history of Manchester	Iconic and uniquely castlefield, a positive asset		Retained and made accessible to the public for recreational use
The shape and part it plays in adding to the landscape of Castlefield.	Definitely positive - depicting the industrial heritage	Provides character to walks in Castlefield and its contrast to the Roman remains	Possibly look at a High Line walk way like New York to include a range of wildlife. Could also then provide opportunities for small businesses/ artists to have small workshops and possibly eating places building on and promoting local made products.
The view	Positive, historic	None, it's outside my window and above my carpark	Not to used in such a way that the cars below suffer damage due to people above as has happened when youths trespassed up there, it looks like a good idea but protection must be provided
It's a throwback to great engineering	Positive asset	Industrial heritage	Equivalent to New York High Line. It should be a space people can use
The industrial heritage in a modern urban environment	Positive that it is there, but it's current condition is rather scruffy!		Having it open for public use would be incredible, and would really improve Castlefield as a place to live, work and visit. Failing that, some cosmetic rectification would go a long way!

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
It forms the backbone of the area, and is imposing , a reminder of past engineering and industry.	See above. A positive asset	It's as significant a landmark as beetham tower, the library, the town hall. Its castlefields (and homes) identity	Kept clean/painted and graffiti free!
The impressive architecture	Massively positive! It's a beautiful structure that is a reminder of Manchester's extraordinary industrial past. The juxtaposition of these old metal bridges against a backdrop of skyscrapers is magnificent.	Everyone loves it, it's a reminder of Manchester's past and provides an escape from the modern glass buildings.	For the viaduct to become a raised park, planted with all sorts of wonderful plants, providing a raised green space from which to admire the viaducts and the view of the city.
It's unique and the history deserves to be told	It could be very positive	It's a structure I pass almost daily and leave close to. So it's a strong creature of castlefield for me.	Turn it into a park, like the high line in NYC with lighting, sculptures and public art.
The heritage - such an integral part of the fabric of Manchester and Castlefield in particular!	Hugely positive - it's part of Manchester! To reinvent it and put it to productive use, whilst still retaining that history would be incredible - invention and reinvention are both equally Mancunian!	As above - part of the history of the place and the people of Manchester.	Productive use, for all. Non-commercial, as public as possible. Something for the community as well as a destination.
The external aesthetics signifies the industrial heritage of the area. It is a key inspiration, used in the Pokémon Sword / Pokémon Shield games for their area of 'Motostoke' based on Manchester. This design of viaduct is now know worldwide.	Positive. The multiple styles of bridges/ viaducts in such a small area is a wonderful illustration of the progress and changes made through the years.	It is a key inspiration for the design of the bridges used in the Pokémon Sword / Pokémon Shield games for their area of 'Motostoke', based on Manchester. This design of bridge is now know worldwide. The attention to detail, especially to the columns, within the game from the original viaduct shows how important and representative of our industrial heritage this type of viaduct is.	I would love to see a park and gardens with in but the external aesthetics kept as close to they currently are as possible
The uniqueness of it. Within it hold the identity of Castlefield	Positive	Something i always appreciate when walking past, and long may it continue	Further appreciation in the sense of love and care

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
The structure is a living piece of history in an ever developing area.	Personally, it's my favourite part of Castlefield. I like how the industrial structure is still standing, in contrast to the new modern skyscrapers in the area.	It reminds me of home	Plant a garden on the top of the structure to add more nature and wildlife in the area. Footpath to walk through the garden
It is a beautiful reminder of Manchester's industrial past. What I love about this area of Manchester is that old and new are side by side and this makes for a beautiful part of the city.	I wouldn't be able to imagine it without it. It would feel very empty.	Lots of visitors take photographs and ask questions about the viaduct. The light that shines through in the morning and evening makes for some spectacular pictures.	It would be great if the viaduct would be accessible. There could be a lovely walkway or green space on top of it. The inner-city is lacking green spaces and space in general. The idea that this could become a green place to escape to would be amazing.
It's history	Massively positive	I visual wonder but sadly unused.	A walkway and garden.
Architecture	Positive, shows the history of industry in the area	Part of the history of Manchester	For it to remain! And to have a function
Aesthetics and history	Positive		Turn into a public walkway
Thee history attached to it	Positive! It appeals to curiosity you see it and want to learn about it	It adds to the character of the lovely area I call home	It should be protected, looked after and any plans made should benefit the community.
Location, heritage	Extremely positive. It is part of the fabric of Castlefield	It is iconic. A symbol of the area and ties us to our heritage	A public park & thoroughfare. Arts & community involvement. Limited commercial involvement to provide facilities & amenities
It adds to the area, it's a bit of history in an area that's got a load of new builds in it!	I think it's a hugely positive asset	Honestly it doesn't hold much significance but it's still a lovely part of the area	I think it needs a little bit of a face lift, just to clean it up a bit!
It's iconic heritage in the city.	Positive asset. It's photogenic and such a clear definition of Manchester's character.	Currently just visually nice. Would love to see it get a second purpose so to say.	Would love to have it more green and potentially even an area for foodtrucks to sell their products. To support small businesses post pandemic.

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
How beautiful it is. It really makes the area unique	Very positive. It's so distinctive, you can instantly recognise the area on TV and in films. I think it's a lovely contrast against all the plastic and glass skyscrapers behind it	Its a sight of home coming in on the train or tram	A park! It's been talked about and promised for years and there's so little green space round here. Now especially when we've been trapped home it's becoming more and more important for those of us staying on the area long term.
I like the whole thing , the whole area, I'm a visitor to castlefield annually and was surprised at my own interest to the viaduct , and everything in proximity . I love the history and must buy a book about it .	Positive , potato wharf is steeped in history as is the surrounding area .	I am from Cumbria , I would hate to see things change	I would like the supports to always remain
Piece of history in the middle of modern buildings	Positive asset - many boring modern tower blocks in this area. Having pieces of history like this breaks up this monotony and creates a historical talking point. Many passengers pass this on the way in to town	Piece of history and is close to Science and Industry museum	Made into a public garden/ park space
The history and connection to Manchesters heritage. Also the closeness to the city centre.	It's a positive asset, suits very well with the warehouses which shows the history of Manchester		A park with a walkway on top, like the similar bridge in New York. It would act as a very needed green space in Castlefield as well as a great walkway for pedestrians from Trafford into town so people don't have to crowd along the canal or risk their lives walking down Stretford Road.
The heritage and aesthetic	Very positive, it would be lovely to see it used more as a park area, pop up markets/ bars, etc.	Everyone is impressed by it and love the links to old industrial Manchester	Continue the maintenance but that's it to the structure, I even like the graffiti! More use of the area would be nicer (parks, pop-ups, etc.) and currently I think it's a missed opportunity
it's beauty and the retainment of historical buildings/bridges	positive	I live in castle field so feel that it adds to the feel of the city and respectful to the past	A park in the sky like the Chelsea Hi-line in New York

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
The striking architecture. It's beautiful and really stands out and speaks to Manchester's heritage.	Positive. It shows the age and the history of castlefield and Manchester. It makes me think of all the changes the land must have seen over time.	I've drawn the viaduct a few times because it's so striking and beautiful and interesting, it's a great subject. I enjoy walking and spending time in this area. Even going past on the tram is special.	I would love to see it turned into something like the high line in New York. Having visited there it's a really interesting way to see the city and this could be Manchester's version. I would love some green space to contrast the surrounding urban architecture and lack of green space in the city generally. I think this could be a really unique space. Whatever happens, I would like it to be able to be used for castlefield residents like myself.
It is an important part of the area's industrial heritage.	It has the potential to have a great impact on the area, but at the moment it is just another unused space which serves as a hiding place for nefarious activity to take place undetected - of which there are many in the area. It could be a positive asset if turned into a space open to the public.		An urban green space, something along the theme of New York's High Line
Nice feature of the area	Positive asset. It is part of the history!	See above	Park
It is part of Manchester's heritage.	It's a positive asset. Manchester is an industrial city and that's what made it what it is today!	As a resident in Castlefield it's a prominent feature in the area that makes it such a great place to live	Turning it into a space for public use would be fantastic. It could be a mini version of the High Line in New York
Industrial architecture and history	Positive asset definitely add character to the industrial feel of the area	It's part of the skyline around the castle field area	Park or usable space
It's industrial charm	Positive asset 100%	N/A	It become more a used area. Social space?
Architecture and potential views from it.	Positive	Historical railway interest	Garden walkway with viewing platforms

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
It looks really interesting	Positive, it's a nice relic of older times which Manchester blends nicely with newer buildings etc	Not much but it's still nice	Tbh I'd love for it to be restored somewhat for public use. Maybe a big walkway, and depending on how stable it is you could see chairs or temporary bars along it
Represents industry, its presence is dramatic	Positive	Historic landmark	High line, park area
Its asthetic within Castlefield	Positive but it's under utilised	Represents Manchester's industrial heritage	Highline style park - Something people can use which is visually appealing from the tram line
The architecture and the history.	Positive. It's a defining feature of the area and helps us to picture and remember the areas historical heritage.	It's historical significance is important to me.	Would love to see it renewed as a public space, like the high line in New York has been restored. With nods to its history and heritage.
It's such a well recognised structure and iconic to the Castlefield area.	It's a positive asset in my opinion. I just love the mixture of the brick and metalwork in Castlefield. The old and new. The industrial and natural. Without the viaduct, these gorgeous contrasts would not be so apparent.	I can see the viaduct from the windows in my home. It's a pleasure to have it in my view. I walk under it nearly everyday. It's just been part of my life for the last 10 years.	The structure needs to be maintained and enjoyed for years to come. It would be lovely if it could be used in the community, as something other than just something to look at. I know there have been talks in the past about using it as a garden which would be lovely. It would be great to have it to showcase some local artists and sculptors work maybe, also like an outdoor gallery. Or as a community grow your own/pick your own food. Even have some bee hives for local honey.
I don't know, but I like it!	Positive (Altho could do with a little clean up!)	Not really much, but it's part of castlefield & I don't see why we'd get rid of it!	Cleaned up and kept!
The look	Positive. I love the look and heritage it brings to the area		Become a park / public space
It's aesthetically pleasing	Positive, it's part of the industrial heritage of the area. It's a beautiful and domineering example of what it is.	It defines the areas past	Preserved, maintained put to use for the local community.

