

Castlefield Viaduct Phase 2

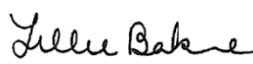
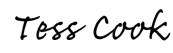
2024002

Planning Statement

August 2024



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1.0 INTRODUCTION

1.1 Introduction

1.1.1 This application for full planning permission and listed building consent is submitted by RJP town planners ('RJP') on behalf of the National Trust ('NT') to Manchester City Council ('the Council') for land at Castlefield Viaduct, Central Manchester.

1.1.2 The proposal can be summarised as follows:

1. Full planning permission for the change of use of the existing vacant segment of Castlefield Viaduct from Sui Generis (disused railway) to Class F2(c) (outdoor recreation) to accommodate an extended urban park. This is known as 'Phase 2' of the wider Castlefield Viaduct Vision Scheme.
2. Full planning permission to establish the operational Phase 1 urban park's temporary change of use to F2(c) on a permanent basis.
3. Planning permission and listed building consent for various physical interventions, including a new staff welfare centre, altered Engagement Centre, landscaping, remedial works, and secondary stair and lift access to Egerton Street.

1.2 Full planning permission overview

1.2.1 Full planning permission is sought for the change of use of an approximate 120m extent of the existing Castlefield Viaduct from Sui Generis (disused

railway) to Class F2(c) (outdoor recreation) to accommodate an extended urban park and associated pedestrian access to Egerton Street. This is known as 'Phase 2' of the wider Castlefield Viaduct Vision Scheme led by the NT (see further detail on the Vision Scheme at Section 2 of this statement).

- 1.2.2 Phase 1, (also known as the 'Pilot Scheme') was approved in November 2021 under reference **131621/FO/2021**. This was a temporary approval for 20 months (later extended through variation application) and that permission expires at the end of December 2024. It has been highly successful, so planning permission is also sought to establish Phase 1's land use on a permanent basis.
- 1.2.3 Alongside the change of use, various physical interventions are proposed. Delivery of these interventions is intended to take place in three distinct construction stages, and these are referred to as such throughout the report.
- 1.2.4 Works include enabling remedial works, a new staff welfare centre, a reconfigured Engagement Centre (with new canopy and ramp), and the installation of new landscaping, sculptural installations and fixtures. In addition, a new secondary access is proposed from the south western end of the viaduct down to Egerton Street.
- 1.2.5 The full extent of the remedial works required is dependent on the results of future structural surveys. For this reason, it is requested that full details of this element of the works are reserved by condition attached to any approval.

1.3 Listed building consent overview

1.3.1 Between the entrance to the Phase 1 site to the east, and the western edge of Potato Wharf, Castlefield Viaduct is a Grade II listed building. Listed building consent was previously sought concurrently with the change of use application (131622/LO/2021). Accordingly, listed building consent is again sought with regard to various physical interventions described in paragraph 1.2.4 of this statement.

1.3.2 It is noted that the overbridge that spans across Egerton Street does not form part of the official listing of Castlefield Viaduct but falls within its curtilage setting. This aspect has been addressed in this application.

1.4 Structure of this statement

1.4.1 For the avoidance of doubt, any reference to ‘the application site’ or ‘the site’ in this statement is referring to the combined Phase 1 and Phase 2 area.

1.4.2 A list of submission documents is provided in the covering letter which accompanies this planning statement.

1.4.3 This planning statement is structured as follows:

- i. Site context
- ii. Proposal description
- iii. Pre-application consultation
- iv. Assessment against national and local policy
- v. Summary and conclusion

2.0 SITE CONTEXT

2.1 The National Trust's Vision Scheme

- 2.1.1 Castlefield Viaduct ceased operation as part of the railway network in 1969, and, while listed by Historic England in 1988, remained disused until 2021. The NT has recently been leading a campaign to revitalise the viaduct, successfully bringing it back into use from 2021 for the benefit of the wider public and the vibrancy of the city of Manchester.
- 2.1.2 In February 2024, the NT launched its formal vision for Castlefield Viaduct (the 'Vision Scheme').¹ The long-term ambition is to create a free-to-access urban park, meeting place and thoroughfare, connecting Castlefield with the area close to Pomona Island and Trafford with various entry/exit points between.
- 2.1.3 The Vision Scheme will be delivered in phases, with Phase 1 already temporarily operational. The permanent use of Phase 1 and the development of Phase 2 are the subject of this application.
- 2.1.4 The Vision Scheme and aerial plan is illustrated in Figures 1 to 3.

¹ <https://www.nationaltrust.org.uk/visit/cheshire-greater-manchester/castlefield-viaduct/our-work-at-castlefield-viaduct>

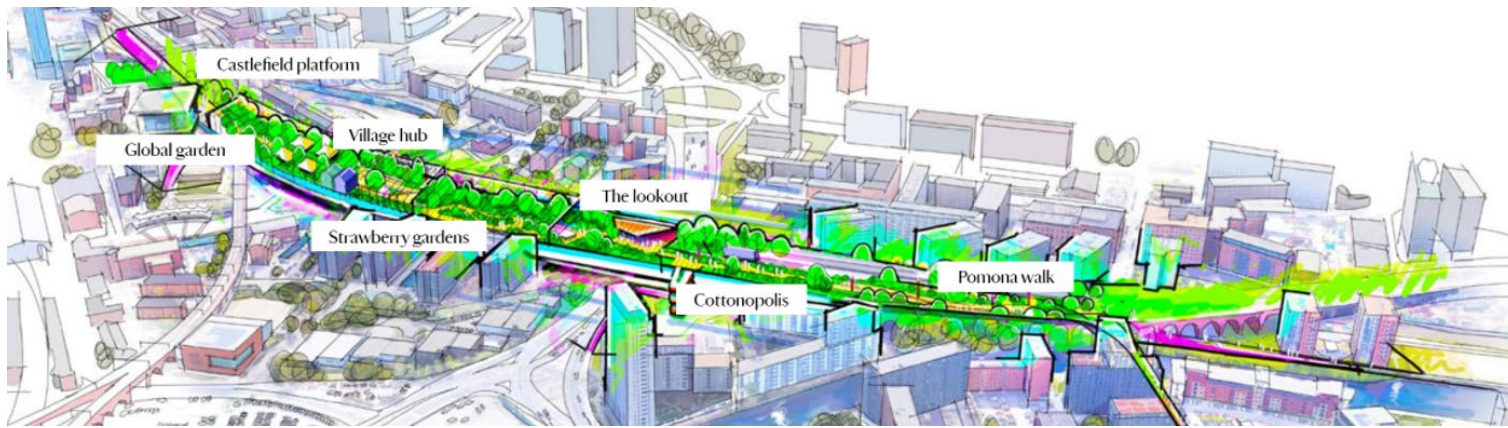


Figure 1 - Illustration of the Vision Scheme (National Trust, February 2024)

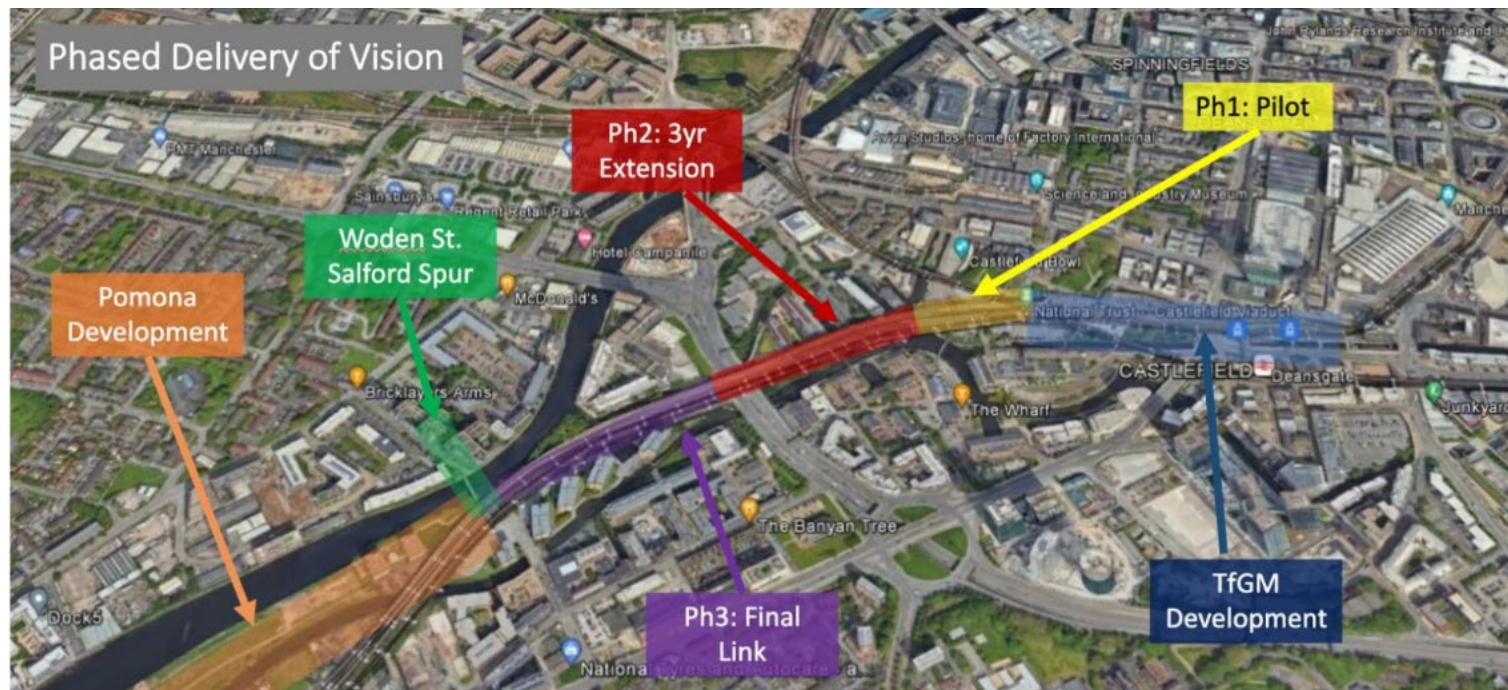


Figure 2 - Phased delivery of indicative Vision Scheme (National Trust, 2024)

