

02 SITE APPRAISAL

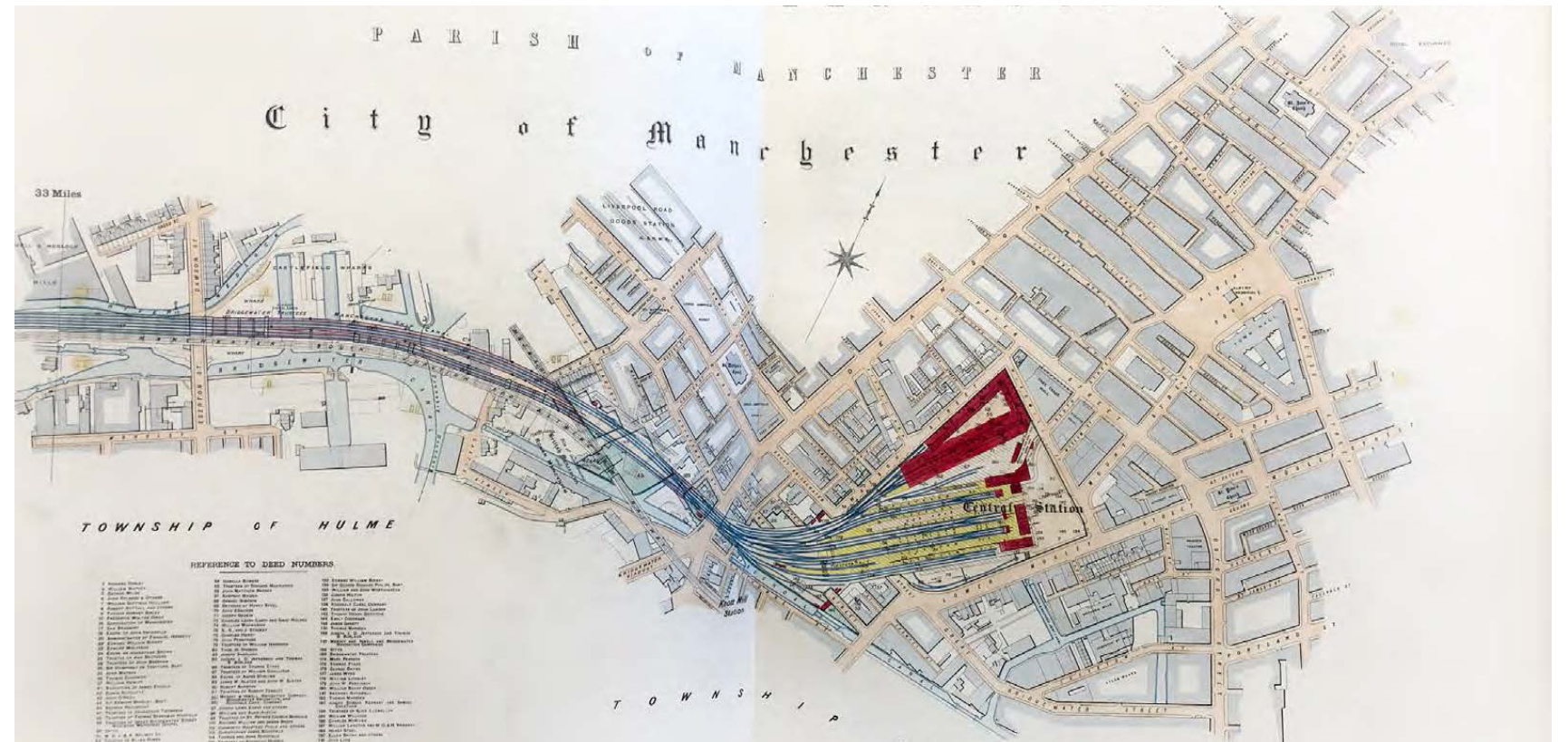
Historical maps - 19th century

"By 1883, Slater's New Plan of Manchester shows the area has continued to develop with the Roman fort now occupied by terraced housing. Potato Wharf is now crossed by three railway lines all entering the city from the west. Central Station has been constructed to the east of the site with one of the lines shown approaching the city along the River Irwell to the south. The site of the 1892 Viaduct is now partially occupied by buildings that would be cleared for the line's construction. The 1891 OS Town Plan shows a similar situation to 1883.

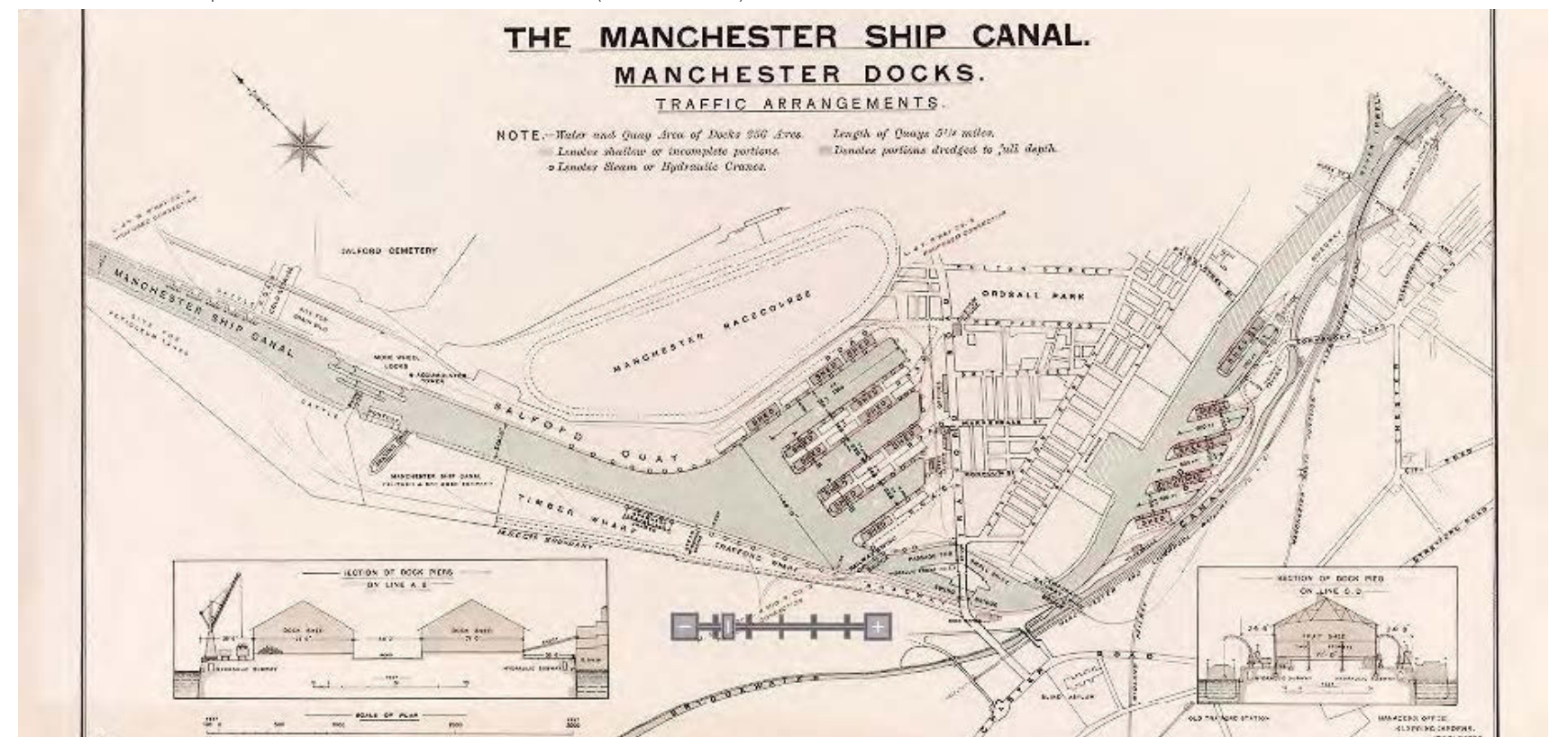
By the 1845 survey (1848 OS map) the area has developed rapidly, with Deansgate Ward showing various canal warehouses around Potato Wharf and the Liverpool Road Station to the north opened in 1830, providing Manchester's (and the world's) first intercity rail link, connecting Manchester and Liverpool. The Rochdale Canal of 1804 is also shown joining the Bridgewater Canal just south of the Viaduct site. The site of the Roman fort is identified and is still undeveloped. None of the various rail Viaducts are yet constructed.