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The shape it gives us in the area where there is so much building going on	It keeps it in line with the heritage of the area and it's definitely a positive	I think it gives us a space and a talking point of the area and is a great asset	It would be great as a new social area fully developed to use by residents and visitors
Important piece of industrial heritage that should be opened up for people to enjoy.	Positive. Very recognisable and adds character.	If transformed to allow public access it could be a real attraction.	Create a garden walk just like the High Line in New York. https://www.thehighline.org/visit/
It's heritage and adds character	Positive, use what you have, the area is industrial so this is a key asset in relation to the area	It is just a key part of the history and current aesthetic of the area	A park would be great, like the NY Highline!
Looks cool	Yeah I like it	None	Put a park on it
Heritage, usable and interesting space with fresh perspective in an already saturated enclosed space mainly occupied by bars and pubs. Architectural importance.	Hugely positive. Embraces its industrial heritage and identity. Develop and regenerate the space into something usable and sacred for those that live here.	I am interested by its cultural importance and industrial heritage.	A sacred and calm space for residents of the city that want a place for quiet reflection. I'd like to see the viaduct transformed into a green space with lots of plants, nature and Victorian architecture. This could be a place that promotes picnics, walks, quiet zones, honesty boxes, library. etc.
Architecture and grandeur	Positive, adds depth	Large significance makes me feel at home	Used and protected
The architectural beauty it brings to Castlefield	Immensely positive	It's emblematic of Castlefield	I think the idea of a skyline park is a superb idea and would be a local and national attraction that would bring jobs to the local area.
The potential for regeneration, gorgeous steel work.	Positive definitely as it intersects with two other bridges at quite a unique position.	I live nearby, I walk there often and in the summer I often see the popularity of Castlefield yet there is little investment or ideas to support the popularity, there is potential to enhance that particular space and introduce more greenery along the canal.	Opened to the public - of course access is limited with opening hours, similar model to the NY overhead park.

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
It's engineering	Positive	Huge	Turned into a cycle superhighway and separate pedestrian route to Salford Quays - NO mixing of wheels and walkers though - very firm on that as pedestrian spaces are being invaded by wheels
Looks good	Very positive. A big part of the industrial history of the area	Very significant	A park
Victorian piece of engineering in our community	It's clearly recognisable when I see it on the TV. It's definitely a positive asset	It's a piece of Mancunian heritage which should be preserved	I would like to see it used as an urban walk way
It looks interesting, and could definitely be put to better use	Positive because of the way it looks, but I currently have a parking space beneath the viaduct and unfortunately any car that parks there gets covered in debris from the the structure. I don't currently have a car and I'm struggling to rent the space out because of the damage done to cars. I think that this needs to be fixed as a priority should the viaduct be changed.	See above - visitors park under it and risk damage to their cars.	A park would be Wonderful. It's currently being wasted and it could add to its beauty. Just if anything is done please sort out the issue with the debris!
Industrial history	Positive asset we just need to harness its potential	My grandfather remembers it in the 1940-50s when canal horses use to be stored/kept under the viaduct whilst barges were loaded and unloaded, and his mother made him go and get manure from there for the garden	Turn it into a suspended garden &/or cycle path
The character that it adds to castlefield.	Very positive but sad that it is not in use for anything.	No specific significance. I like looking at it!	A publicly accessible park would be wonderful

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The visual link with the area's industrial past	Absolutely a positive asset, both as a beautiful feature and as a historical landmark	It serves as a reminder to us all of how Manchester developed as an industrial city.	I would love to see the viaduct be usable for pedestrians, either as a park or a market or some combination of the two. The views from there would be excellent and it would let people get closer to an amazing piece of history. Manchester also desperately needs more green space in the city centre.
It's contribution to our industrial heritage	Positive. Living history amongst the modern vibe of the area. An engineering feat to be celebrated	As a resident of historic castlefield. Proud of it's contribution to the history of the area.	Created into a historical walkway, modelled on the New York high line. For recreation plus historic tours for visitors and education. A community social action project. A central attraction that over spills into the immediate area with hospitality and pop up retail
It's a link to, and reminder of, Manchester's industrial heritage and also provides helps form the character of Castlefield.	It serves as a reminder of Manchester's industrial heritage. It also reminds me of the characteristics of Mancunians - strong, resilient and a little tough around the edges.	The historical significance is obvious and also it looks great. Instagram loves it!	Given the general lack of useable outdoor space in Manchester city centre it would be great to see this turned in to a useable, social space. Perhaps some green space, space for traders (food/drink stalls?). Like a mini New York High Line.
The viaduct is an intrinsic link to the cities path that is genuine and unfettered. It should be preserved for future generations as an example of past engineering and innovation	Positive	It's a genuine link to the industrial past of Manchester	Preservation and access
It's monumental scale, the way it cuts through the City in a way we couldn't do now - such Victorian confidence!	Hugely positive. 19th style and engineering in a historic crossroads.	It's one of the best parts of Castlefield, makes me feel small and in awe of the builders.	Complete structural overhaul to ensure it's secure for another century and then a means of safe public access for recreation.
It's architectural merit	Yes	I have a vision for it as the Manchattan High Line. I bore my wife and children about it regularly	An urban garden

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I have only lived in the area (and in Manchester) for 2 years but I remember this viaduct from being very young visiting Manchester because I remember being so in awe of this bridge that was (to a young lad) also a castle! I think it's beautiful and needs to be repaired and protected and given a use for the future	As above, very very positively	As above	I think a park sounds a fantastic idea
Its an iconic structure in castlefield and adds to the history of this area	Definitely a positive. I love taking photos here and there has been recent filming here too for a tv series. It adds character to the area	I love walking around this area and showing my friends and family around this heritage site	To keep this structure as part of the heritage site that is our beloved castlefield.
	Positive		Preserve it !
Nothing	Negative and a danger	Nothing	Fully restored or taken down
The construction	Negative	None anymore lol bad repair plenty of other examples of construction In use not left to decay and be a drain on funds	Taken down to highlight other highlights of castlefield
The industrial feel	In a city becoming ever more modern, it's nice to see the mix of old architecture remaining in the mix of the new	Not loads but it looks cool	Maintained, and better use of the space around it
Its structure, which beautifully reflects the industrial heritage of Manchester and its role in passenger rail transport	Definitely a positive asset that should be exploited to best effect	See my first answer. It is a key part of Manchester's industrial heritage and embraces the overall Castlefield ambience	Restored to its former glory as a showcase and utilised eg New York Skyline type walk and cycleway

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	Very much a positive asset	Part of the historical area of Castlefield particularly with its castellated architecture	Made into a green walkway
It's imposing, industrial architecture	The viaduct adds hugely to the character of Castelfield and the city centre as a whole - the viaduct is one of the most recognisable structures in the city. It is also a wonderful reminder of the industrial heritage the city has, along with the history of passenger and commercial rail in the area. While the viaduct would benefit from a spruce up to remove rust / graffiti, it is a huge asset to the area overall.	The viaduct makes Castlefield famous, friends and family are always impressed by it. The viaduct act as a real landmark - often being photographed / filmed.	I would want the viaduct to be maintained for visitors & future generations to enjoy. ANY scheme to keep the viaduct healthy is welcome!
It's is part of the unique heritage of castlefield. The location where, within one view, we see the history of transportation. (Road, Canal, Train). It's construction from iron adds to that heritage statement. (Plus it looks amazing and is such a powerful structure)	It is integral to Castlefield and it's loss would destroy the Castlefield story	It lets me see a structure that, in so many places has been removed. This structure is important to the "manchester story" and should be signposted from MOSI (it could help bring history alive)	The structure needs to be used and accessible. It is sad to see from the passing tram. It should not be left rot and must be repurposed for the next generation
Historical value	Positive, it's iconic of the industrial past and to the legacy of Britain's first passenger rail station.	I am a resident of Castlefield. It's part of my neighbourhood.	I love the idea of a usable space like a park. My only concern is that it is maintained properly. Let's face it, if it's not a nightclub or restaurant MCC and Andy Burhham couldn't give a toss..
The beautiful architecture	Absolutely positive, it visually defines castlefield	It's a nice reminder of historic Mancunian architecture and is very characteristic of castlefield	Be put to good use and the views taken advantage of. A park would be ideal!