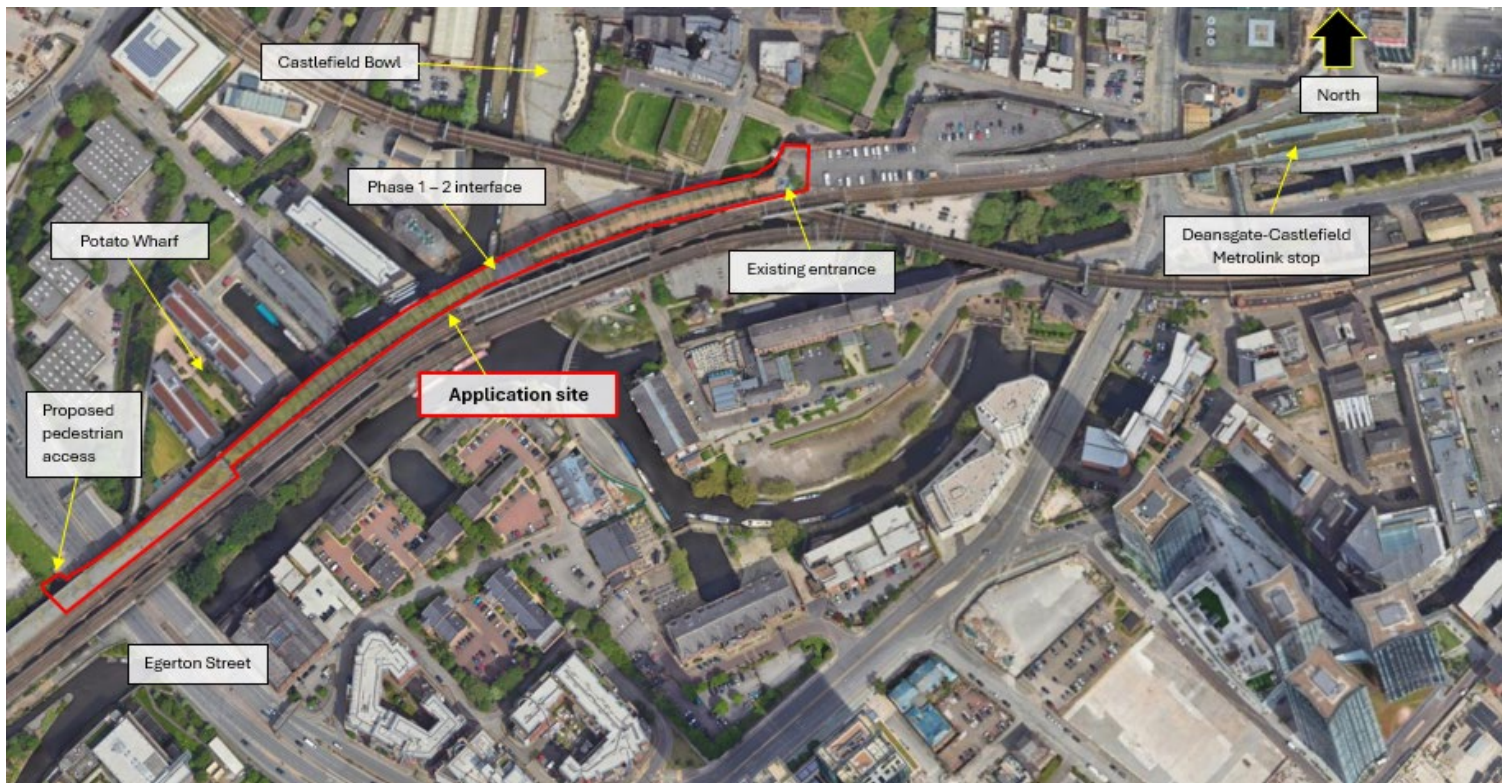


Figure 3 - Aerial plan (RJP, August 2024)

2.2 Existing site description

2.2.1 As stated, any references to ‘the application site’ cover both the Phase 1 and Phase 2 areas, as shown on the aerial plan at Figure 3.

Castlefield Viaduct

2.2.2 Castlefield Viaduct was constructed in 1892 and stretches north east-south west for approximately 330m between Deansgate-Castlefield Station car park and Egerton Street. It is framed by carbon steel lattice girders which are visible in the wider locality, and its cast iron piers interface with the street level. A grade II listed structure, it is celebrated as an industrial landmark and iconic symbol of the Victorian ‘Railway Age’.

2.2.3 The submitted Statement of Heritage Significance and Heritage Impact Assessment contain detailed descriptions of the viaduct’s features, composition and value.



Figure 4 - View of Castlefield Viaduct from Potato Wharf (June 2024)

Phase 1: Pilot Scheme

- 2.2.4 Temporary planning permission and listed building consent was granted for Phase 1 in November 2021 under references **131621/FO/2021** and **131622/LO/2021**. This first phase comprises a 200m-long segment of Castlefield Viaduct between Beaufort Street and the edge of the Bridgewater canal towpath.
- 2.2.5 Phase 1 operates as multifunctional urban park, offering a place for people to walk, sit, appreciate wildlife and view/take part in community events and exhibitions. A 148.5m² 'Engagement Centre' is located at the western end of the park, which accommodates events, workshops and community input to the wider Vision Scheme. The park is open between the hours of 10:30 and 16:30, and is staffed by the NT. Ancillary structures, such as portable toilets and a small staff welfare building are also present on-site, near the north east entrance.
- 2.2.6 Pedestrian access is via the public stairwell and elevator off Beaufort Street and from Deansgate-Castlefield Metrolink station. Vehicle access (to the entrance only) is gained through the unnamed road and car park west of Deansgate-Castlefield station.
- 2.2.7 Since its opening, Phase 1 has been a tremendous success. It has attracted some 140,000 visitors, won the Festival of Place's Pineapple Award for

Infrastructure in 2023 and local news articles speak of its enduring popularity amongst Manchester residents.²



Figure 5 - Entrance to Phase 1 (June 2024)



Figure 6 – Phase 1 main walkway, showing lattice girders and overhead bracing (June 2024)

² <https://secretmanchester.com/castlefield-viaduct-high-line/>

Phase 2

- 2.2.8 Phase 2 comprises an approximate 280m-long segment of the site, from the Engagement Centre that marks the end of the Phase 1 through to the western end of Egerton Street. Presently, this area is completely disused and inaccessible to the public. The surface comprises gravel ballast and wild vegetation, and some sections lack a balustrade between the edge of the decking and lattice girders.
- 2.2.9 As mentioned, the end of the lattice girders and overhead bracing marks the end of the listed segment of the viaduct. The Egerton Street overbridge is similarly overgrown, and there are no barriers between the decking and active tramlines.



Figure 7 - Phase 2, facing north-east. The existing Engagement Centre is visible in the background, as is a passing Metrolink tram to the south (June 2024)



Figure 8 - View of the non-listed segment of the viaduct from Egerton Street (June 2024)

2.3 Surrounding area

- 2.3.1 The application site stretches across the Castlefield area of central Manchester, which has a rich industrial and Roman heritage, exemplified by the network of canals, railway infrastructure and remnants of the Mancunium fort. From a contemporary perspective, the application site is well linked to key transport nodes, such as Deansgate train station and Deansgate-Castlefield Metrolink station and is located in close proximity to key landmarks such as Castlefield Bowl and the Science and Industry Museum.
- 2.3.2 Towards the western extent of the application site, offices and industrial buildings give way to residential apartments. Please refer to the “Wider Site

Plan” and “Wider Setting” within the submitted Design and Access Statement (‘DAS’) for further information.³

2.4 Relevant designations

2.4.1 Pursuant to the Council's Local Development Framework Area Map and the MAGIC Map, the site falls under the following policy designations:

- City Centre
- The Regional Centre
- Castlefield Conservation Area 1979
- Flood Zone 2 (and adjacent to Flood Zone 3)
- Rochdale Canal Site of Special Scientific Interest Impact Risk Zone (‘SSSI’)