The 1894 survey (1896 OS Map) shows the 1892 Viaduct for the first time with its line running north along the River Irwell following the existing route before terminating into Central Station. The 1908 OS County Series shows a further development of the railway infrastructure around the site as additional lines now run to the goods station next to Central Station. The situation remains largely unchanged into the 20th century."

Referenced from Purcel's statement of heritage significance report.
Please read in conjunction to gain further detail.



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



1848 OS plan of Manchester (surveyed in 1845)

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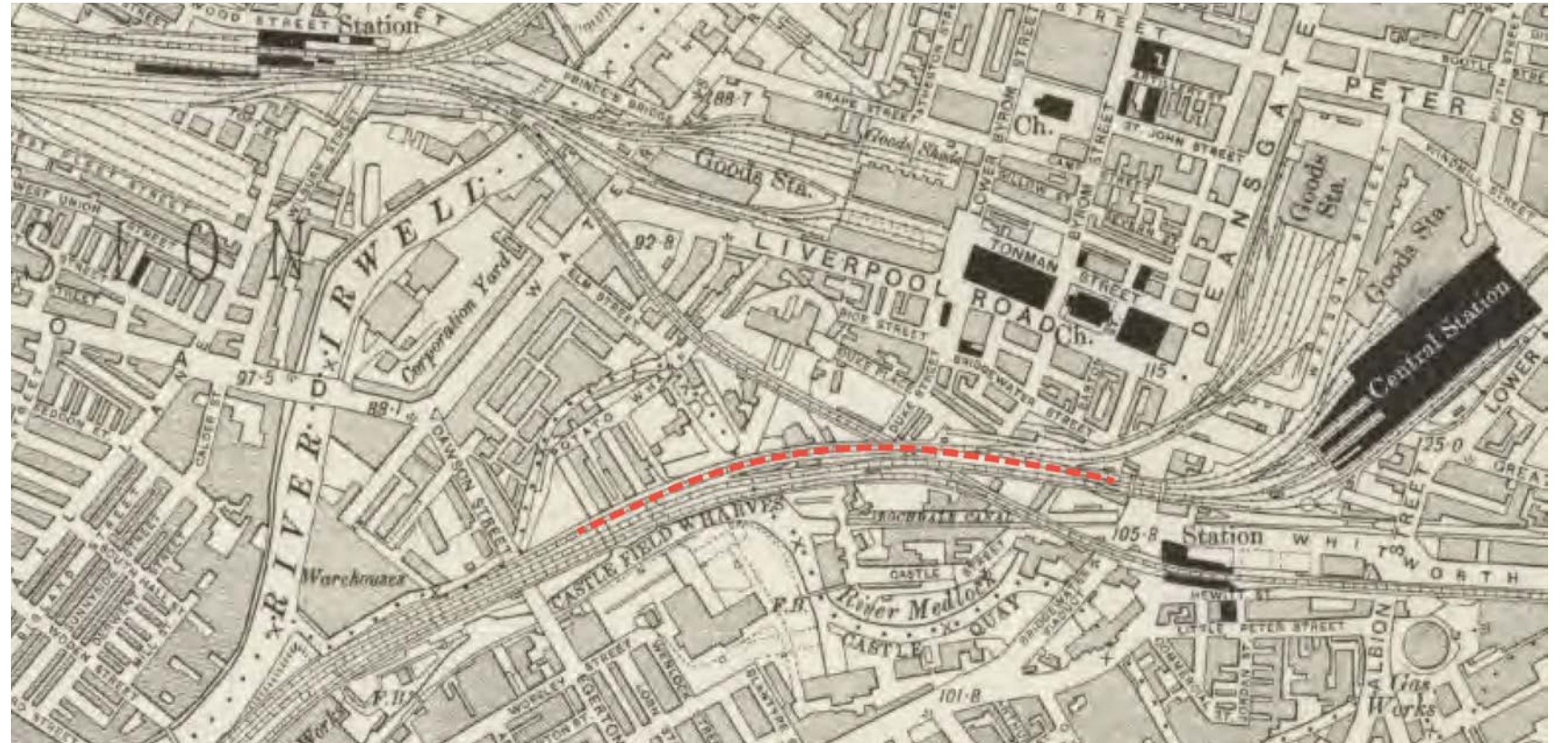
Historical maps - 20th century

"Gradually both the railways and canals declined during the 20th century due to a fall in passenger numbers and freight. Manchester and Castlefield also suffered due to the loss of the industrial base of the area after the 1950s. Manchester's industries were largely based on the cotton trade which plummeted after World War One as production ramped up in countries closer to where the raw material was grown.

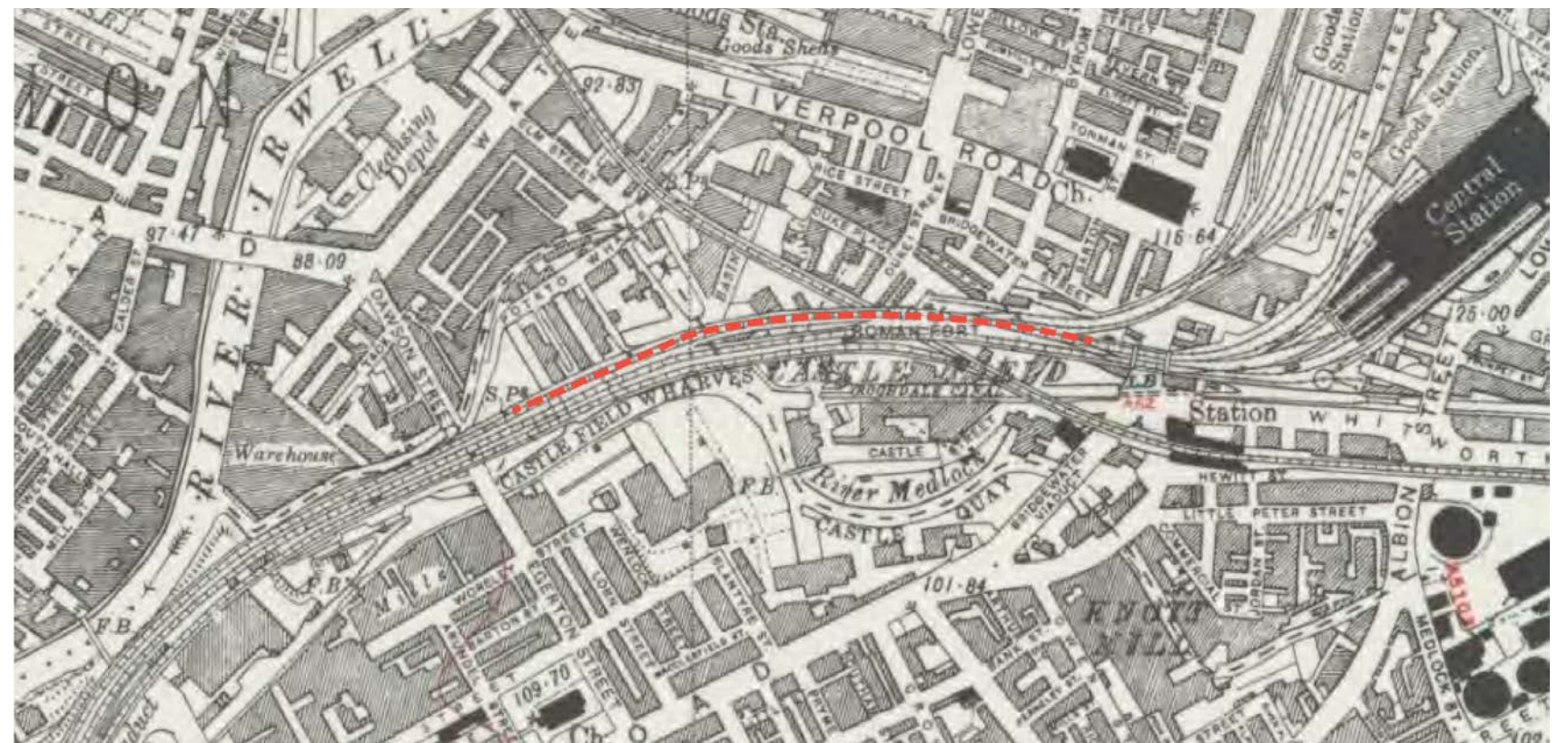
Overall, Manchester employment declined by 22% between 1951 and 1981. Jobs in engineering and electrical goods almost halved and textile industry jobs fell by 86%. The rail network that carried these goods also declined and continued to suffer from competition from road and rail. The Bridgewater Canal remained open to traffic although the Rochdale Canal closed in 1952 (to be reopened in 2002).