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Stunning Victorian architectural statement that complements the Victorian architecture and canals.	It is one of the last vestiges of Manchester's industrial heritage and needs saving from City Council blasÃ© attitude to local development planning. It is a fantastic asset that needs protection and bringing back to life.	It is just a beautiful thing and augments the sense of peace and harmony in Castlefield.	It needs protection and would be ideal for an elevated park, or similar to the High Line in New York (and could potentially be part of a dedicated cycle way superhighway into the city removing the need for cycle lanes on the way to Old Trafford roads
Its Victorian legacy	Positive	A link to Victorian vision and effort	Cleaned and made a real tourist attraction
Homage to Manchester's industrial past	As with the above, I believe it to be an homage to Manchester's industrial past. I think parts are necessary to maintain, however, creating a light and friendly green space that honours the values of a modern European city is essential. Castlefield does this (mostly) wonderfully, and I think it should be replicated for this development!	None in particular, I am just a resident of Castlefield.	Modernised and formed as directed by Bauhaus philosophy. Function over form. Minimalism. And the ability to create a community.
A reminder of the industrial heritage. Fantastic structure	Positive. Defines the area		Make it accessible
Arches, architecture, greenery	Positive, historic architectural asset	Architectural	Architectural view point to maintain, could be a garden and walkway for the people of Manchester and visitors to enjoy create increased connectivity
Its history and construction	A positive asset that reflects the city's past.	It's a symbol of the engineering undertook by the country as a whole.	It should become a Highline park, like the one in New York that transformed the unused overhead railway line into a park.
I love the architecture but would love the surrounding area to be more green and picturesque	Mcr is known for its industrial background, I'd love to keep that vibe with the bridge but bring some nature/beauty to the castlefield basin/bowl too		More nature/green:)

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It's architecture - it's quite beautiful in an industrial way	It adds to the history of the area, when so much has been demolished. But it does need work (which I expect will be significant) to regenerate it given the amount of visible rust		I have heard of plans to turn it into a park. I would welcome that. There are far too few green spaces in central Manchester.
Nothing	Negative, it is rotting & debris falling off it is dangerous	None	Pulled down
It's impressive size and dominating structure	It is a definitive landmark of the area and is one of the key things that makes Castlefield	It is a destination	Retained, restored and made accessible to the public
Architecture	Positive		High line. Green space. Sculpture walk.
It's historical impact to the locality	Positive	Enhances the whole area	Restored and utilised in some way
Architectural and historical significance	It positively reflects Manchester's industrial heritage	A significant structure that anchors castlefield bowl and is strikingly beautiful.	The plans to create a bridge park sound spectacular and a fitting conversion.
The area with the water birds and general walking areas	Positive	Keeps the history of the area and is very unique	If a park is planned needs to be family friendly too many areas becoming drinking places for adults when it's nice weather . Castlefield bowl, grassed area Liverpool road and St. John's park. A family friendly park with even a small outdoor gym area would be good to see.
A place to walk to impressive size my son likes looking at it, running and making sounds	Positive its different	As above	I live in the city centre with my 6 year old it would be great to have a place to go to and visit . There are too few outdoor spaces in the city centre the viaduct is used for parking it could be much more

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The historical value and the workmanship that went into its building. It's a symbol of the industrial revolution in this area	It's a positive asset and it should be celebrated	It shows us what fantastic workmanship went into it and is a symbol of a bygone era so should be kept safe and protected	I would like it to remain and for us to be able to walk along it and fill the area with plants and greenery and create a green space for residents of castlefield
This is a fascinating historic structure that defines the atmosphere of Castlefields.	This structure adds positive value to the area.	Visitors always find this structure fascinating.	To keep and restore this structure and to find a environmentally sympathetic use for it.
It's a fantastic piece of engineering from the 19th century that blends beautifully with the local area and should be put to use as a community/green space	Positive - it blends beautifully with the area as Castlefield has a mix of old and modern and it's such a shame that it's not put to better use.	I actually wrote a university assignment on this project and made suggestions for green space similar to NY High Line, opportunities for food vendors, an outdoor cinema and other similar events all of which would attract visitors to the local area as well as providing green space for residents like myself.	Use the NY High Line as an example but make it Manchester and if events are run use local vendors where possible.
Victorian architecture	Positive asset - so close to the first passenger railway station, part of the area's history	Personally I think it is an important representation of the area's history	Restored, preserved, valued
It's heritage, design and construction.	A positive asset and even more so if it was turned into a park. This would be a much needed space for people and nature.	The viaduct is very much part of the Castlefield landscape. It's a reminder of historical Manchester and Victorian engineering.	The viaduct should be preserved because of its historical and aesthetic value. It would be a great asset to have it used as a recreational park/ space for the public.
It's significance of appearance running throughout the castlefield area	If it is used correctly it is a massively positive asset	creates an appearance and recognition of the castlefield area	

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It is an iconic symbol of Manchester, and Manchester's heritage as the first modern industrial city, the birthplace of passenger rail travel and a global centre for innovation and engineering. It's abandonment and neglect has been a shameful symbol of decline and mismanagement.	It is positive. Not just utterly in keeping with Castlefield's urban heritage park status but emblematic of it.	See above.	It should be made into a freely accessible municipal public park. Such places were also born in Manchester and are a part of its innovative heritage as the world's first modern industrial city. It should be preserved perfectly protecting its original design and features but tastefully incorporating an exciting new green space for local people and visitors to enjoy.
It's prominence and industrial character	Overall positive but it's lack of utilisation detracts from this		I feel it should be used in a similar fashion to the High Line in New York. A park, cycleway and a set of small to medium multi use spaces for public use
Its strength of design and its reminder of the past	Positive asset in the complex of bridges; of aesthetic, architectural and historic interest.	Huge significance as a local resident, I've walked the area from before its regeneration. It provides interest for visitors, a reminder of our industrial heritage and a great place to walk and relax.	I would like it to be retained, restored and put to good use. Manchester is a tight city with little space, so utilising this for recreation would be an asset. A high level garden would be perfect.
Size, height, scale, history	Very positive, butch, not pretty	Walking under it is amazing and a bit overwhelming and why is it there?	Walkway across. Could a walk extend to the Wodens footbridge over the Irwell at ground level? Put a small cafe and heritage shop on the viaduct- use a disused tram to house it.
The history it represents	Positive from its construction but negative in so far as it is allowed to decay	It's part of the urban landscape	Be retained with a new use
Its heritage and beauty	Extremely positive	The history, architectural design and beauty and variance it brings to the landscape	Preserved and made fully accessible to residents like the High Line in New York

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Its boldness and although it is a functionally ugly structure it has the charming (almost an afterthought?) embellishment of the castellations to acknowledge that it stands on the site of the Roman fort. It frames the view of the other bridges; some earlier, some later and shows how design and function changed over time,	Positive. It shows how much energy and determination was used to bring the railway to Manchester	It shows the history of transport, canals leading to railways and although no longer needed it reminds us of how dynamic the area would have been in its heyday,	It should be preserved and opened up for visitors to be able to cross it and look more closely. I do not think it should be made into a park or garden because this would need maintenance and could fall into neglect
The industrial history, the addition to the skyline, the greenery that's already on there	It's hugely positive, it's an icon of the area	It's a visual reminder of our old home, where we first lived with our baby	I would love to see it restored and added to so it is safe to open to the public, in a sustainable manner with a large proportion of green space
It's an impressive structure which adds immense character to the area, reminding us of our industrial heritage and the role Manchester played in the industrial revolution	Definitely a positive asset, aesthetically it is interesting and memorable without being an eyesore. It reminds us of Manchester's industrial history.		The viaduct is an interesting and unique feature of Manchester; it could be a big pull for visitors and locals if proper planning and resource was allocated. It would be an ideal location for a light show
Everything it stands for about Manchester's industrial heritage. The dynamic uniqueness of its location. And also how this structure and its immediate environment creates a sense of place for a dynamic range of activities.	It's a positive asset that's linked to the development of the national rail network across the UK and a strong visual representation of Castlefields history. This splendid example of fine engineering symbolises Manchester's resilience, growth and progress on all fronts. It's one of the sleeping giants that linked key markets robust, it's connected	It's unique presence contributes to the Castlefield and Manchester history and current day success as an international city.	To become a space that supports local independent businesses and charities. It's time for the viaducts latent opportunity for tourism and a leisure to be unleashed and provide much needed open space in our city.
heritage	very positive		preserved and maintained

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Great land mark	Positive link to Manchester's history		Public gardens for pedestrian/cycle route
It stands as a reminder of the industrial history of manchester	Positive asset - as per my previous answer, it has historic significance. It's a shame to see it going unused	Historic significance - proud history of manchester	The plans to turn it into a park sound amazing!! Being able to use this historic landmark in a positive way for the community and for all to enjoy would be brilliant
Open space	Positive for the industrial past, negative that it needs tidying up		High line style park with open space below
It represents the history of the area of castlefield and is a beautiful feature	A hugely positive asset	It is significant for me for adding to the culture of the area through its history	It would be great for it to be used as a park / walkway like the high line in New York
Engineering heritage & historic value to the city	Positive asset - a reminder of the link between industry and the city	Adds to the character of the Castlefield Basin area	Retain the structure as much as possible, with minimal alteration apart from where accessibility can be improved. Introduce a distinct architectural statement if adding to the existing structure. Introduce a park or local amenity for the local area (ideally not behind a paywall).
It's part of our unique industrial heritage.	positive - it has a very different kind of beauty	We have seen it from our flat for many years and from the tram - we have always wanted something brilliant to be done with it.	Open as a natural walkway similar to the High Line - trees, plants, coffee stall, benches. Even more reason to come to Castlefield
It raises the spirits as it's a part of the history of this great city. It's stood the test of time	Brilliant asset for the community and a tourist attraction - it dates back to the time of Cottonopolis	It's a go-to place at the weekend to walk by the canal, have a drink and relax	A walk way - maybe in partnership with the RHS - some exotic plants and somewhere to picnic.
The area with the water birds and general walking areas	Positive	Keeps the history of the area and is very unique	If a park is planned needs to be family friendly too many areas becoming drinking places for adults when it's nice weather . Castlefield bowl, grassed area Liverpool road and St. John's park. A family friendly park with even a small outdoor gym area would be good to see.