2.5 Relevant planning history

2.5.1 Table 1 provides a summary of the application site's planning history.

Table 1 - Planning history schedule

Application Ref.	Outcome	Date	Details
135999/JO/2023	Approved	13/03/2023	Variation of condition 1 attached to 131621/FO/2021 to amend the temporary time period to December 2024
135998/NMC/2023	Withdrawn	13/02/2023	Non-material amendment to listed building consent 131622/LO/2021 to amend description of duration of temporary period.
135997/NMC/2023	Approved	09/02/2023	Non-material amendment to planning permission 131621/FO/2021 to amend description of duration of temporary period.
133403/AO/2022	Approved	15/07/2022	Installation of directional finger post signage in various location within the

³ DAS Pages 13 and 14

Application Ref.	Outcome	Date	Details
			City Centre for a temporary period until 31 July 2023
133381/LO/2022	Withdrawn	14/06/2022	Listed Building Consent for the installation of signage for a temporary period until 30 July 2022
133380/LO/2022	Approved	17/07/2022	Listed Building Consent for the installation of signage for a temporary period until 30 July 2022
133379/AO/2022	Withdrawn	13/05/2022	Installation of various non illuminated signage for a temporary period until 30 July 2023
133378/AO/2022	Approved	15/07/2022	Installation of various illuminated and non-illuminated signage for a temporary period until 30 July 2023
131622/LO/2021	Approved	23/12/2021	Listed Building Consent for works associated with temporary change of use to urban park for a period of 20 months.
131621/FO/2021	Approved	23/11/2021	Temporary change of use to an urban park (F2(c)) for a period of 20 months.

3.0 PROPOSAL DESCRIPTION

3.1 Introduction

3.1.1 There are three main components to this proposal:

- Permanent change of use from Sui Generis to use class F2(c)
- Updated operational details for the park
- Physical interventions and remedial works to Phase 1 and Phase 2, split into three construction stages.

3.1.2 These are described in turn:

3.2 Change of use

3.2.1 Under this application it is proposed to apply class F2(c) to the whole application site on a permanent basis so that it may function as an urban park.

3.3 Operational details

3.3.1 It is intended that this new, expanded urban park will operate in the same way as the existing Phase 1 site. This application is supported by an Operational Overview document, with key details summarised below by topic area.

Entry and operating hours

3.3.2 Entry will be free of charge and visitors will not be required to pre-book.

3.3.3 During the construction of Phase 2, it is intended that Phase 1 will be open between 10:00 and 17:00, five days a week (Wednesday to Sunday). Small

community groups may be allowed to use the Engagement Centre during the same hours on Monday to Tuesday on an ad hoc basis, with NT supervision.

- 3.3.4 Upon Phase 2 being operational, the opening hours of 10:00 to 17:00 will remain and the viaduct will be open up to seven days a week.

Accessibility

- 3.3.5 Level access for people of limited mobility is available via the unnamed road and car park east of the site's entrance, which links to Deansgate-Castlefield Metrolink station. Both lift and stair access are achievable from ground level at Beaufort Street, adjacent to the site entrance. Three secure bicycle storage units are available on the viaduct deck, with room for six bikes. Further accessibility detail is contained within the submitted Transport Statement and DAS.⁴

- 3.3.6 Under this application it is proposed to provide a second stair and lift access at the western end of the site, linking to Egerton Street. Please read 'Construction Stage 2 and 3' of this statement for more details.

- 3.3.7 The NT intends to continue to encourage visitors and staff to use sustainable transport modes to access the site. Accessibility details will be provided on the NT's website, in promotional material and ahead of events.

⁴ *Transport Statement Section 2.1 and DAS Page 91*

Facilities

- 3.3.8 The existing staff welfare centre and portable WCs are intended to be replaced with a new 77m³ welfare centre in a repurposed and refurbished shipping container (see 3.5.3 for more details). The container will include general work space for NT staff, two standard and one accessible WCs plus baby changing facilities and access-controlled storage for use by staff and visitors. The existing park entrance area will be reconfigured to accommodate the new welfare building, including re-locating the screened bin enclosure and storage space.
- 3.3.9 The existing Engagement Centre will be modified to become part of the thoroughfare to enable access to Phase 2 (via a 1-in-20 gradient ramp). It will otherwise operate as it currently does, as a hub for exhibitions and visitor information.

Staffing

- 3.3.10 Three NT staff are intended to be on-site during operating hours, including a Community and Volunteers Manager and gardeners. During the Phase 2 construction, this will total 5.5 full time equivalent ('FTE') employees. Once Phase 2 is operational, it is proposed to increase this to at least 6.7 FTE employees.
- 3.3.11 In addition to the above, the NT will continue to work with volunteers to support visitor experience, operations and maintenance. The number of volunteers will vary based on availability and the needs of the site and will be managed in line with the NT's existing framework for volunteers.

Events

- 3.3.12 During both the Phase 2 construction and operational phases, it is anticipated that the application site would host upwards of 12 events per year outside of core hours, subject to negotiation and agreement with the NT.

Waste management

- 3.3.13 General, recycling, sanitary and food/drink waste disposal bins will be distributed across the application site in convenient and suitable locations for use by staff and patrons. The NT will commission contractors to manage the safe disposal of waste in accordance with their Waste Management Instruction (submitted with this application for reference).
- 3.3.14 The decision notice for **131621/FO/2021** contained a condition whereby a scheme for the storage and disposal of waste shall be provided prior to commencement; it is requested that a similar condition is attached to the decision for this application.

3.4 Physical interventions and construction stages

- 3.4.1 The application site comprises both Phase 1 and 2 of the wider Vision Scheme, and it is intended to deliver the physical interventions of this proposal in distinct construction stages.
- 3.4.2 Further details of the design, materials and construction methodology is contained with the architectural plans and Construction Management Plan provided alongside this application.

3.5 Construction stage 1

- 3.5.1 Construction stage 1 comprises remedial works, alterations to Phase 1 and the expansion of the urban garden into Phase 2.

Remedial works

- 3.5.2 Known remedial works required to facilitate Phase 2 include improvements to the transverse beam stiffeners. This involves cleaning of rust and debris prior to installation of new clamped stiffeners. Please refer to the suite of remedial sketches submitted as part of this application. The need for further remedial works is dependent on the results of future detailed structural surveys. As specified in section 1.3 of this statement, it is requested that full information on the scope of the remedial work is reserved by condition.

Alterations to Phase 1

- 3.5.3 Much of Phase 1 will remain as existing. Key changes are the replacement staff welfare centre and the alterations to the Engagement Centre as described in paragraphs 3.3.8 and 3.3.9 of this statement. A 25m² polycarbonate canopy will be provided at the western threshold of the Engagement Centre over a new 1 in 20 ramp (to account for the difference in levels and ensure accessibility for all visitors).
- 3.5.4 The design of the new staff welfare structure within the architectural plans is indicative, but nevertheless represents its maximum parameters. It is therefore requested that any approval contains a condition to confirm the full design detail of the new welfare centre.

Phase 2

- 3.5.5 The architectural plans submitted illustrate that the Phase 2 urban garden is divided into thematic segments. “The Garden” makes up around a 180m segment west of the Engagement Centre and is composed of a winding resin bound gravel path (between 1.5m and 3m wide), flanked either side by vegetation. Each edge of The Garden will be framed by 1.1m-high mesh guarding, as in place for Phase 1.
- 3.5.6 The submitted DAS contains full details of the proposed landscaping strategy.⁵ Adjacent to the Engagement Centre there will be horticultural nursery beds set in planters. Moving westward, meadow mounds are proposed comprising local native species, supplemented with nectar-rich non-natives and complemented by smaller alternate gravel paths, compost bins and timber benches.
- 3.5.7 The Garden also contains a sculptural installation known as the WaterAid Garden. Originally created for the Royal Horticultural Society Chelsea Flower Show 2024, it was later gifted to the National Trust. The WaterAid Garden, designed by Tom Massey and Je Ahn, represents the challenges of climate change and focuses on sustainable water management through a rain-harvesting pavilion. A colourful array of plant species is maintained via the varying amounts of rainfall collected by the pavilion’s design.⁶

⁵ DAS Section 5

⁶ DAS Page 84



Figure 9 - The original installation of the WaterAid Garden (The Royal Horticultural Society, 2024)

3.5.8 Beyond the WaterAid garden, the vegetation theme changes to 'gravel mosaic'.

This aims to preserve much of the existing urban and open mosaic landscape typology with plants that have self-seeded naturally.

3.5.9 It is important to note that the proposed landscaping will take time to establish. It will be planted in phases in co-ordination with project delivery timescales and will develop naturally and not exactly as shown on the submitted documentation.

3.5.10 South west of The Garden, the urban park segues to The Broadwalk via accessible stairs and a 1 in 20 ramp. This is composed of a Geocell retained gravel path. This segment is set against the existing railway environment to

provide a neat transition back into the City Centre. To protect visitors from the active rail environment, the path is bound by 2.4m-high mesh fencing and the edge of the walkway incorporates a 3m-exclusion zone either side to provide a buffer between the railway and bridge edge.

- 3.5.11 At the end of The Broadwalk, it is proposed to provide access down to Egerton Street via a combination of stairs and a lift. These are the subject of construction stages 2 and 3 respectively.