Castlefield was defined by dereliction until the 1980s when the Science and Industry Museum opened on the former Liverpool Road Station site which was long abandoned. Regeneration of the former station coupled with designation as a conservation area in 1979, the creation of an urban park and the recreated Roman fort in 1982 were all heritage-led catalysts for change that kick-started a revival of the area. Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city to a popular area for visitors and tourists."

*Referenced from Purcel's statement of heritage significance report.
Please read in conjunction to gain further detail.*



1909 os county series of manchester



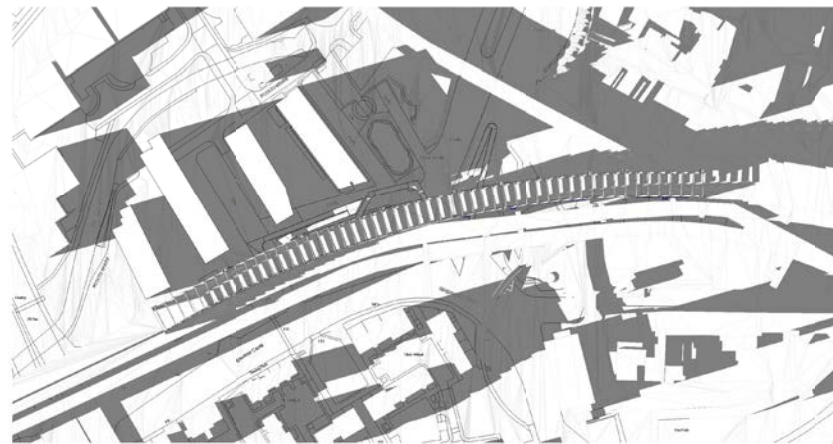
1946 os county series of manchester

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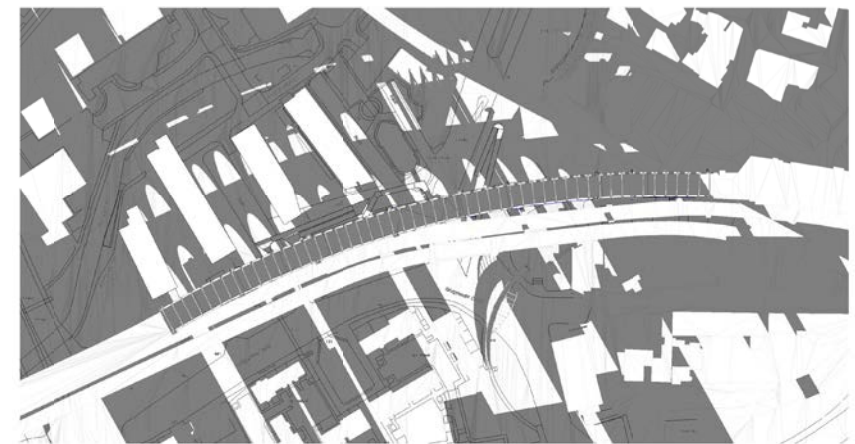
Sun path