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Stunning industrial space	Positive. Iconic, strong and part of Manchester's industrial heritage	See it regularly and it always interests and moves me	High Line New York style green space
The imposing nature of the architecture and the industrial heritage & iconography of the structure	A positive asset, since it illustrates the industrial heritage, the rail history and the working class roots of the city and the local area. It's 'low-key iconic'!	It's a bit of a local landmark, and provides a nice touch-point to the things listed previously. I love living in Castlefield and this is just one of the many reasons/identifiers that make me love it.	Retain, restore, repair, renew, refresh & repurpose!
It's magical structure	Negative at mo but could be hugely positive	No significant value	Like the hiline in new york
It's part of Manchester's heritage and feels unique.	Positive	It's a particular attraction to Castlefield and Manchester, and is very atmospheric. I can't think of anything similar anywhere else in the world.	I would like to see it being brought back into use as a park, similar to the New York High Line. This would add a much-needed green walking route for both residents and visitors, and help to keep this magnificent structure in use.
It's imposing architecture and potential.	Definitely positive, it's iconic and is regularly photographed as well as used as the backdrop for TV and film.	I walk past and admire it every day.	I've often thought it would make a brilliant public space similar to the High Line in New York.
Heritage history visual pleasure	Transportation history , unique style	History design and part of the industrial revolution in mcr	Maintained, alternative use, history tours, events
Part of the rich industrial historic landscape of the city that is important for its identity. Visually striking and unique.	Very positive.	As an engineer I can appreciate the effort that went it to creating it and see it very much as a recognisable Manchester landmark much as other cities have aqueducts and bridges that identify them.	It needs to be repurposed so that is has some use and is therefore maintained and preserved. If it could be used as a high level park and walkway that would add another signature element to Manchester which for a major city is rather lacking is major visitor attractions.
Location and the potential for an Ecological corridor.	Positive asset to many commuters.	Personally it has been interesting to look at on my tram journey.	A great focus on an Ecological corridor would be lovely.

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The architecture and transparency	The 1838 viaduct is definitely a positive asset to the area representing another nod to Manchester's industrial past. If utilised as an additional green space in the city centre, it would be even better and would cheer up those journeys into town on the tram!	It could be a space in which to relax and take nice walks in the urban environment.	I'd love something like the NY 'High Line' which allows sustainable travel (walking/cycling) across; seating areas and an abundance of greenery to brighten the location.
heritage , its scale and is unique representation of history at the time	positive	castlefield and all of the industrial relics are a special heritage asset that can not be replicated again	accessibility by foot and cycle for residents and tourists, a vital green corridor for our dwindling flora and fauna
The heritage of Victorian engineering	Positive	I see it every day from my apartment and amazed	Used a walkway/garden area
The heritage of Victorian engineering	Positive	I see it every day from my apartment and amazed	Used a walkway/garden area
Its heritage and engineering architecture links. It is the first thing you really see on the way into Manchester on the train - to me a gateway into the city.	It does add to its historical character but it is completely underused and undervalued. Its appearance in negative as it needs enhancing and improving for people to use as a social space. Making safe and accessible for all.	I like to look at on the train. I have walked down there a few times and but just so underused and undervalued its is real shame. I like its engineering architecture and heritage associations and cobbles underneath, all worn down and smooth - just think how many people have walked there.	Restored for its architectural and engineering links but the space around and along it to be turned into a public open space which celebrates its past but looks forward with through the use of planting, materials, social events - tackling climate change, social inequality and celebrating diversity of the city of Manchester.
it's a structural and historical landmark	It is a positive asset and adds to the character and appearance of Manchester and Castlefield as a standing reminder of Manchester's industrial beginnings	It's beautiful and is a prominent landmark in the Castlefield area	I would love to see it used as a park/ local nature reserve

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Its historical importance - 130 years old!	Very much a positive asset - if it could be maintained to ensure its longevity and then enhanced for this proposed purpose - there would be another aspect by which the engaging surroundings of the unique setting of Castlefield could be enjoyed.	My balcony overlooks the viaduct - my visitors and I never tire of looking at the views over it. To be able to share it's historical importance with more people would be really exciting.	Preserve and cherish it so that there is pride in it (no graffiti!) then if possible make it into a New York style walkway.
Its potential.	Generally it adds to the character of the area although the top does appear to be a wasted space.	It is a historical piece of Manchester's industrial architecture.	A communal outdoor space/gardens similar to other bridge parks in Europe and the US.
It's historic appearance	Positive, just needs maintaining in terms of paintwork. I think the top should also be used as a picnic area or park or walking area too.	Very photogenic and historic	The top renovated to enable access so people could walk along it for views of the city and to add something else unique to Castlefield.
Its originality of design and iconic status	A tremendous asset but obviously neglected and unusable as it stands	A symbol of the adventurous nature of engineering design of the period	a linear public park or even a winter garden with an ETFE roof would be great.
history	significant visual feature of Castlefield	part of our historical heritage	maintained and restored
Aesthetic and Historic intertwined values.	Massive positive.	It is perhaps the epitome of the Manchester industrial spirit and heritage in this great city and as such, of global significance.	Repaired, restored, reused. An urban park and walkway, animated and perhaps to a small degree commercialised to assist this; caf��s, restaurants, bars.. Well lit and surveyed to ensure safety, security and therefore use 24/7/365.
Grandeur and appearance, and historical significance	Positive, historical importance, plus unique appearance and statement	History, appearance, it's size	Kept and maintained at the very least. Or turned into a publicly accessible space like a park, like the New York High Line

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It is an iconic piece of railway architecture for Castlefield and Manchester.	Extremely positively but I would love to see it cleaned up and repaired	I have long admired it	I would love to see it cleaned up and repaired and opened to the public in some way.
The combined effect of this and the other viaducts & canal basins on the overall look and feel of the Castlefield area.	Very positive (see previous answer).	I love to bring visitors to the Castlefield area, mainly due to the features mentioned above.	Some kind of pedestrian walkway would be brilliant. Cheers.
The unique design compared to most viaducts in the country	It's massively unique due to its size and design	It creates a unique place, not available or seen anywhere else in the world	The creating of an urban park stretching from the Hilton hotel through to the new area developing around Pomona. This would be a real asset and tourist attraction to the city, with even bars and outdoor activities hosted on the viaduct, to bring revenue to the city and castle field to further create a destination in castle field itself, which in recent years has gone into disrepair
The huge columns and the castle-like features	Definitely positive. Go and look in tourist shops and see it on postcards, that should tell you everything.	It helps me remember how Manchester as we see it today was largely built by the Victorians!	I would like to see it painted to protect it from further corrosion damage, but also for a high-line park with an exit at both ends. If connected to the Irwell towpath at Pomona island it can provide an amazing walking route to Salford Quays!

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The architecture and history - it's beautiful and should be celebrated as a Manchester landmark.	Even in its poor current state the area around and below the viaduct is arguably the most interesting streetscape in Manchester. Along with the several over bridges and waterways this area is full of character and is such a positive asset that is unique to Manchester.	The viaduct is symbol of the powerhouse of Manchester's past. It's an area which I actively promote to visitors and an area which I spend a lot of time when the weather allows. As a post graduate architect I'm inspired by the viaduct.	I think the viaduct should become a destination in its own right and a tourist attraction. The obvious would be something along the lines of the high line in New York but I think the viaduct could do much more for the city - gardens, event space, co-work space, pop-up markets, sport & leisure, etc. (it's critical that the area beneath and around the viaduct is considered also) Most importantly the viaduct could become the gateway that Castlefield deserves. A sense of place with better links to MOSI, St. John's & Deansgate embedding the wider area into the fabric of the city. It's ghostly vibe, it's scale of engineering, the opportunity it presents to be positive asset for Manchester.
Heritage, architecture and character	The structure frames the landscape of Castlefield links the city to its industrial past. Great Times at d percussion festival	History, legacy and architecture	Linear Park as long as it ties into destinations. Eg deansgate castlefield and pomona. Replace surface car parks with parks on approach to metrolink create park through the arches to lock 92 cottage replacing another car park. Close Beaufort St and collier St to extend linear park into urban heritage park. Accentuate the structure with lighting. Again why is so much of Castlefield taken up by car parks.
Its unique steam-punky vibe, and strong connection with Manchester's industrial past.	Very positive. Adds to the areas heritage feel, wouldn't be the same without it!	The viaduct is a lure for urban photography & instagrammers.	The entire structure preserved & restored to be used either as a visitor attraction, park, hospitality attraction or even return to use for rail/metrolink/metro.
It's dominance when you're stood underneath it, how it connects you with the past.	It's an undeniably positive asset that should be enhanced through sustainable use, below is looking a little tired now.	High	The connecting car park should be closed with some kind of cafe/visitors centre/community centre built as it gets good sun. There should be a small green space built in the structure.