3.6 Construction stage 2

- 3.6.1 The second stage of construction involves a new winding stairway (with regular landings) from the viaduct deck down to the western side of Egerton Street. It is composed of metal and will have a 1.1m high open handrail throughout its extent. Outside of the viaduct's extent, it occupies a footprint of about 19m² and its base is suspended over the canal so as not to obstruct the existing pedestrian footpath and cycle lane along Egerton Street.
- 3.6.2 The stairway's colour scheme has been carefully considered against the existing physical and heritage context along with the colour scheme adopted by the National Trust for branding. This involves the use of 'Rust Red' and 'Dark Blue', which complements the blue bricks used in the viaduct's masonry and the general industrial aesthetic. This colour scheme also sets it apart from the

Metrolink's primarily yellow branding, to avoid people mistaking it as access to a station⁷.



Figure 10 - 3D render of the proposed stairs and lift, as viewed from Egerton Street (Twelve Architects, August 2024)

3.7 Construction stage 3

- 3.7.1 The third and final construction stage comprises a new lift, positioned similarly from the culmination of The Broadwalk down to Egerton Street and located adjacent to the proposed stairs. It will punch through a central section of the viaduct via removal of a deck plate and has a footprint of approximately 5m². Metal cladding was chosen due to its visual compatibility with the area and durability. It will be primarily painted 'Dark Blue'⁷
- 3.7.2 The stairs and lift were considered through an extensive optioneering process, which is described in more detail in section 5.6 of this statement.

⁷ DAS Pages 70-73

4.0 PRE-APPLICATION CONSULTATION

4.1 Stakeholder engagement activities

- 4.1.1 The application team has undertaken extensive pre-application engagement and consultation with both statutory and non-statutory bodies prior to submission of this application. Table 2 contains a summary of consultation undertaken, along with relevant outcomes.

Table 2 - Pre-application consultation schedule

Consultee	Key Date(s)	Format	Led by	Main Outcomes
Manchester City Council Planning	04/06/2024 20/06/2024 09/07/2024	Email, virtual meeting, in-person meeting, site visit	RJP	Support in principle. Essential that accessible thoroughfare is provided.
Manchester City Council Highways	15/07/2024	Email	Arup	No response to date.
Manchester City Council Heritage	20/06/2024 09/07/2024	Email, site visit, virtual meeting	Purcell	Generally positive and supportive of scheme. Queries around the Egerton Street access and removal of historic fabric, structural repairs and lighting schemes.
Manchester City Council Environmental Health	06/08/2024	Virtual meeting	Arup	Discussed noise survey and noise concerns. Main concern was avoiding noisy activities such as amplified speech, music or films and large crowds, especially at night.
Manchester City Council Building Control	31/07/2024	Email	Arup	No response to date.
Greater Manchester Police and Counter Terrorism	27/06/2024	Crime Impact Statement	RJP	No objections: improvements suggested for CCTV system, sightlines and security around the secondary access point to Egerton Street.
Lead Local Flood Authority	N/A	N/A	Arup	Does not engage in pre-app.

Consultee	Key Date(s)	Format	Led by	Main Outcomes
(Manchester City Council)				
Greater Manchester Ecology Unit	01/05/2024	Email	Arup	Confirmed 10% BNG is acceptable but suggested full bird and invertebrate surveys should be carried out.
Canals and Rivers Trust	16/07/2024	Email	NT	NT to meet the Trust in Autumn 2024.
Bridgewater Canal Company	18/07/2024	Presentation	NT	NT presented at the Castlefield Landowners Steering Group including the BCC. No objections raised.
Peel Group	27/06/2024	Virtual meeting	NT	Supportive of scheme and interesting in discussing possible future interface with Pomona development.
Historic England	30/05/2024	Email	Purcell	Only a holding response to date.
Greater Manchester Archaeological Advisory Service	20/06/2024	Email, site visit	Purcell	Verbal support for the proposal.
Manchester Architecture Society	25/07/2024	Email	Purcell	No response to date.
Victorian Society	25/06/2024	Email	Purcell	No response to date.
Transport for Greater Manchester and Metrolink	14/03/2024 20/03/2024 20/05/2024 02/07/2024 17/07/2024	Emails and virtual meeting	Arup	TfGM Consents Manager/Engineering team object to the alterations required to the Viaduct in order to deliver the lift. The project does have support at a Strategic Level but not an operational level. Internal discussions ongoing.
Network Rail	03/07/2024	Site visit	Arup	Site visit with Network Rail; mainly discussed clearances and possession works required.
National Highways	16/01/2024 28/05/2024 13/06/2024 16/07/2024	Virtual meeting, site visit	Arup	Applicant undertakes monthly partnership meetings with stakeholder. Very supportive of the scheme. Are currently funding the design and plan phase, with approval in principle

Consultee	Key Date(s)	Format	Led by	Main Outcomes
				to fund the implementation phase.
Porcelanosa site	18/06/2024 25/06/2024	Email, site visit	NT	Land is sold subject to planning permission. Consulted with both current and former developers who are supportive of the scheme.
Embassy Scheme	25/04/2024 08/05/2024	Email, virtual meeting	NT	Supportive of scheme and committed to collaboration during the construction process.
Castlefield Forum	08/07/2024	In-person consultation	NT	Supportive of scheme. Would like to see longer opening hours.
Manchester Central	24/07/2024	Site visit	NT	No objections.
Local Councillors	15/07/2024	Virtual meeting	NT	Supportive of scheme.
General Public	18/07/2024 22/07/2024 24/07/2024 04/07/2024 06/06/2024	Public events and exhibitions	NT	No objections received. Feedback collated via email and through feedback box.

4.2 Summary of public consultation

4.2.1 The submitted Statement of Community Involvement outlines the different type of public engagement and consultation activities that took place, such as online and in-person presentations, drop-in events, questionnaires, dedicated website pages and coverage in the press. The subject of the consultation events ranged from the original Phase 1 Pilot Scheme to Phase 2 as well as the wider Vision Scheme.

4.2.2 The level of feedback has been healthy. For example, the NT received 818 responses from an online survey which ran between 14th November and 11th

December 2023. Of these, 63.12% were not members of the National Trust, indicating keen interest from those without a predisposition to the Trust's aims.

4.2.3 Key points raised by the public on Phase 2 specifically include:

- Balancing the needs of pedestrians and cyclists, i.e. not letting the viaduct get overrun by electric bikes.
- The desire for later opening hours opening hours (e.g. to 10pm).
- Improvements to signage lighting, security, including number of employees on-site.
- Concerns about charging an entry fee.
- Creating a full pathway through central Manchester.

4.2.4 Much of this feedback is taken on board and reflected in the proposal's design and operational details. For example, concerns over fast cycling have been addressed through a pedestrian-focused design and winding paths. A Crime Impact Statement was sought from Greater Manchester Police which recommended a number of design, lighting and CCTV interventions, which have been proposed throughout (see sections 5.13 and 5.14 of this statement). The NT is committed to maintaining free entry to the park. At this time, the proposed opening hours are to be the same as existing; 10:00 to 17:00, however, the NT is exploring options to extend the opening hours in the future. The overall Vision Scheme aims to create a thoroughfare through Manchester city centre, but Phase 2 seeks to deliver this part via the proposed secondary access.

5.0 ASSESSMENT AGAINST NATIONAL AND LOCAL PLANNING POLICY

5.1 Introduction

5.1.1 This section provides an assessment of the key relevant planning policies.

5.2 Decision making framework

5.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 state that proposals should be assessed in accordance with the development plan unless material considerations indicate otherwise. The development plan for the Council is as follows:

- Manchester Core Strategy 2012–2027
- Extant Unitary Development Policies (Saved July 2012)
- Manchester Local Development Framework Area Map
- Places for Everyone Joint Development Plan Document 2022-2039
- Greater Manchester Joint Waste Development Plan Document 2012
- Greater Manchester Joint Minerals Development Plan Document 2013

5.2.2 Of the above, neither the joint waste nor joint minerals plan are relevant to the proposal. Other material considerations include:

- National Planning Policy Framework (December 2023)⁸
- Planning Practice Guidance (Updated 14 February 2024)
- Supplementary Planning Document - Guide to Development in Manchester (April 2012)

⁸ On 30th July 2024, the Ministry of Housing, Communities and Local Government published proposed reforms to the NPPF which are undergoing consultation until 24th September 2024; see section 5.4.

- The Greater Manchester Strategy 2021-2031
- Greater Manchester Transport Strategy 2040 (2017)
- Our Manchester Strategy - Forward to 2025 (2016)
- Manchester Green and Blue Infrastructure Strategy (2015)
- City Centre Transport Strategy to 2040 (2021)
- Planning and Noise Technical Guidance (October 2022)
- Noise Policy Statement for England (March 2010)
- Manchester City Council Strategic Flood Risk Assessment (2011)
- Environment Agency Flood Risk Assessments: Climate Change Allowances guide (2022)
- British Standard EN 12464-2: Light and Lighting - Lighting of outdoor work places

5.3 NPPF reform statement

- 5.3.1 On 30th July 2024, the Ministry of Housing, Communities and Local Government published proposed reforms to the NPPF which are undergoing consultation until 24th September 2024. As this proposal is for an expanded community asset on brownfield land which supports modes of sustainable transport, it is considered it accords with the direction of travel intended by the proposed reforms.