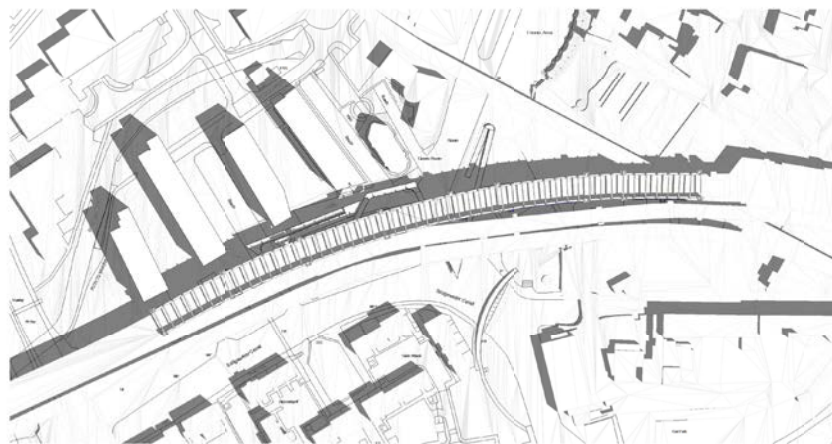
1 **March morning**
1 : 2000



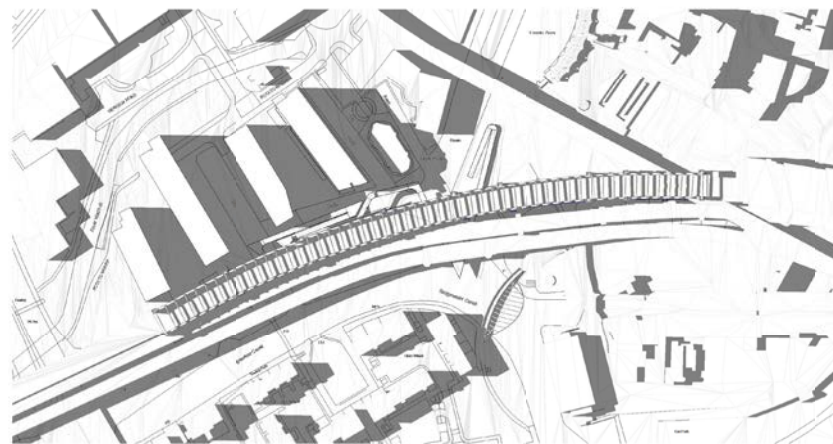
2 **March afternoon**
1 : 2000



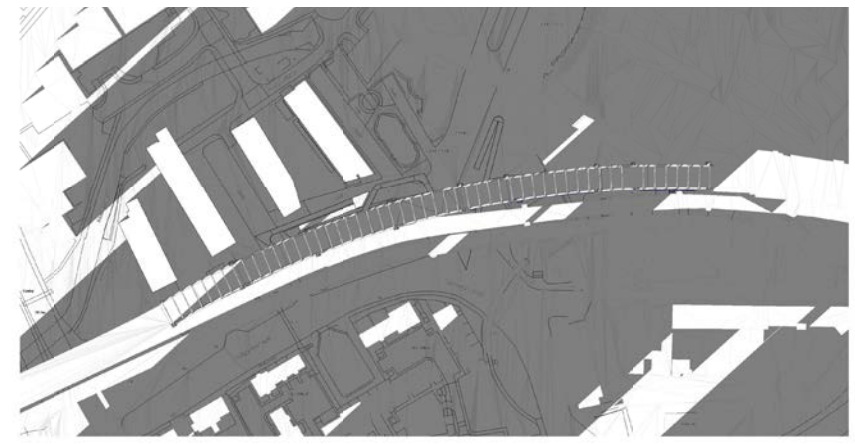
7 **December morning**
1 : 2000



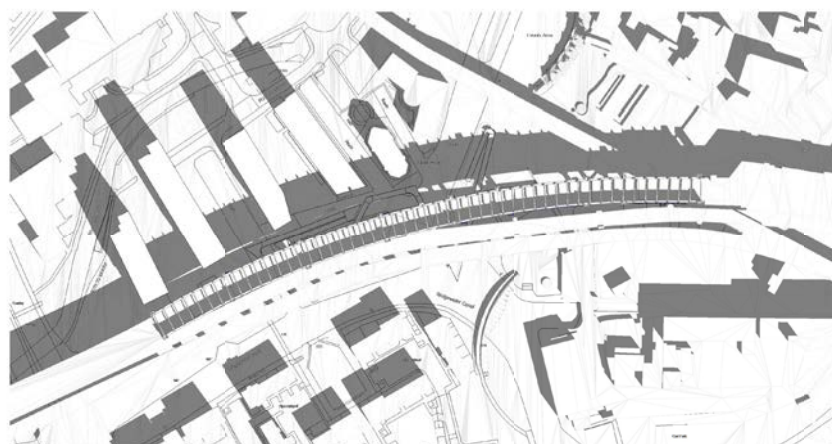
3 **June morning**
1 : 2000



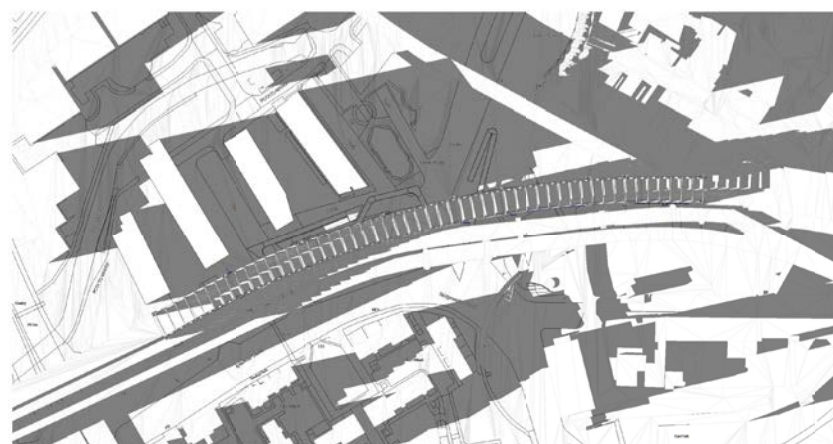
4 **June afternoon**
1 : 2000



8 **December afternoon**
1 : 2000



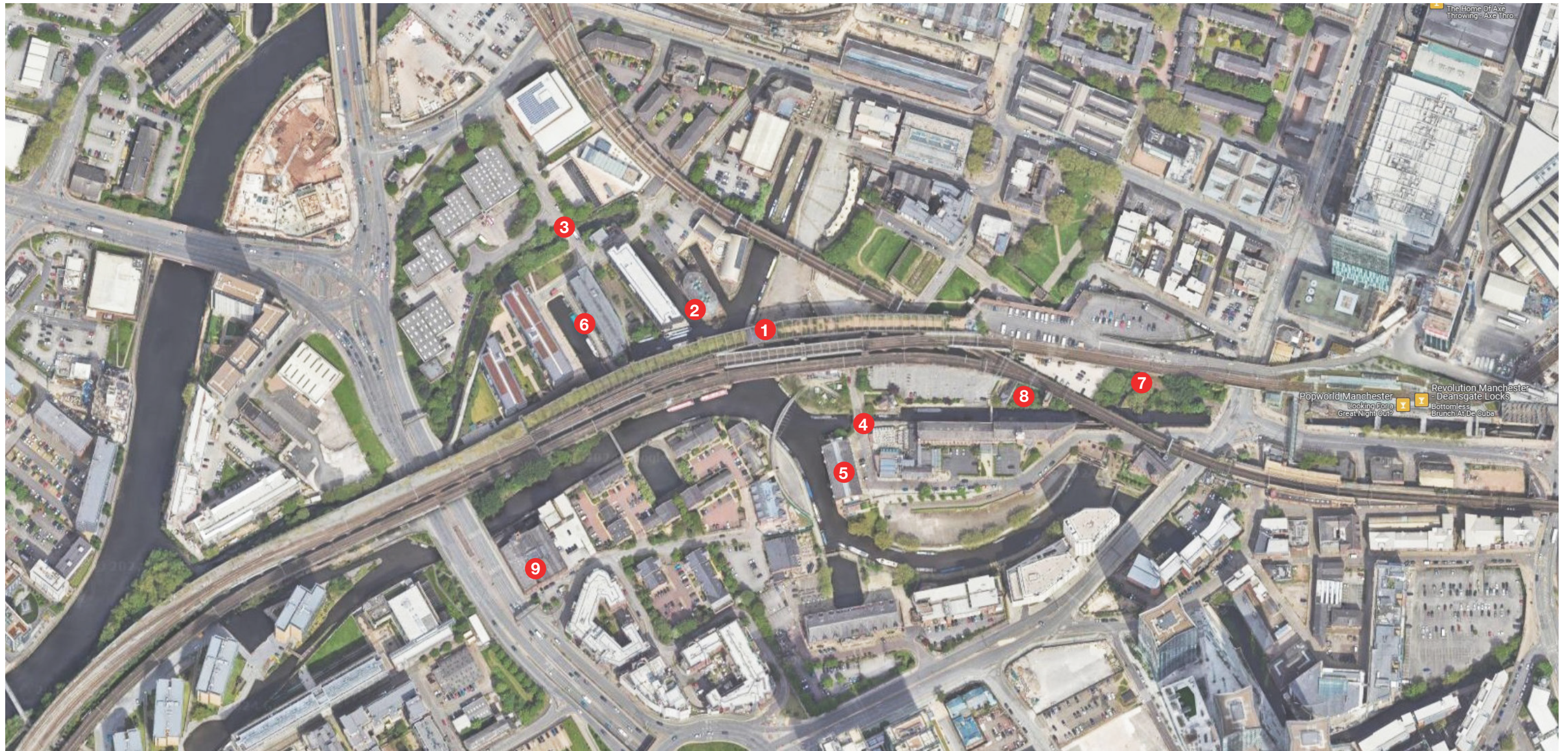
5 **September morning**
1 : 2000



6 **September afternoon**
1 : 2000