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
the history of the strcture	positive	historycal significance	a park will be a great idea
the beauty of the structure	it is making the area more historical	it represent the past and the future of the city	testored to its glory and made into a green ptomenade
Daily connection with the past	The architecture and fabric are key to the character of Castlefield	I see it daily on my walk into town	Retained and renewed into a green space for us all to enjoy
the sense of history:the strength and importance of manchester past	by adding history to the area	historical importance	restore and connect the viaduct to castlefield by trasform it into a green avenue for local and visitors
Mix of historic viaducts, size - grandiosity	It gives a lot of character to the area, it is very interesting to see, definitely a positive asset	It is a nice structure to see when going for a walk in Castlefield	the upper area should be open to access for the general public, the lower area should be pedestrian only
Appearance, value as an artifact of the industrial revolution	It's sheer mass	Longevity	Restored, maintained, brought back into public use eg park
Its strength and atmospheric presence	Positive. I cant imagine Castlefield without it.	Before i ever came to Manchester i did an art project on texture and used a photo of it to work from. I actually didn't put two and two together until a couple of years ago. I loved its strong looming presence before but that was very much added to by the realisation that my awareness of it actually predated my moving to Manchester.	First and foremost stay standing whatever the cost. It is a spectacle to look at. Second order priorities would be to see Manchester from it, however if that's impractical or someone finds a utilitarian use for it then I'm happy for it just to stay as it is.

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
The columns and ironwork is a defining part of the Castlefield area	Positive asset. It's uniqueness adds to the area and defines Castlefield	It marks Castlefield. To imagine it torn down would be unthinkable	Use by metrolink would be ideal, though I don't see any viable route for 3CC that could incorporate the viaduct. Use as a linear park ("high line") / walkway could work, though it would need to be connected to the Ordsall side of the river in order to generate enough pedestrian traffic. Issues are the proximity to an active tram line, likely low pedestrian usage and inaccessibility to emergency services. This could make it feel unsafe at night, and I don't know how this could be addressed without a constant police presence
Everything	positive	Beautiful city landmark	Repair, restore and bring back into some sort of use for the public.
It's so unique - steampunk, dominating and brilliant. And classicy Mancunian.	Extremely positive asset, with the potential to be a major tourist attraction. I've travelled a fair bit and I've never seen a rail viaduct quite like this.	For me, I believe it could be re-utilised to benefit the city in a major way.	I would like to see the structure used either as A) an extra pair of Metrolink tracks to give more capacity on the network between Cornbrook and the city centre, or B) as a "High Garden" high-line style public park linking the city centre to Pomona and Salford Quays. With options A or B, I'd also like to see a new cycling and walking route embedded on the ground beneath the viaduct, a sort of "Cyclist's Umbrella" linking Deansgate to Pomona and Salford Quays.
The Metal structures are amazing!!	positive	sense of history	turned into a park
Its aesthetics	massive positive industrial character	a monolith to the industrial revolution, innovation, very 'Manchester', iconic	High Line Park! fully repaired and USED

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History (in and of itself but also in terms of its wider connection to the history of Manchester). Potential for the future (especially in terms of further developing the cultural significance of Castlefield).	Absolutely positive	Architectural, cultural and historical merit/significance. Potential as a local/national asset	Restored, integrated into the local area, and ultimately extended: Transformed into a 'highline' park but doing so in a way that connects to the wider city/urban area as a whole (particularly to the docklands area)
Its history and powerful,imposing presence	FOR NOW it lets the place down.. Potentially can enhance it greatly	A real piece of Manchester's industrial past/history	Retained and used as a some sort of park like area..
iconic architecture and sense of place it lends to castlefield. It very strongly indexes the other transport features in the area and the faux-crenellations index the roman fort remains	Its very positive	Aesthetic, historic and architectural.	conservation, public access/use to ensure its viability and maintenance into the long term.
the steel structure, the dramatic view from below and afar.	hugely positive		it should be turned into a public park, linking to the nearby castlefield carpark by the tram station. similar to the new york highline.
The viaduct is precious to me as a local resident and as a Trustee of local community group Castlefield Forum. It's an iconic structure and a famous local landmark.	The viaduct is definitely a positive asset to Castlefield. It's a striking feature, intrinsic to the local landscape. testimony to Victorian engineering and the progress of the Industrial Revolution.	Here at Castlefield Forum, we have held a long-term vision of bringing the viaduct back into use as a public park, not just for the local community but as a destination for Manchester residents and regional, national and international visitors.	We would like to see a sustainable future for the viaduct, making it safe, accessible and an interesting and exciting place to visit. We would like to see it used for health and well-being, cultural events, telling a story of Manchester's industrial past and to be commercially successful eg with opportunities for local businesses to provide hospitality.
Industrial heritage, and it looks amazing	positive	it's representative of Manchester's industrial heritage, and quite unique looking	Repurposed ala the high line in New York

What do you value most about the 1892 viaduct?	How do you think the viaduct adds to the character and appearance of Manchester and Castlefield? Is it a positive or negative asset?	What significance does the viaduct hold to you, your organisation and your visitors?	What would you like to see happen to the structure in the future?
At the moment, it's only possible to appreciate it from below, but it makes a striking addition to the experience of visiting Castlefield, as part of a unique industrial complex.	A positive asset but a bit of a wasted one. From below most people wouldn't know what it was or is for.	Part of the industrial landscape.	I love the idea of being able to access it and of it being the site of an urban heritage park. Access (physical, cultural, emotional) is going to be key to its successful reuse.
It's appearance and the way it adds character to the area. Without it, Castlefield wouldn't be the same.	It is uniquely dramatic. Exactly what visitors to the region want to see from Industrial Heritage.	To me, I moved to Manchester from the South of England. When I first saw the viaduct it was the first time I had encountered this type of urban landscape.	A walkway or hanging gardens, with a cycle path connecting the city centre to Pomona and the Quays.
The industrial heritage this brings up in the area as a whole – a true monument	Positive – that said it could be dramatically improved. Think New York City's High Line	I live nearby and really like the viaduct. I wish it was open to public to explore.	Open to public, make it accessible to as many people as possible. It would be an exceptional tourist attraction for North West and the UK as a whole.
The beautiful structure and engineering	It's a hugely positive part of the character of the area, showing the industrial heritage	Reminds me of the past and the beauty that engineers used to put into structures	I would LOVE it to be turned into a public park
Its size and the fact that it is made of cast iron. Very different to the other rail bridges around Manchester which are made of brick.	Definitely a positive.	None in particular just hard to image Castlefield without it.	Cleaned up, painted and repurposed for some sort of recreational use.
It's architectural beauty and it's potential as an amazing public space.	It's totally positive and an amazing piece of our industrial heritage.	It's potential to become an enhanced part of the Castlefield environment.	For it to be developed into a public space and garden.
It's industrial presence in a modern, progressive city	Positive. It's part of the city's history.		I would like space to be used, to be more user-friendly. Green spaces in Castlefield are often taken up by adults - it would be great if it could be more family friendly.

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It looks great. It's a very tangible piece of history that's easy for everyone to understand and respect unlike, for example, roman ruins that are a little more difficult for the average passer-by to visualize, appreciate, or even notice by comparison. Even small children can marvel at the size of it. Everyone understands the viaduct.	Very positive.	Cultural and historic significance.	I'd like to see it restored.
A beautiful structure, prominently viewed. Adds significantly to the historic character of Castlefield. I love it's perception amongst the other elevated bridges which currently support the Metrolink and network rail	Very positive. Prominent along the canal paths and attention is drawn to this area from with C.Bowl with views across the water.	Many happy memories exploring Castlefield when younger, including enjoying the historic environment, sitting on the grass (by the wharf), and passing under the arches. This is by far my favourite part of the city and the Viaduct contributes significantly to this environment	Scope to make it publicly accessible. This needs to be done sensitively, but could an elevated walkway work? This would be my preference