5.4 Assessment overview

- 5.4.1 The areas of assessment are set out as follows:

- Principle of development
- Design
- Heritage
- Sustainable transport, accessibility and traffic
- Ecology and biodiversity

- Flood risk and drainage
- Geotechnical and Contamination
- Noise
- Lighting
- Crime, Security and Safety
- Construction and Waste Management
- Residential privacy and amenity

5.5 Principle of development

- 5.5.1 Policy SP 1 of Manchester's Core Strategy sets out the key development principles for the city, including creating well designed places, making a positive contribution to health and wellbeing, considering the needs of all community members and protecting and enhancing the built environment. These principles feed into other relevant high-level city centre policies such as CC 4 (Visitors - Tourism, Culture and Leisure) and CC 10 (A Place for Everyone). Proposals which improve the quality and quantity of accessible open space are supported via Policies EN 1 and 10. These general directives are reflected in other development plan documents, such as JP-Strat2 of Places for Everyone. NPPF paragraph 90 also emphasises the importance of ensuring the ongoing vitality of centres, including the need to meet leisure needs.
- 5.5.2 In the Officer's Report for the original temporary approval, it was determined by the Council that: *"the park would be suitable for the structure and would be beneficial in bringing the structure back into use, as well as allowing the public access to listed structure [sic]. The use would enhance the mix of uses within the City Centre."* Phase 1's positive contribution to the City Centre is

demonstrated by its popularity and success. As mentioned, the park has earned the Festival of Place's Pineapple Award for Infrastructure in 2023 and has attracted around 140,000 visitors to date.

- 5.5.3 Under this proposal, the Phase 1 park will be established on a permanent basis, providing longer term security to a proven and well-valued community asset. The Phase 2 expansion will bring a larger extent of the derelict, listed viaduct back into public use, along with all the benefits to the repair and upkeep of the structure through refurbishment and strengthening. The NT anticipates that 130,000 people will visit Phase 2 each year. The City Centre will be enhanced with a larger, more accessible urban park that celebrates a designated heritage asset, and so aligns with all of the key development principles of these policies.

5.6 Design

- 5.6.1 Achieving good urban design is an anchoring principle throughout the Core Strategy. The first of Policy SP 1's core development principles is to create well designed places. Policy EN 1 focuses on this in more detail, setting out core design principles and descriptions of distinct character areas in the city. Notably, within the City Centre Character Area, particular attention should be paid to the need to realise opportunities to provide new areas of meaningful open space. Good design is also a thread that is present throughout Places for Everyone, exemplified by the policy themes of Greener Places, Connected Places, Sustainable and Resilient Places. Chapter 12 of the NPPF is dedicated to achieving well-designed and beautiful places, with paragraph 131 stating that

the creation of high quality, beautiful and sustainable places is fundamental to what the planning and development process should achieve.

5.6.2 The submitted DAS comprehensively explains the various design considerations that have informed the development of the Phase 1 amendments and Phase 2. The proposed scheme can be broken down into seven distinct segments:

1. Entrance (improved)
2. Naked Viaduct (as existing)
3. Partner Plots (as existing)
4. Engagement Centre (improved)
5. The Garden (new)
6. The Broadwalk (new)
7. Egerton Access (new)

5.6.3 Each of the improved and new segments have a clear design rationale. The Garden features a winding central path, aimed at maximising interface with the proposed vegetation, teasing viewpoints of other sections of the viaduct and inviting exploration. The 3m-wide path occasionally narrows to 1.5m to direct users' attention to specific viewpoints, thus creating the sense of a guided journey. The winding, narrowing path has also been designed strategically with regard to surrounding visual receptors, as described further in section 5.16 of this statement.

5.6.4 As referenced in paragraph 3.5.5 of this statement onwards, Phase 2 is further broken down into thematic landscaping segments to create a varied user

experience with nature. The meadow mounds celebrate discovery through multiple pathways and varying topography, the WaterAid segment brings people's attention to the topic of sustainability through the sculptural installation and plant species that rely on low rainfall, while the final transition to the gravel mosaic area reinforces the park's urban setting.

5.6.5 All of this is indicative of a design that seeks to create meaningful, multifaceted open space that celebrates and harmonises both nature and the industrial urban environment.

5.6.6 As evident from Table 2, achieving an accessible urban park was a key factor for the Council but the stair and lift solution generated objection from Transport for Greater Manchester and Metrolink for operational reasons. As set out in the DAS, numerous design options were considered for the Egerton Street access.⁹ For example, a 1:20 gradient ramp was considered early in the design process to avoid having to 'punch through' the viaduct's deck plate to accommodate a lift and provide a simple, singular accessible entry point. However, the excessive length of the ramp would make it unviable as a reasonable accessibility solution. There were also significant visual, cost and structural integrity implications identified for alternative approaches. Ultimately, the proposed design suitably balances accessibility, practicality, heritage and visual impacts.

⁹ DAS pages 66-73

- 5.6.7 The major physical interventions proposed, such as the WaterAid Garden and the staff welfare centre and security fencing, will be set amongst existing and proposed vegetation, and screened further by indirect sightlines from the public realm and the lattice girders that characterise much of the viaduct. This will limit the impact on external receptors. Its overall appearance will only be marginally changed and so this will help to balance both the contemporary additions and the iconic and historic appearance of the viaduct. The visual impact of the larger physical interventions, such as the lift and stairs, has been mitigated through a generally minimised design and thoughtful colour scheme (see 3.6.2). This is the outcome of a robust optioneering process to ensure it makes a positive contribution to both the heritage asset and character of the area.
- 5.6.8 For these reasons, and those set out in detail in the DAS, the proposal complies fully with the relevant policy and constitutes a distinctive, well-designed urban park.

5.7 Heritage

- 5.7.1 The preservation and enhancement of the city's historic environment is a key priority for the Council, as evidenced in Core Strategy policies CC 9, EN 1, EN 3, supported by Places for Everyone policy JP-P 2 and NPPF chapter 16.
- 5.7.2 The submitted Statement of Heritage Significance summarises Castlefield Viaduct as symbolic of the power, wealth and influence of Manchester in the 19th century. It is deemed to have considerable public and archaeological value, high historic value at the national and international levels, as well as high

aesthetic value both individually and within the group setting as described in 2.3.1 of this statement.

- 5.7.3 An updated Heritage Impact Assessment has been produced to take account of the revisions to Phase 1 and new interventions within Phase 2. These are assessed on a seven-point scale, from High Adverse to High Beneficial.
- 5.7.4 Of all the interventions assessed, the proposed stair and lift access to Egerton Street had the most potential impact in heritage terms. It is noted that these works occur outside the listed segment of the viaduct, but nevertheless fall within the curtilage of the heritage asset and within the Castlefield Conservation Area. The assessment finds there to be minor adverse impact in that the proposed development necessitates the removal of a plate of the 19th century steel deck, and the main stairway structure will be visible within the setting of the listed structure.
- 5.7.5 Paragraph 206 of the NPPF states that any harm or loss to the significance of a heritage asset should require clear and convincing justification. As set out in the Heritage Impact Assessment,¹⁰ there are significant benefits associated with the secondary access point, including making the urban park safer and more accessible to visitors with additional mobility needs. It provides a throughfare through Manchester which, in turn, eliminates the need for multiple street

¹⁰ Heritage Impact Assessment Section 5.

crossings (see section 5.8 of this statement). The introduction of the secondary access point therefore represents a significant public benefit.

5.7.6 In addition, this type of contemporary modern intervention is not an isolated feature in the local area. The character of the Conservation Area and wider setting of Castlefield Viaduct is shaped by the inclusion of modern apartment buildings such as Potato Wharf to the north west.

5.7.7 All other interventions resulted in a minor adverse, neutral or minor beneficial impact, summarised in Table 3.

Table 3 - Heritage impact overview

Intervention	Impact	Rationale overview
Remedials	Minor adverse	The remedial works will be visible as modern interventions. They are in keeping with the industrial character of the structure and will sustain its overall architectural interest.
Additional load bearing	Neutral	Adherence to engineering recommendations and standards will ensure no further harm.
Rainwater management	Neutral	The proposed arrangement continues the previous rainwater management and discharge and will have a negligible impact
Engagement Centre modifications	Neutral	Necessary change to facilitate Phase 2 connectivity.
Improved staff welfare	Neutral	The new facilities will not exceed the height of the lattice girder sides of the viaduct and will not physically impact on any historic fabric
Landscaping paths	Minor adverse	Loss of extant ballast, but proposed material harmonises with existing viaduct.
Edge protection barriers	Minor adverse	Physical changes are weighed in favour of the public safety benefits.
Planting	Minor beneficial	The overall appearance of the structure will be enhanced from its currently neglected

Intervention	Impact	Rationale overview
		state where weeds and buddleia are growing from the ballast.
Servicing	Neutral overall	Cabling will be screened, and additional lighting is weighed in favour of public safety improvements.
Stairs and lift access	Minor adverse	See paragraphs 5.7.4 to 5.7.6 of this statement.
Wider setting	Minor beneficial	Phase 2 interventions are not widely visible in the locality.