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Heritage Asset Plan



01. Castlefield Railway Viaduct from G-Mex to Dawson Street: Grade: II

02. The Giants Basin: Grade: II

03. Pair Of Culvert Arches Over River Medlock And Associated Overflow Channel: Grade: II

04. Rochdale Canal Lock Number 92 And Castle Street Bridge Grade: II

05. Merchants Warehouse: Grade II

06. Bridgewater Canal Basin At Potato Wharf: Grade: II

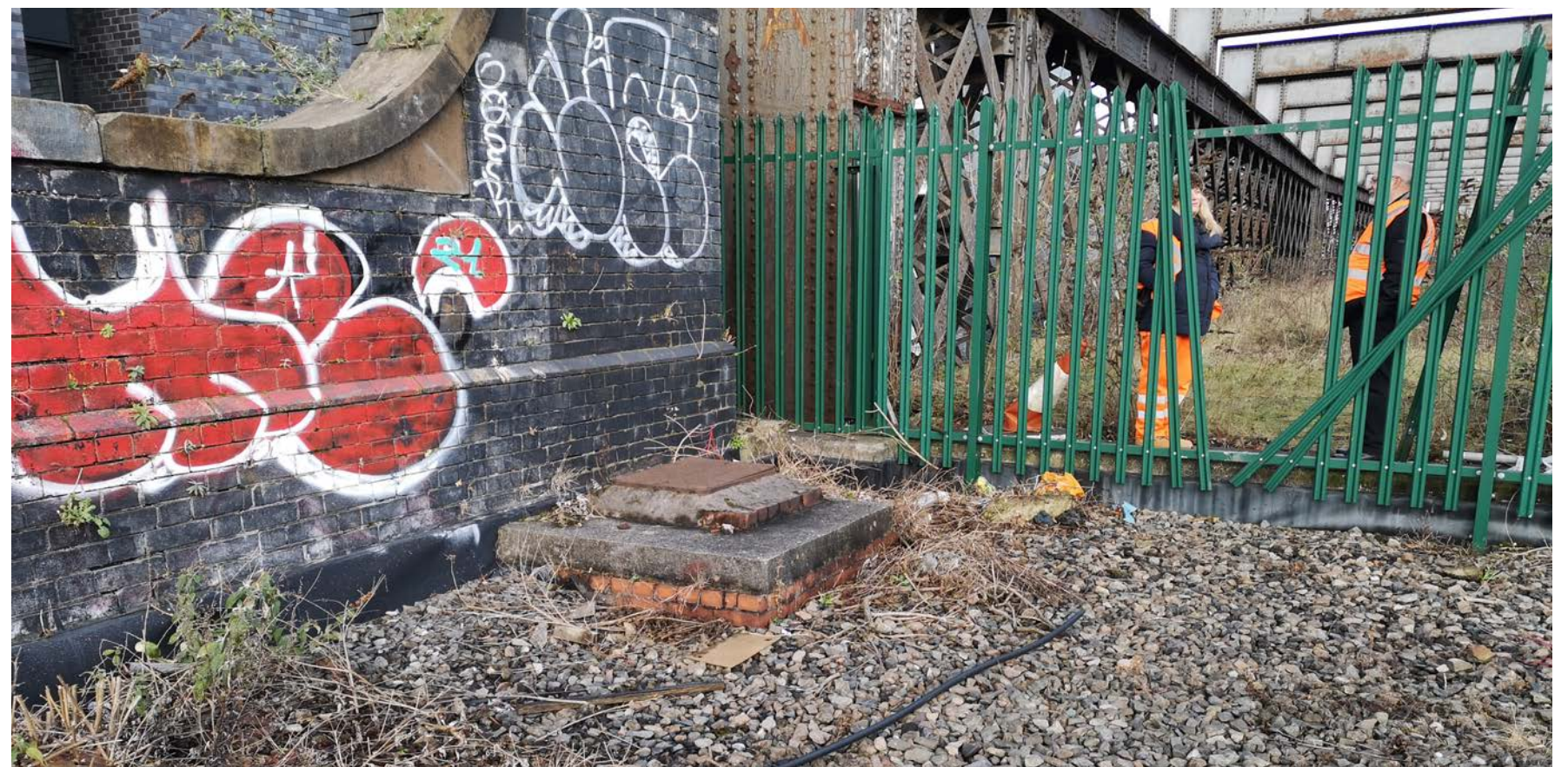
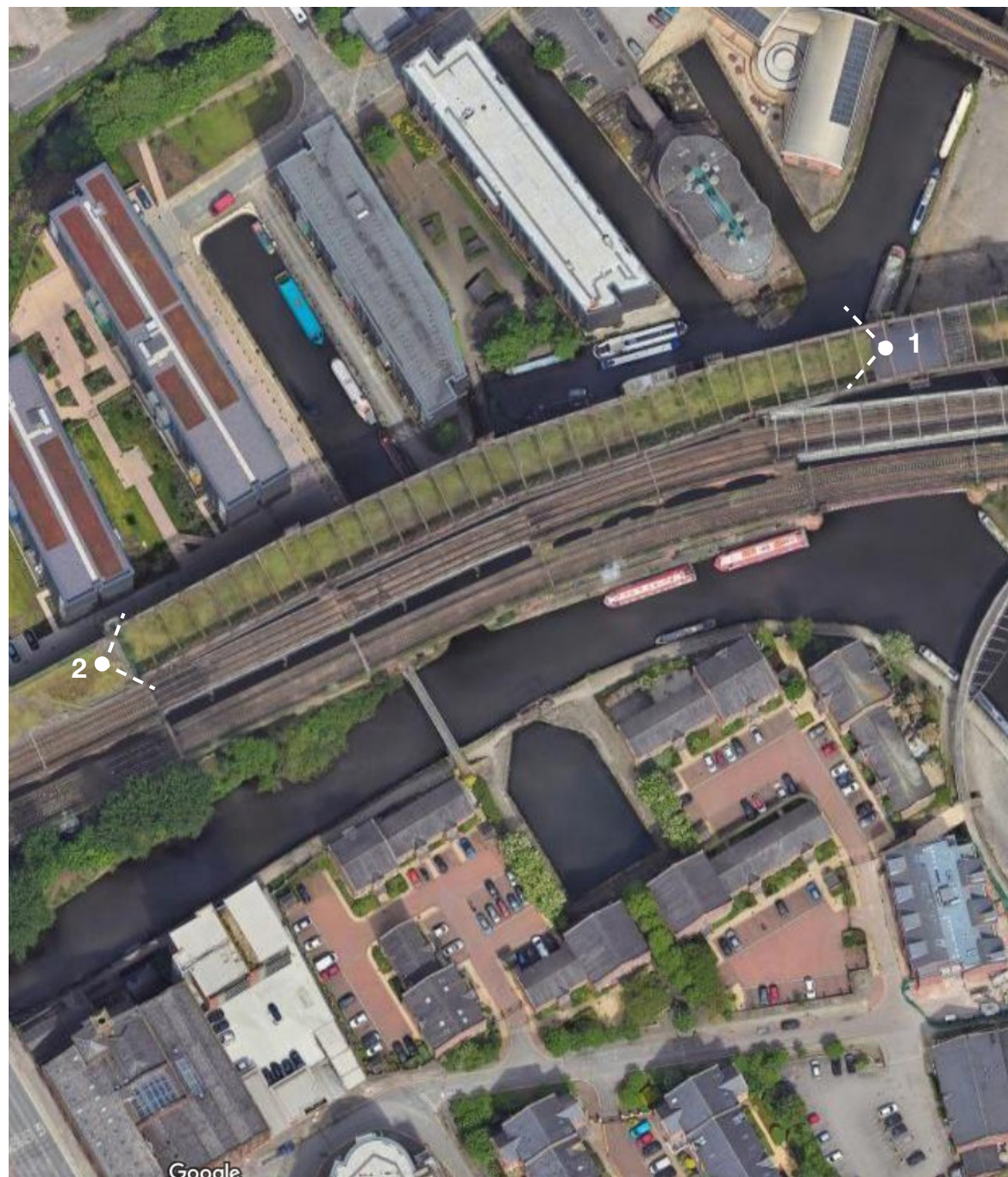
07. Remains Of Eastern Wall Of The Roman Fort: Scheduled