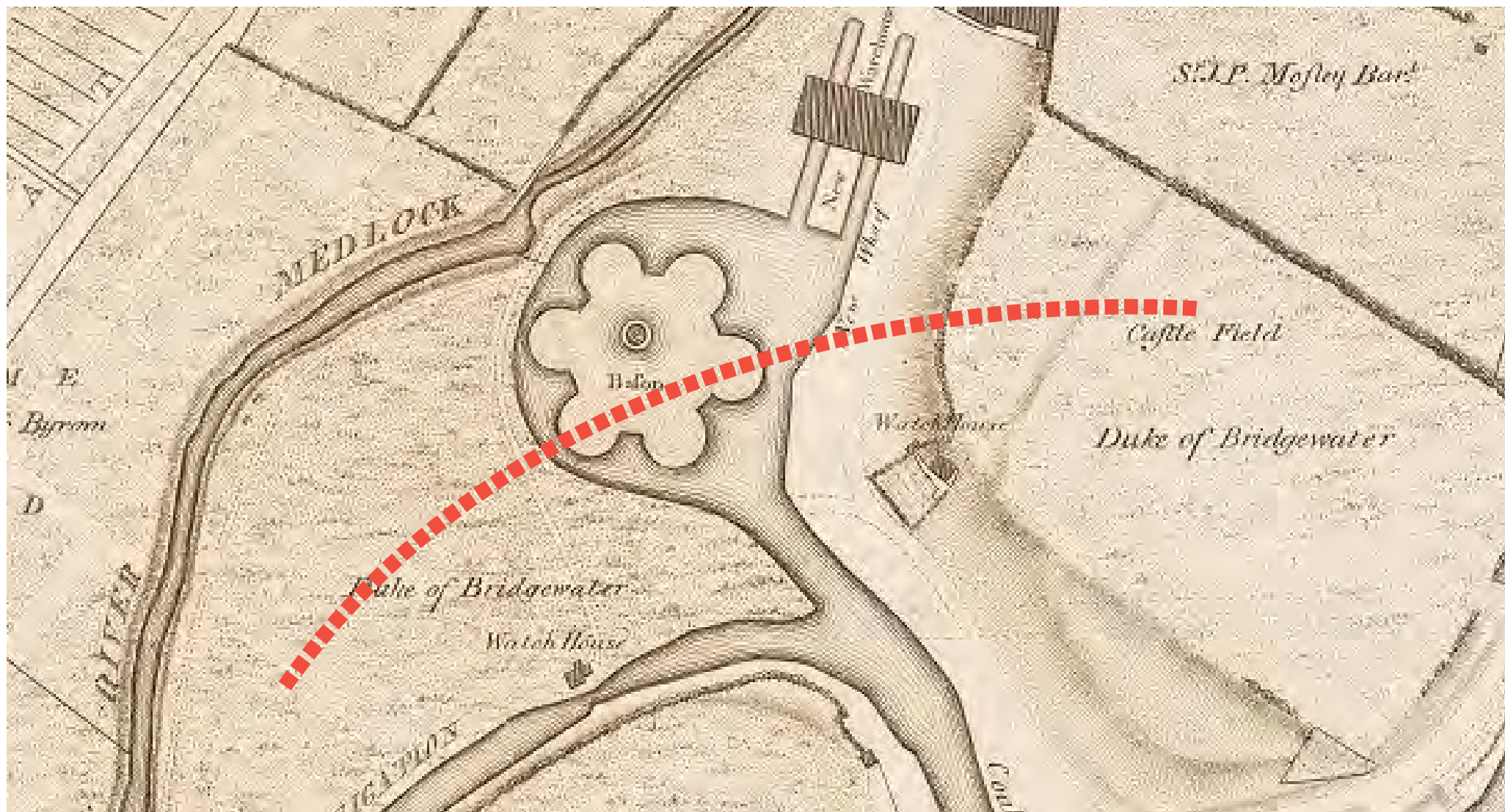
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It's beauty; it's striking look brings a real interest to the area.	Massively positive, features like the viaduct don't just add character to manchester, they are manchester and the north. They are our industrial heritage.	I've been dreaming that the viaduct could be turned into a garden since I have lived here. Well done for taking steps for this to happen. Castlefield is starting to look a bit neglected compared to newer developed areas (not including the high rises on deansgate), this could be the catalyst it needs for a bit of rejuvenation.	I'd like to see a garden similar to the high line in new york. It could start from deansgate tram stop; I would also like to see the temporary units being used by a construction company removed and this space also utilised. Alongside this, I'd like to see the lift to deansgate improved for disabled access instead of the public toilet is currently smells like. Ideally it would be good if the garden could drop down into a lower garden area at some point, but this would obviously need a land owner to give up some land, and so it is unlikely; but perhaps the developers at potato wharf would be willing to have some space to the regency road side of their land. Im sure they could see the draw that could bring to residence. I am an architectural technician by trade, and would be happy to help if any is needed. My work email is oscar@arkilab.co.uk
Manchester Heritage	Positive Asset	Significant place of interest	Park on the viadcut
Its role in Castlefield's history	It is a great asset to Castlefield but is currently not fulfilling its potential and looks a little sad and overgrown	I love showing visitors around and discussing the elements that combine to create Castlefield's unique history, and how that has been adapted to the needs of the area today. This adaptation process has always been done sensitively, to enhance rather than detract from the history of the area. The viaduct could become the icing on the cake of my Castlefield tour!	I love the idea of making the viaduct accessible to the public as a park. It would add so much value as a beautiful space where green space is so lacking, combined with its spectacular views. I would absolutely love to see this go ahead.
Its history, character and architecture	Very positive. It stands as a reminder of Castlefield's heritage and a dramatic part of the landscape	I believe the world's first first passenger trains ran along it from Manchester to Liverpool	I would like it to be turned into a public space like a park, maybe with occasional market stalls and a viewing platform with an installation showing the contrast between past and present Castlefield
The unique structure and its affect on the surroundings	A positive - great character and history		A park / garden

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Marks Castlefield heritage as centre of industrial revolution activity.	Because of its context it is part of a greater asset	Castlefield is a jewel of historic significance which elevates our city. This viaduct could bridge the past to the future showing the vision and pride such is Manchester.	The garden scheme would open up a new community asset. The New York equivalent serves not only the community but attracts visitors to the city itself.
I the structure and size. I can't remember a structure like it	It is an engineering masterpiece	Great presence	A park similar to the Roman gardens
It is a landmark in the city	Absolutely positive	It is an engineering masterpiece	It should be used and celebrated
The impressive architecture and links to Manchester's industrial heritage.	It is a positive asset to Manchester and the local area. It really enhances the character of Castlefield as a post-industrial area.	It is imperative to Manchester's post-industrial character and the wider area is so uniquely Mancunian.	Used as a park similar to the High Line in New York.

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This is one of the most important pieces of Industrial Archeology that exists in Manchester	Positive	This is a piece of the most historical importance in that the steel /iron railway bridge structure not only stands on a position formerly held by the original Roman fort of Manchester but it spans where there is a visual reference point to where the Bridgewater canal warehouses used to be located. In fact their presence can still be clearly viewed from a position directly beneath the railway bridge arches where the location of the central platform section that separates the twin berthing points where barges once moored to unload their cargoes into the warehouse which was positioned at this location. What is amazing is that these historical foundations have not been removed and remain as a visual link to the past importance of Manchester as a thriving commercial Hub. In many cities where the "progress" of commercial enterprise has bulldozed any reference to such historical landmarks, Manchester has uniquely managed to save such places of historical significance. For years the original station which was the site of the first passenger line in the country to link Manchester and Liverpool lay derelict , but fortunately was not touched by the marching redevelopment programmes that engulf most of our cities. So Manchester is uniquely special in that it possess such an amazing platform of visual evidence of historical archaeological importance located in an area which is cherished by the population of Manchester who possess pride in having the privilege of being able to walk freely to view reminders of the past exploits of commerce and industry as well as being part of an ongoing thriving community. The former Midland train shed of Central Station has fortunately been preserved and the Midland Hotel adjacent remains as part of that historical connection. It is vital that the connecting link railway viaduct bridges that span Castlefield which once were the connecting links to this station are also preserved for posterity.	In order to keep this structure for posterity it needs to be maintained. This is not happening and unless steps are taken to protect the steel structure from decaying, it will eventually disintegrate. This would be a great shame as the steel architecture is such a powerful and important visual icon.