5.7.8 Overall, it is considered that the proposal aligns with the Council's and Combined Authority's heritage and conservation policies.

5.8 Sustainable transport, accessibility and traffic

5.8.1 The Council, through Core Strategy policies CC 5 and T 1, will support proposals that improve pedestrian safety/routes, improve air quality and create a more accessible public realm. Further, Policy T 2 aims to manage the pattern of new development so that it is accessible by walking, cycling and public transport. These policies align with JP-C6 of Places for Everyone, which seeks to promote safe, attractive and integrated walking and cycling infrastructure, as well as chapter 9 of the NPPF. The submitted Transport Assessment also provides an overview of the similar aspirations contained in other material considerations such as the Greater Manchester Transport Strategy 2040 and City Centre Transport Strategy to 2040.

5.8.2 Pedestrian accessibility and enhancing the pedestrian experience within the city is fundamental to the purpose of the existing Phase 1 urban park and this

proposed expansion. This proposal also introduces additional practicalities when compared to the existing Phase 1; the lift and stairs to be delivered under Construction Stages 2 and 3 will transform the park from a destination into a throughfare, connecting the area around Beaufort Street with Egerton Street. During opening hours, this would eliminate numerous street crossings between these areas for pedestrians. This is particularly notable because, as demonstrated on Figure 4 of the accompanying Transport Assessment, the nearby Trinity Way junction is a hot spot for accidents.

- 5.8.3 Under this proposal, level access for people of limited mobility is maintained via the unnamed road and car park east of the site's entrance, and the path within the Phase 1 area similarly remains as existing. A 1 in 20 gradient ramp will be provided west of the Engagement Centre to facilitate access to the new Phase 2 area. Within Phase 2, the 1.2m-wide resin-bound gravel path provides suitable levels of manoeuvrability. At the terminus of the Broadwalk at the site's south western end, a new lift (as described in section 3.7) provides for accessible descent to Egerton Street. Stair access is also provided, as illustrated in the architectural plans.
- 5.8.4 In terms of wider connectivity, Castlefield Viaduct remains easily accessible from public transport. As illustrated on Figure 3, the park's entrance is some 300m west of Deansgate-Castlefield Metrolink station and 350m from Deansgate train station. Lift and stair access is maintained from Beaufort Street,

and the proposed second lift and stairs provide new connection to Egerton Street.

- 5.8.5 Overall, the proposal greatly enhances a walking destination in the city centre, transforms it into a thoroughfare during opening hours, continues to be accessible to a wide range of users and is well connected to public transport nodes.
- 5.8.6 The Transport Assessment also concludes that the proposed development is not expected to generate any additional vehicular traffic. The proposal does not result in additional assembly space, visitor activity is expected to be at its highest during weekends and public holidays and so outside of peak hours, and the application site is well integrated so as not to disrupt existing vehicular, cycling or pedestrian infrastructure.
- 5.8.7 For these reasons, the proposal aligns with the policies noted in paragraph 5.8.1.

5.9 Ecology and biodiversity

- 5.9.1 While the application site does not fall within any designated area of ecological or biodiversity value, Policy EN 15 of the Core Strategy nevertheless expects applicants to reasonably enhance, restore or create new biodiversity for application sites. Further, since February 2024, all eligible developments are obligated to provide a minimum of 10% biodiversity net gain ('BNG') to create and improve the natural environment. Such an approach aligns with the Greener Places chapter of Places for Everyone, particularly policies JP-G6 and

JP-G8, which seek to promote the development of urban green spaces and a net enhancement of biodiversity respectively. Paragraph 186 of the NPPF directs local authorities to resist proposals which harm or do not enhance biodiversity.

- 5.9.2 From an ecological and biodiversity perspective, Phase 1 will remain largely as originally implemented. The expansion of the staff welfare centre will result in the loss in a small area of some existing planters, which is acceptable when considered against the benefits the new welfare centre brings and the overall landscaping additions being provided as part of the proposal.
- 5.9.3 An updated Preliminary Ecological Assessment ('PEA') has been prepared for this application. In addition, a Biodiversity Net Gain Design Stage Assessment and Draft Habitat Management and Monitoring Plan has also been submitted.
- 5.9.4 The PEA identifies that the application site comprises a number of valued habitats for birds, invertebrates and bats; the viaduct's arches were confirmed to host a bat roost¹¹. Ornamental planters throughout Phase 1 have the highest habitat value, and the vast majority of these are to be retained. The unmanaged vegetation that has taken hold of the abandoned section of the viaduct in the Phase 2 area also has value for various species such as foraging birds and bats, however, much of this is proposed to be removed to accommodate the expanded park.

¹¹ Submitted Bat Survey Interim Report

- 5.9.5 The PEA and Bat Survey Interim Report make a number of recommendations, which have been incorporated into the design or can be secured through appropriately worded condition. Those that can be addressed via condition include the removal of invasive species and adherence to avoiding bird nesting season during vegetation removal. The provision of invertebrate-friendly planting has been incorporated into the new landscaping scheme¹² and the introduction of considerate lighting fixtures is proposed in the RIBA Stage 3 Lighting Design Report, which the Interim Bat Survey Report recommends adherence to.¹³
- 5.9.6 With regard to BNG, the Biodiversity Net Gain Design Stage Assessment concludes that the proposal can readily achieve 24.66% biodiversity net gain, 14.66% more than the minimum required. The main source of biodiversity loss is the existing vegetation along the abandoned viaduct deck within Phase 2, however, as per the proposed masterplan, high-quality landscaping is to be incorporated into the proposed design in its place.
- 5.9.7 To ensure this biodiversity net gain is achieved in full, a long-term management plan is required and has been submitted (please refer to the Draft Habitat Management and Monitoring Plan). It provides a schedule for habitat management over a 30-year period. This includes general provisions such as following guidance set out by the relevant British Standards or Horticultural

¹² DAS Page 80

¹³ RIBA Stage 3 Lighting Design Report Section 6

Trades Association, to more specific measures in response to the habitats and condition of the site. Management and monitoring are to be reported on annually for the first five years, then once every five years thereafter until the 30th year.

- 5.9.8 In conclusion, despite the loss of some valued habitats derived from the successional vegetation that has established itself across Phase 2, the proposal introduces significant and high-quality new landscaping and can readily incorporate mitigation measures to protect valuable species such as bats. A 24.66% net biodiversity gain can be achieved, significantly in excess of the 10% minimum sought by law. Overall, the proposal meets the outcomes sought by both local and national ecological and biodiversity policy.

5.10 Flood risk and drainage

- 5.10.1 Under Core Strategy Policy EN 14 and Places for Everyone Policy JP-S4, it is expected that development is located away from areas of flood risk where possible, and that proposals suitably manage their surface water drainage in sustainable ways. These policies align with Chapters 11 and 14 of the NPPF and compliant development will demonstrate the hallmarks of good design and that how it addresses climate change.
- 5.10.2 An updated Flood Risk Appraisal ('FRA') has been prepared and submitted with this application, analysing various flooding sources such as fluvial, surface water, groundwater, sewers and residual. The report finds there to be very low

to low risk of flooding, mainly due to the elevated position of the viaduct and its eastern main entrance (some 15m above ground level).

5.10.3 The exception to this is the location of where the proposed stairs and lift meet Egerton Street. This area, adjacent to the canal towpath, is predicted to be affected during the 1 in 100-year (1% Annual Exceedance Probability) event. The fluvial risk is therefore considered moderate in this specific location.

5.10.4 Paragraph 167 of the NPPF dictates all proposals should apply a sequential, risk-based approach to the location of development that accounts for all sources of flood risk. The site's location relative to the area of flood risk is fixed. The proposal, including the secondary access at Egerton Street, is considered to be dual "Water Compatible" and "Less Vulnerable" development against the NPPF's criteria for flood risk vulnerability¹⁴ and so the exception test does not apply.

5.10.5 The FRA also contains a proposed drainage strategy to manage surface water runoff, which accounts for a 35% increase in rainfall for the River Irwell catchment due to climate change. Due to a lack of flood events recorded across the viaduct's span, it is considered the existing level of rainwater runoff is acceptable. The drainage strategy instead focuses on attenuation to account for the climate change uplift. Additional run-off is to be collected by a series of gullies and channels and stored in cellular storage system such as

¹⁴ NPPF Annex 3

“permavoid”.¹⁵ These provide a dual function of managing the flow of water to existing outfalls and providing irrigation to the vegetated areas of the WaterAid garden. Regular inspections are recommended to maintain the life of the attenuation features.

- 5.10.6 An existing public foul water sewer culvert is present at the nearby Duke Street. It is proposed that the toilets within the new staff welfare centre will connect to this directly, via a downpipe from the viaduct to the subsurface pipe connection.
- 5.10.7 Overall, it is demonstrated that the flood risk associated with the proposal is low, and the proposal incorporates a sustainable drainage system and appropriate foul water drainage. For these reasons, it meets the relevant policy directives.