08. Manchester South Junction and Altrincham Railway Viaduct: Grade: II

09. Former Canal Flour Mills

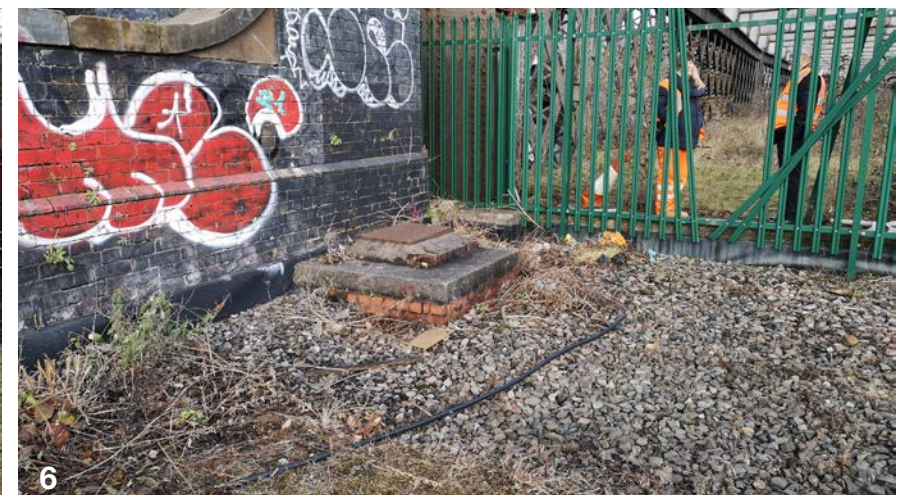
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Key views - Historic Steel Viaduct



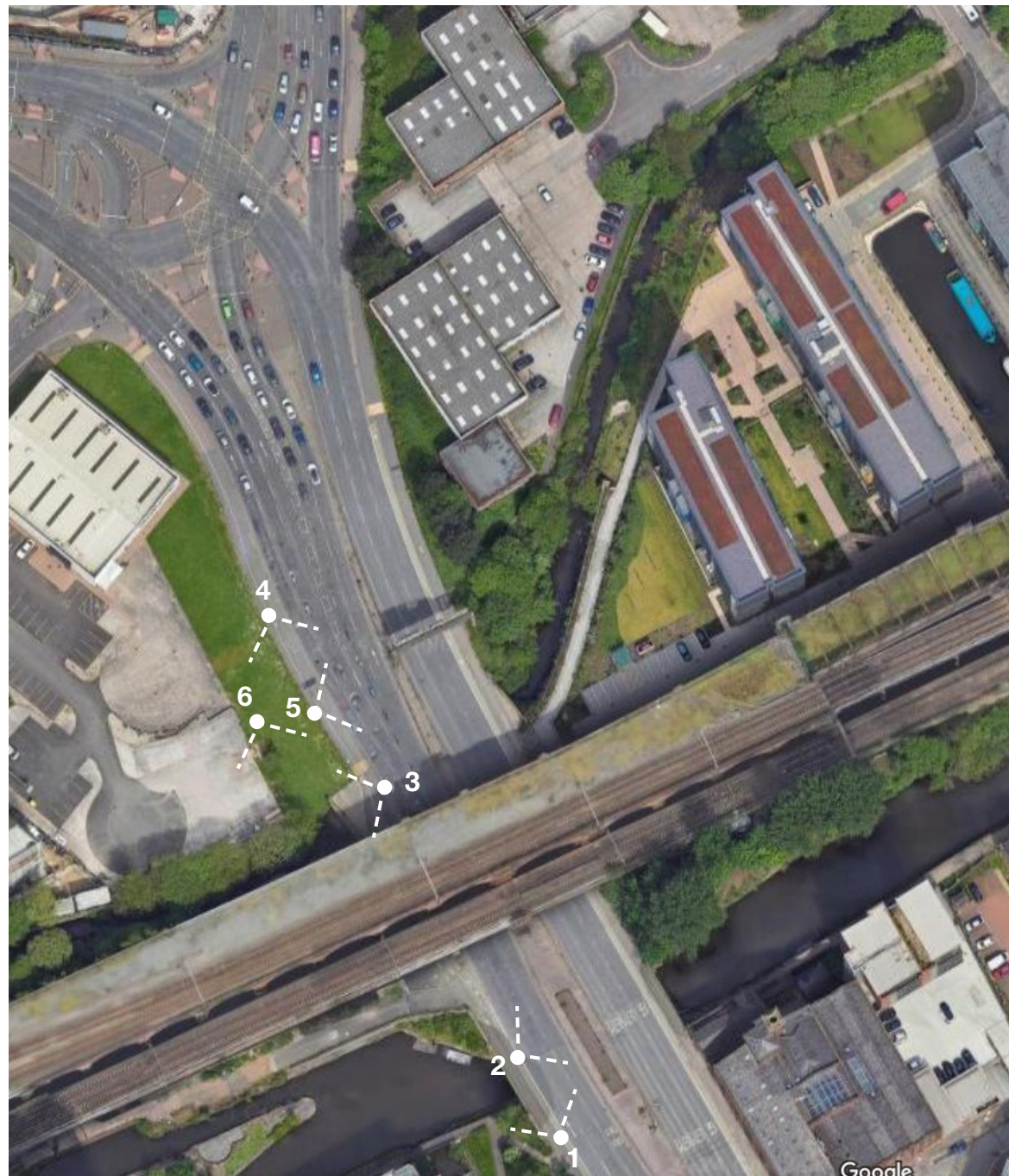
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Key views - Masonry Viaduct



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Key views - Egerton Street



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Key views - Engagement Centre



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Surrounding building heights

Building Types

- 8 storeys
- 7 storeys
- 6 storeys
- 5 storeys
- 4 storeys
- 3 storeys
- 2 storeys
- 1 storeys



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Surrounding building types

Building Types

- Residential
- F&B
- Offices
- Hotels
- Warehouses
- Retail
- School



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Surrounding Building Material Palette



Predominantly

Red brick
Steel / Aluminium
Slate tiles

Also

Blue brick
Sandstone
Glass
White Render

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Local Plan Policies

Relevant Local Development Framework policies

In accordance with the Core Strategy Vision, by 2027 Manchester will be:

A successful sustainable City in the front rank of cities in Europe and the world.

A City with a growing economy driven by the strength of the Regional Centre and Manchester Airport which supports a successful City Region. The knowledge-based economy flourishes within an entrepreneurial community, characterised by a fully skilled, inclusive working population.

Meeting the challenge of climate change at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development and a more effective Green Infrastructure.

A city with an increased and sustainable population and a community which both benefits from and drives the City's productivity upwards

A city with neighbourhoods where people choose to live all their lives because they offer a wide range of quality housing and an attractive environment.

A City with thriving district centres, which have a distinct local character and provide a good range of accessible public services, retail and local facilities