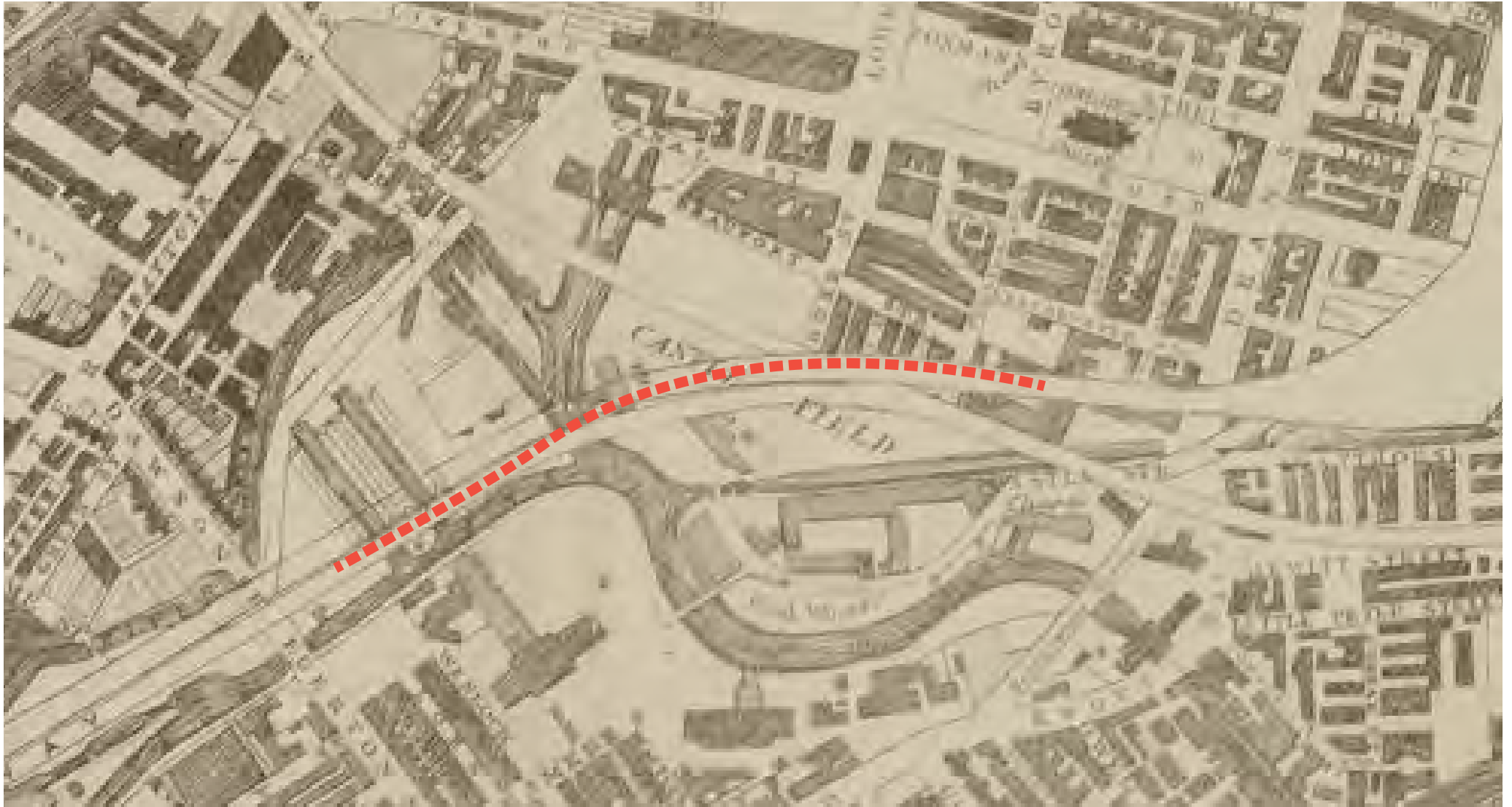
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Heritage and design from industrial era.	Positive but needs updating to make it useful and relevant.	Important reminder of Castlefield history.	Public space similar to High Line.
Green space and cultural potential	Could be very positive if becomes a usable space.	Cultural and historical significance. It is a stunning feature of the area	This space is perfect for development into a cultural space with green walkway like the high line in New York City. Perhaps with a weekly market or pop ups and a footpath. It would be very special- appreciated by tourists and local folk.

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William Green's plan of Manchester and Salford (1787-1794)