5.11 Geotechnical and Contamination

- 5.11.1 Due to the city’s industrial past, land contaminated with pollutants is common. Policy EN 18 of the Core Strategy set out the priority given to the remediation of contaminated land. This is consistent with the outcomes sought by Places for Everyone Policy JP-S1 and paragraphs 124 and 180 of the NPPF.
- 5.11.2 A Geotechnical and Geoenvironmental Desk Study, as well as a Ground Investigation and Contaminated Land Risk Assessment have been prepared and submitted with this application. They identify that there are potential sources of contamination within the ballast along the viaduct, from flaking paint

¹⁵ Flood Risk Assessment Figures 12 to 14

from the eastern steel viaduct structure and from historical development at ground level. Further, there is moderate to high risk of unexploded ordnance.

- 5.11.3 A full geotechnical and geoenvironmental risk register is provided in Section 6 of the Desk Study. It recommends a number of additional investigations are carried out to fully determine the risk and mitigation measures, which can be incorporated into a Construction Environmental Management Plan. It is considered that these additional investigations can be conditioned as part of an approval and will ensure management and remediation in line with the relevant policies.

5.12 Noise

- 5.12.1 Policy DC 26 of the extant UDP states that the Council will consider the effects of noise generated by new developments and this also generally considered in Core Strategy Policy DM 1 when considering effects on surrounding amenity. The PPG states planning decisions need to take account of the acoustic environment, but that noise has no adverse effect so long as the exposure does not cause any change in behaviour, attitude or other physiological responses of those affected by it¹⁶.
- 5.12.2 An Acoustic Assessment has been prepared and submitted with this application, which takes into consideration the above policies as well as the Council's Planning and Noise Technical Guidance 2022, the Noise Policy

¹⁶ PPG Paragraph: 005 Reference ID: 30-005-20190722

Statement for England and pre-application consultation with the Council's Environmental Health department.

- 5.12.3 Table 1 of the assessment identifies that the main noise-sensitive receptors in the area are the residential units within the Potato Wharf development, north west of the Phase 2 segment of the viaduct. Existing sources of noise in the area include operational rail and tram noise and traffic along Egerton Street. Noise generation for this proposal is anticipated from three main sources: day-to-day patronage, plant machinery and intermittent events. The Council's guidelines state that entertainment noise, plant noise and the overall development should achieve a rating level of 5 decibels (dB) L_{Ae} below the 'typical' background levels, which are detailed in Table 6 of the Acoustic Assessment.
- 5.12.4 Patron noise has been assessed against the assumption of 300-400 daily visitors, but the Acoustic Assessment notes that there is no recognised method for calculating the outdoor noise levels from patrons. A qualitative assessment has been made instead. It is concluded that a combination of the varying patron levels, inherently relaxed nature of the proposed land use, general rules enforced by the NT (e.g. staff discouraging portable music devices, shouting) and existing background noise will not generate a significant risk to amenity.
- 5.12.5 For plant machinery (such as the outdoor air-cooled heat pump condensing unit attached to the Engagement Centre), the assessment demonstrates that the

operational noise levels are 5 dB LAeq below the background levels for the relevant receptors.¹⁷

- 5.12.6 Regarding events, much of the Environmental Health officer's feedback was around mitigating event noise. Due to the unknown nature of the types of events proposed, the Acoustic Assessment outlines what noise levels should not be exceeded for entertainment noise and music.¹⁸ It is expected that a suitably worded condition is imposed to help control event noise to an acceptable level.
- 5.12.7 Key recommendations from the Acoustic Assessment include implementation of audio-masking installations (e.g. rustling plants, water features) and control of events (e.g. mainly daytime events). The DAS illustrates the range of vegetation proposed and the WaterAid Garden which would provide suitable levels of audio-masking.

5.13 Lighting

- 5.13.1 Core Strategy DM 1 states that all development must consider the impact on surrounding areas across many aspects, including lighting. This is supported by NPPF paragraph 191, which aims to limit light pollution from artificial light, as well as the PPG, which directs applicants to consider the amenity and ecology impacts of new light installations.¹⁹

¹⁷ *Acoustic Assessment Table 10*

¹⁸ *Acoustic Assessment Tables 8 and 9*

¹⁹ *PPG Paragraph: 002 Reference ID: 31-002-20191101*

- 5.13.2 The impact of lighting on local ecology has already been addressed under section 5.9 of this statement.
- 5.13.3 A Lighting Design Report has been prepared and submitted with this application. For Phase 2, it is intended to continue the principles of warm colour temperature and low-level lighting from Phase 1. Lighting along the main walkway will comprise a mix of ground-mounted bollards, small fixtures within the planting and small spike or ceiling-mounted spotlights. All of the lighting proposed has been designed with regard to the lighting standards and guidance²⁰ and an indicative schedule of fixtures cross referenced with a layout plan has been provided.²¹
- 5.13.4 As ambient, low-level lighting is proposed throughout the majority of the viaduct, it is not considered this would adversely affect the amenity of neighbouring residents in Potato Wharf and other apartment blocks, located in excess of 15m away.

5.14 Crime, Security and Safety

- 5.14.1 One of the aspects of Core Strategy Policy DM 1 is that development should have regard to community safety. This is supported by Chapter 8 of the SPD, which requires applicants to demonstrate how crime prevention measures have been considered in the design of the proposal. Paragraph 96 of the NPPF aims

²⁰ *Lighting Design Report paragraph 1.2.1*

²¹ *Lighting Design Report Sections 7 and 8*

to create environments where crime and disorder, and the fear of crime, do not undermine the quality of life.

- 5.14.2 As part of the pre-application process (see Table 2 - Pre-application consultation schedule), the applicant commissioned a Crime Impact Statement from Greater Manchester Police's Design for Security team. The core recommendations received were to extend the CCTV system, maintain good visibility sightlines and robustly secure the newly proposed secondary access.
- 5.14.3 The DAS²² confirms that the CCTV system will be extended throughout Phase 2 in conjunction with the proposed lighting strategy, and that wildflowers will not exceed 500mm in height to maintain sightlines. Generally, corners and blind spots are avoided throughout the garden design, and 1.1m-high mesh guarding frames the viaduct to avoid direct interaction with the viaduct edge. Within The Broadwalk, exclusion zones and 2.4m-high mesh profile fencing have been implemented to isolate visitors from the overbridge edge and the active tramlines. At the Egerton Street access, additional lighting and CCTV are proposed to ensure additional security and sense of safety at the street level.
- 5.14.4 A Concept Fire Strategy is submitted with this application. It sets out that the proposed arrangement could be suitably evacuated at an acceptable rate, and recommendations include the installation of additional fire alarms and reasonable compliance with British Standard 999 for the new lift. A final Fire

²² DAS pages 96 to 98

Strategy is dependent on detailed design and so it is requested that this is conditioned to any approval.

- 5.14.5 The NT has appended a dedicated Emergency Evacuation Plan, and Fire, Arson and Site Risk Assessments to their Operational Overview. These relate specifically to Phase 1, but the principles are intended to be applied to Phase 2 via updates. Adherence to these procedures will ensure the ongoing safety of staff and visitors alike.
- 5.14.6 Overall, the proposal aligns with Policy DM 1 and meets the recommendation of Greater Manchester Police's Crime Impact Assessment; a detailed fire strategy and risk assessments can readily be conditioned to any approval.

5.15 Construction and Waste Management

- 5.15.1 Policy EN 19 of the Core Strategy requires all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised. Daily waste will be managed via on-site waste disposal receptors and contractors in accordance with their Waste Management Instruction.
- 5.15.2 A Draft Construction Management Plan has been submitted which sets out the various guidelines and principles to be adhered to during construction. These include setting out a communication and complaints procedure, managing working hours, establishing clear responsibilities, undertaking risk assessments, the management of construction waste, and various other measures detailed in the document. A final Construction and Waste Management Plan can be readily

secured by appropriately worded condition. The submitted document demonstrates how the proposal can meet the requirements of Policy EN 19.

5.16 Residential privacy and amenity

- 5.16.1 Core Strategy Policy DM 1 states that proposals should have regard for the impact to surrounding amenity. Amenity is a broad term, and some of its aspects, such as noise and lighting, have already been addressed in this regard in sections 5.12 and 5.13 of this statement respectively. This section specifically addresses potential effects on the privacy and residential amenity of neighbouring residents.
- 5.16.2 The approved Phase 1 did not have a large number of residential receptors within close range, however, Phase 2 has a closer interface as shown on the “surrounding building types” plan within the DAS.²³ The southernmost upper apartments within Potato Wharf have indirect sightlines from habitable rooms to the proposed Phase 2 park area. To avoid potential adverse impacts on residents’ privacy from guests enjoying and lingering along Phase 2, the path has been narrowed to 1.5m-wide in this location to bring the path away from the northern edge of the viaduct as far as possible. This creates a 15 to 20m separation from the edges of the two Potato Wharf blocks, and further still from windows and balconies (see Figure 11). In conjunction with proposed

²³ DAS page 28

vegetation and the existing lattice girders these indirect sightlines will be further disrupted.