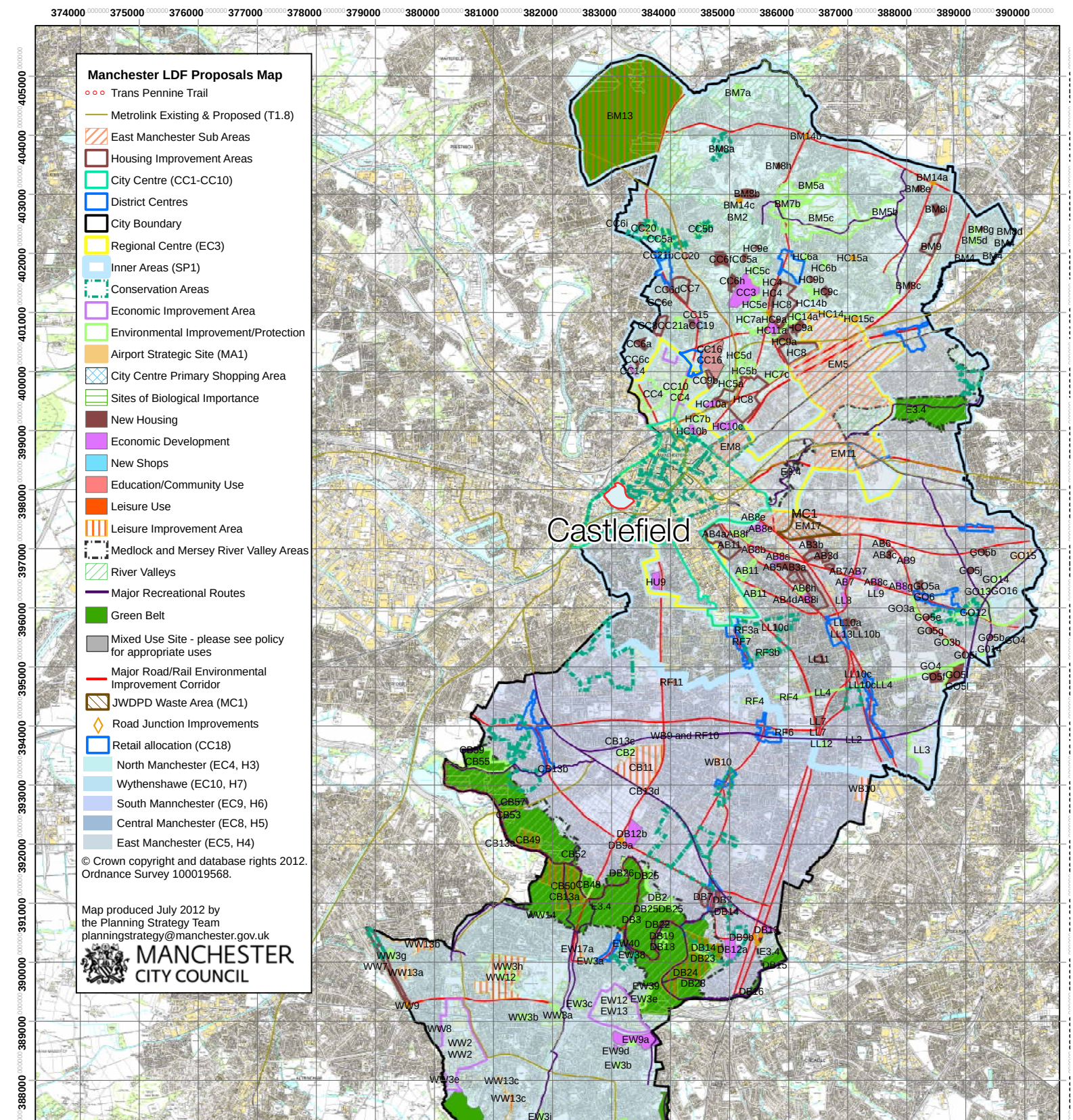
A City which is supported by transport infrastructure which provides sustainable and efficient links locally, within the City, and more widely, between the Regional Centre and workers across the City Region. It will also have strong national and international connections made possible by its world class airport

A City defined by excellence in urban design and environmental quality, where its distinctive historic environment is understood, valued, cared for and its potential fully realised

A City where residents and visitors regularly enjoy a network of quality open spaces, parks and river valleys, enriched with biodiversity, which provide recreational routes and opportunities for sport across the City

An international destination for tourism and culture with the Eastlands area of the Regional Centre a national attraction for sport, leisure and recreation."

Referenced from Manchester City Council Local Development Framework: Core Strategy Sustainability Appraisal Report



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Local Environmental Policies

Policy EN9

“Green Infrastructure

New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Key features of Manchester’s green infrastructure will include:

The continued development of a network of green spaces, water bodies, canals, paths and cycle-ways, with priority given to those parts of the city where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area.

The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of green infrastructure as a result of development such as the Metrolink extension programme.

The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas.

New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.”

referenced from Manchester City Council | Manchester Core Strategy 2012 to 2027

Our Response:

We are proposing to provide a new green space with great connections to various forms of transport within Manchester.

Full accessibility regardless of physical ability is one of the key drivers for the project

The proposal will showcase various plant species, all of which will be maintained by a National Trust gardener and team of volunteers.

Rainwater harvesting will be a core part of the irrigation strategy on site.

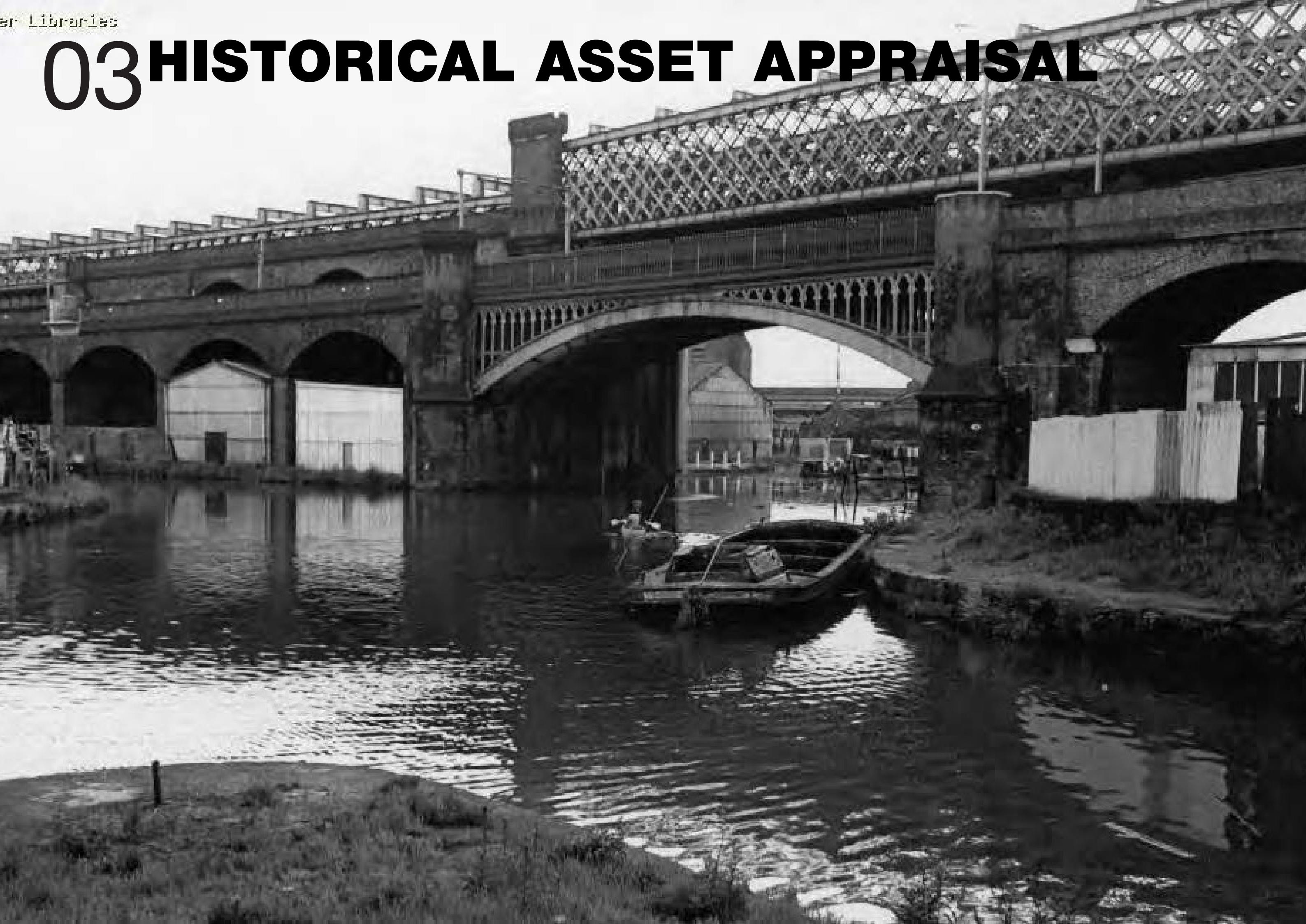
The intent is to create an example of how new urban green spaces can be introduced within growing cities, using the National Trust's long-standing experience of looking after the nation's coastline, historic sites, countryside and green spaces, ensuring everyone benefits.