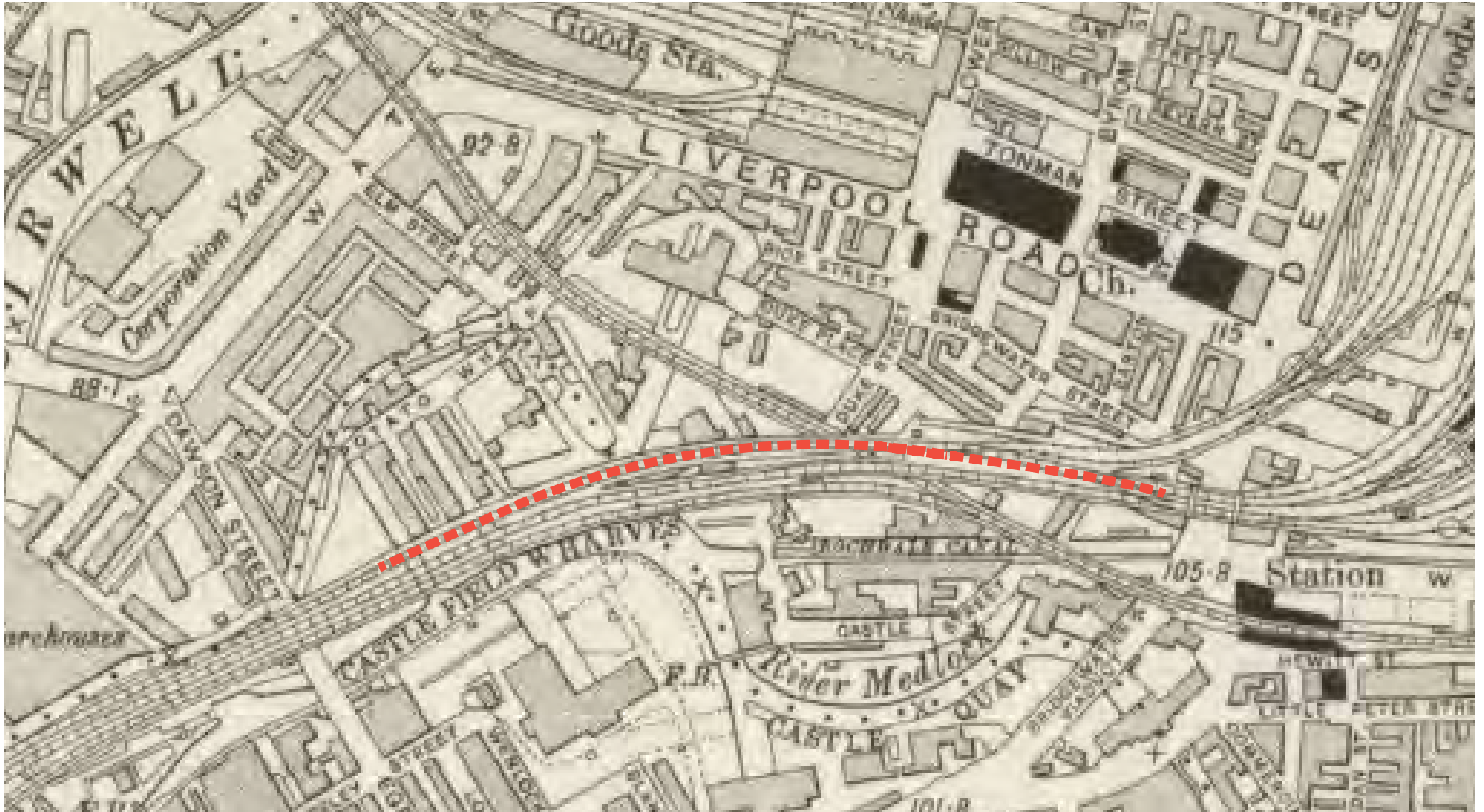


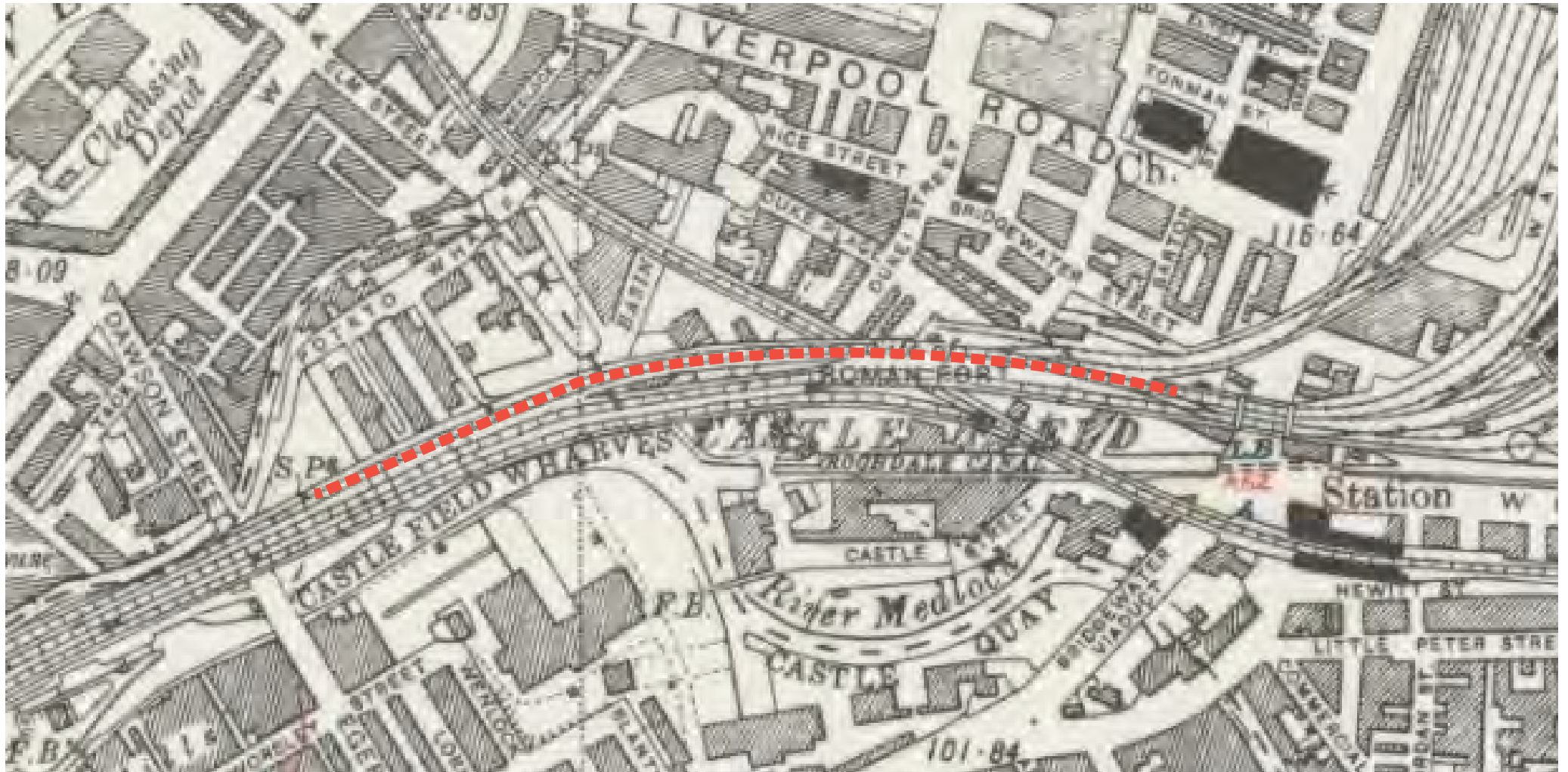


Slater's New Plan of Manchester from 1883

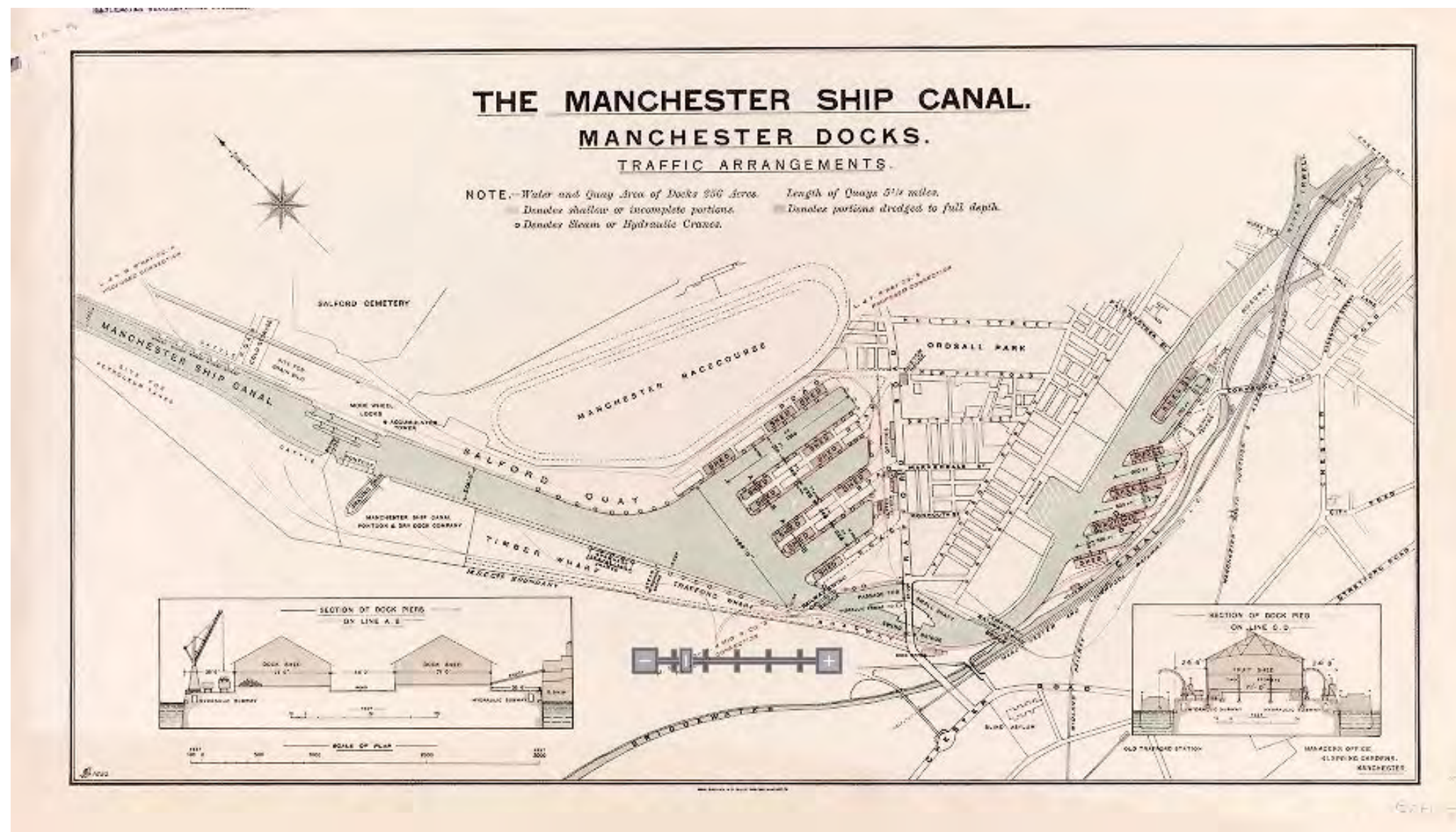


1896 OS plan of Manchester (surveyed in 1894)

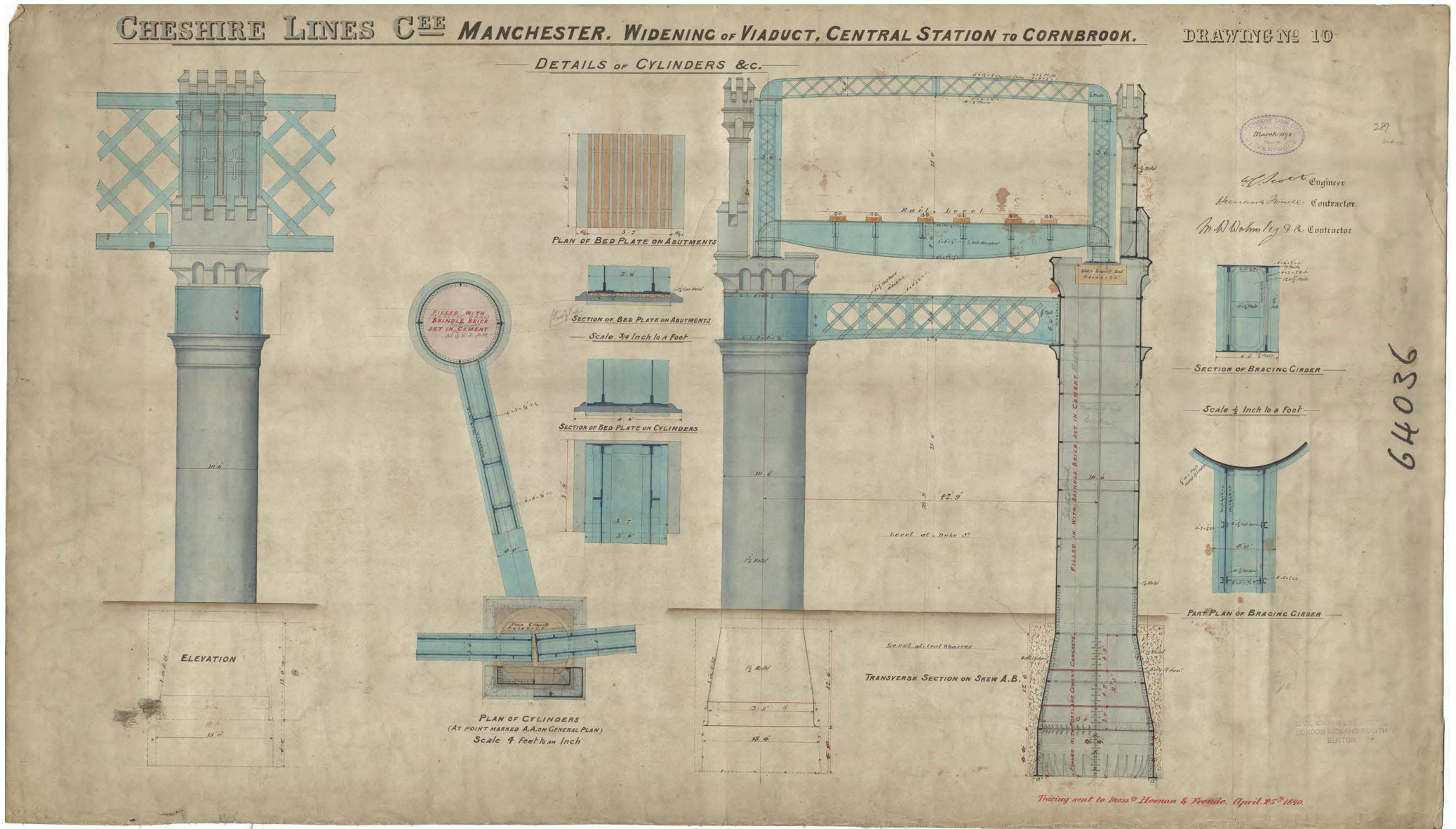




1946 OS plan of Manchester (surveyed in 1938)



A plan of the proposed Manchester Docks in 1893



Engineering sketch from 1890 showing the proposed viaduct, part of the archive records of engineering drawings held by Network Rail