Photo of Castlefield Viaduct Phase 01 featured plots taken on 24th July 2024

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HISTORICAL ASSET APPRAISAL



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Castlefield Viaduct General Summary

Heritage status

Grade II Listed. Cast iron and wrought iron, red brick to east of Duke Street.

General description & features

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 bridges over Dawson Street.

Designed in 1888, opened 1893, closed to traffic 1963

The culvert for River Medlock is underneath the Viaduct somewhere.

Lattice girder work - leading feature

A copper rivet ceremoniously placed at the end (location unknown)

Portrays the area's rich heritage and its prominence as the birthplace of the industrial revolution.

The Viaducts dramatically transformed the scale and visibility of urban exchange of the area, without disrupting the natural landscape and long established built-in environments.

Remarkable geometric shadows across arena and over Castlefield

Most visible expression of the existence of the Central Manchester Development Corporation between 1987 and 1997

The Castlefield Viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways. They are noteworthy for both their design and size.

Designers

M.W.G. Scott, Chief Engineer of the Cheshire Lines Committee and the Midland Railway

Contractors for masonry & brickwork

Mrs M. W. Walmsley and Co., of Manchester and Southport

Contractors for steel & ironwork

Heenan and Froude of Newton Heath



03 HISTORICAL ASSET APPRAISAL

Current Condition Details - Steel Viaduct

Newer Elements

The section of historic steel viaduct of within Phase 02 of the project starting from the end of Phase 01 Engagement Centre has been left relatively intact since its closure in 1963. Scaffolding post guarding is present on site, set up by Metrolink to prevent access and mitigate against throwing object onto the live line.

Surface of the Viaduct

As evident in the pictures; the Viaduct's surface can be seen reclaimed by nature and self-seeded with plants such as buddleia and wild strawberries. Large shrubs also occupy some of the zones within the Viaduct.

The soil however is contaminated (therefore no planting is proposed within the existing bed and public access will be prevented).

Plant selection has been inspired by existing colonniser species.

This surface is to remain untouched in the 'existing Viaduct' segment of the guided tour.

Condition of Structure

The analysis of structural information confirmed that with load spreading interventions to the central path the structure itself is suitable to uphold the proposed capacity of the scheme.

Please refer to Arup documents for further details.



03 HISTORICAL ASSET APPRAISAL

Current Condition Details - Masonry Viaduct

Newer Elements

Upon exiting the historic steel viaduct and passing through the metal fence, the masonry viaduct can be accessed at a lowered level of 400mm. This section of the viaduct consist of multiple elements from Metrolink in service of working train lines. These range from electrical boxes, concrete casing for service cables, sign posts and rail tracks. The brick parapets have been graffitied for which we propose to clean them off.

Surface of the Viaduct

As show in the pictures; the masonry Viaduct's surface has also been reclaimed by nature though the reclamation is not as extensive as at the steel viaduct. There are small branches and debris scattered across the site.

The soil however is contaminated (therefore no planting is proposed within the existing bed and public access will be prevented).

This surface is to remain untouched in the 'Broadwalk' segment of project.

Condition of Structure

The analysis of structural information confirmed that with load spreading interventions to the central path the structure itself is suitable to uphold the proposed capacity of the scheme.

Please refer to Arup documents for further details.



03 HISTORICAL ASSET APPRAISAL

Current Condition Details - Viaduct section over Egerton Street

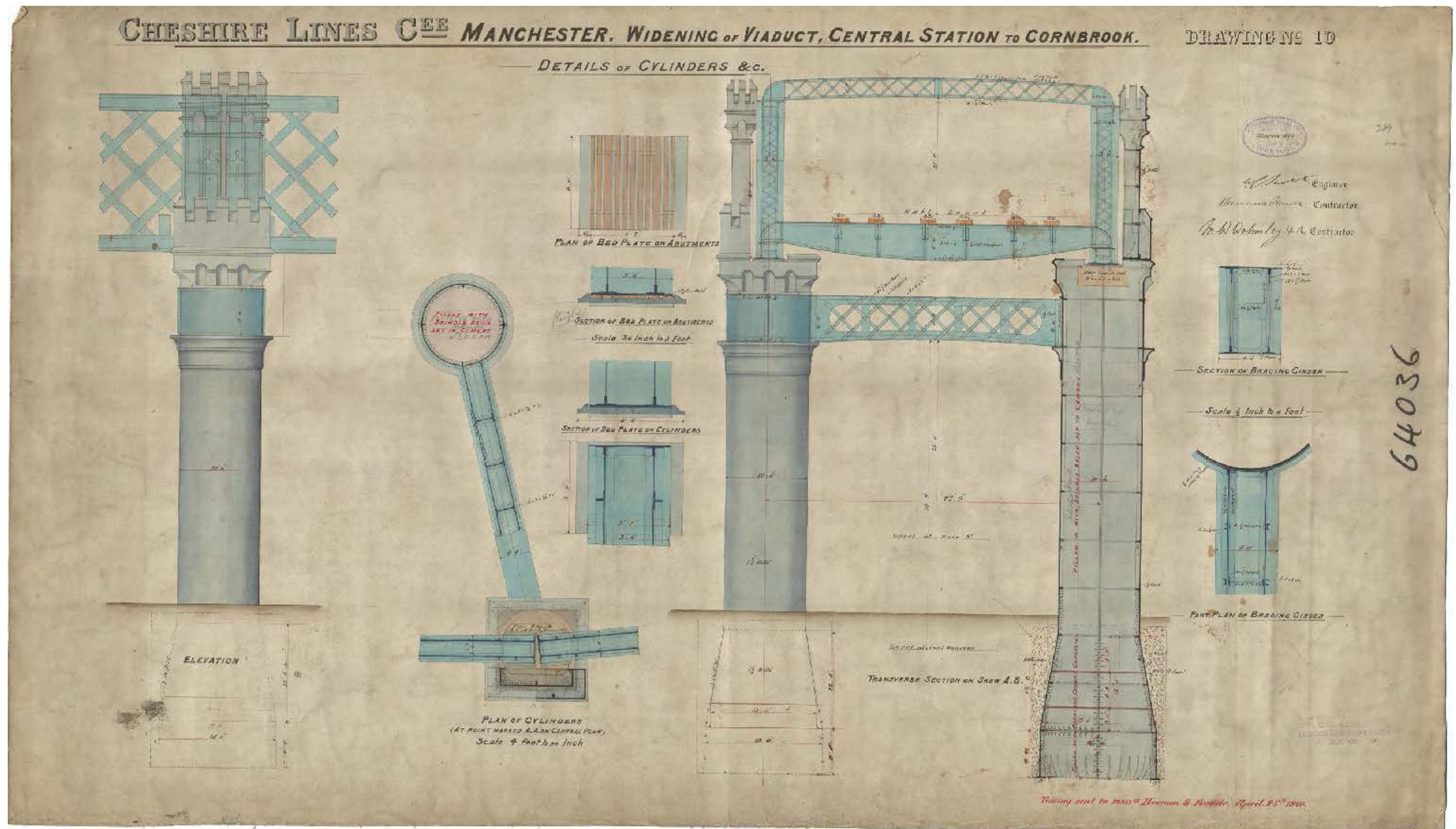
The section of masonry Viaduct bridging over Egerton street was formerly known as Cornbrook Viaduct - steel plated-girder bridge on the western side of Dawson Street. Underneath the viaduct, arch 272 provides pathway for pedestrians and a bike route running along Egerton Street or the Mancunian way. The area falls within the boundary of Embassy village project and is flanked by the Medlock river and Porcelanosa land.

The section of the viaduct is not listed though its heritage significance has been taken into account during the design process.



03 HISTORICAL ASSET APPRAISAL

Original Historic Viaduct Drawings



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