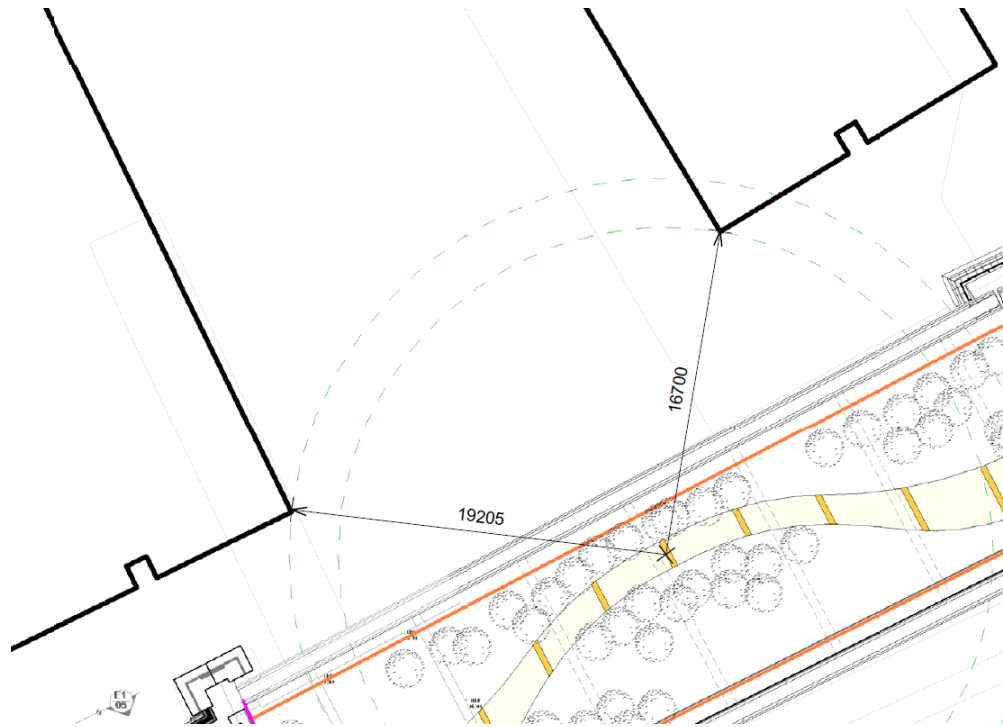


Figure 11 - Extract from the Design and Access Statement showing separation from Potato Wharf (Twelve Architects, 2024)

- 5.16.3 Further, the viaduct is a transitional space and one that is not open all hours of the day. All of these interventions ensure the residential amenity and privacy of people within Potato Wharf and other, more distant apartment blocks will be maintained and respected, meeting the requirements of Policy DM 1.

6.0 SUMMARY OF PROPOSED CONDITIONS

6.1.1 Throughout this statement it has been requested that certain details are conditioned as part of any approval. As per the PPG ²⁴ any conditions must satisfy the six tests. The proposed condition areas have been collated in this section for convenience.

- Waste Proforma and waste management details.
- Full details of remedial works.
- Noise levels.
- The recommendations of the Geotechnical and Geoenvironmental Risk Register.
- Final design of staff welfare centre.
- Fire Strategy and Phase 2 Risk Assessments.
- Final Construction Management and Waste Plan.
- Construction phasing.
- Ecology surveys and adherence to the Draft Habitat Management and Monitoring Plan.

²⁴ PPG Paragraph: 003 Reference ID: 21a-003-20190723

7.0 CONCLUSION

- 7.1.1 This statement has described the basis on which planning permission and listed building consent is sought, provided an overview of the existing site and its context, a description of the proposal and an assessment of the relevant national and local policy considerations, broken down into topic areas. It is supported by evidence of extensive pre-application consultation, and a large suite of supporting documents.
- 7.1.2 Phase 1 of Castlefield Viaduct has been a significant success in many facets; from the successful re-use of a disused railway to the provision of a new green space in the heart of the city. It is a demonstrable asset to the community and there are substantial benefits to establishing it on a permanent basis.
- 7.1.3 It is also clear from the Statement of Community Involvement that the operational Phase 1, proposed Phase 2 and aspirational Vision Scheme has overwhelming public support.
- 7.1.4 For Phase 2, many of the same built intervention principles applied to Phase 1 can be seamlessly extended. For the reasons set out in this statement and supporting documentation, it is considered that any adverse impacts to heritage, transport, accessibility, ecology, biodiversity, contamination, noise, lighting, safety and residential amenity, are avoided, can be suitably mitigated or managed through appropriately worded conditions.
- 7.1.5 Key benefits of the proposal include:

- An extended urban park which will build on the popularity and value of Phase 1.
- Bringing the remainder of the disused Castlefield Viaduct back into public use.
- An improved, replacement staff welfare centre with incorporated WCs, providing a better experience for employees and visitors alike.
- A new home for the award-winning WaterAid Garden, enabling it to be enjoyed by the public for longer.
- 24.66% biodiversity net gain
- Secondary access to Egerton Street which is accessible to people of limited mobility. This also provides a new thoroughfare through Manchester during opening times.

7.1.6 For the reasons set out in the statement and supporting documentation, permission should be granted for the new change of use, permanent change of use and listed building consent. In doing so, the next step in delivering the NT's Vision Scheme can be secured.

Appendix A - Policy schedule

Project name: Castlefield Viaduct

Local Authority: Manchester City Council

Purpose of this policy schedule

This schedule presents a summary of national and local planning policies relevant to the proposed development. This schedule has been used to inform the planning analysis section of the application Planning Statement. The documents considered in this schedule are listed below, followed by tables detailing relevant policies and a short note regarding the relevance to the proposed development. For full details of the analysis of the relevant policies please refer to the main Planning Statement.

National Planning Policy Documents

The national planning policy documents relevant to the proposal are:

1. National Planning Policy Framework (December 2023)
2. Planning Practice Guidance (Revised on 5 September 2023)

Local Planning Policy Documents

The policies which are used to manage development in Manchester City Council are those set out in the:

1. Manchester Core Strategy 2012
2. Supplementary Planning Documents
 - Guide to Development in Manchester (April 2007)
3. Extant Unitary Development Policies (Saved July 2012)
 - City Wide Development control policies
 - City Centre Small Area Policies

Joint Development Plan Documents

1. Places for Everyone Joint development plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (adopted 21 March 2024)

Policy Schedule – Castlefield Viaduct

National Planning Policy Framework (2023)		
Chapter	Paragraph number and text (abridged)	Comments
<i>All chapters not listed in this table</i>	<i>Various</i>	<i>The policies not listed in this table are either irrelevant to the proposal or do not require further commentary.</i>
2. Achieving sustainable development	<i>Paragraph 8-</i> sustainable development should entail three overarching objectives- economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways. • Economic: supporting a strong economy by ensuring appropriate land availability, infrastructure, and innovation support. • Social: fostering vibrant communities through adequate housing, well-designed spaces, and accessible services that promote well-being. • Environmental: protecting and enhancing the environment (natural, built and historic), including land use efficiency, biodiversity, resource management, waste reduction, and climate change mitigation	The proposal supports these objectives in the following ways Economic – Supports Manchester and Castlefield as a destination, with a knock-on effect for local businesses. Social – Provides an expanded meeting and leisure space. Environmental – Achieves over 10% Biodiversity Net Gain and brings disused, vacant brownfield land back into use.
7. Ensuring vitality of town centres	<i>Paragraph 90-</i> planning decisions should support the role of town centres for local communities by defining a network and hierarchy of town centres to promote their long-term vitality and viability.	Castlefield Viaduct will serve as a destination and meeting/leisure area, ensuring more people visit and linger in the centre.

Policy Schedule – Castlefield Viaduct

National Planning Policy Framework (2023)		
Chapter	Paragraph number and text (abridged)	Comments
8. Promoting healthy and safe communities	<i>Paragraph 96 to 98-</i> Planning policies and decisions should aim to create healthy, inclusive, and safe communities with beautiful buildings. This includes promoting social interaction through mixed-use developments and pedestrian-friendly layouts, ensuring safety and accessibility through well-designed public spaces and routes, and supporting healthy lifestyles with green infrastructure and local amenities. To meet community needs, policies should plan for shared spaces, community facilities, and services, support local health and well-being strategies, prevent the loss of valued facilities, and promote modernization while integrating housing, economic activities, and community services. Additionally, estate regeneration should consider social, economic, and environmental benefits. <i>Paragraph 102-</i> Public open spaces should offer opportunities to better health and wellbeing and deliver wider benefits of nature and support efforts to address climate change.	The proposal is a prime example of a well-designed, pedestrian-focused public space. Accessibility is considered through use of ramps, surfaces, and lift access, and its links to public transport nodes like the Metrolink. It is a multi-functional urban park, accommodating a range of needs from individual leisure to community facilities/exhibitions. It provides a net gain in biodiversity and considered landscape treatments, including the WaterAid Garden which brings attention to wider environmental sustainability. Safety has been considered through a range of methods like lighting and CCTV.
9. Promoting sustainable transport	<i>Paragraph 108-</i> Transport issues should be considered from the earliest of development proposals so impacts and opportunities can be identified. <i>Paragraph 114-</i> When assessing sites, appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access to the site can be achieved for all users.	The proposal is located within the city centre, three-minute walk from Deansgate- Castlefield Metrolink stop and within 10-minute walk to Deansgate Railway Station.

Policy Schedule – Castlefield Viaduct

National Planning Policy Framework (2023)		
Chapter	Paragraph number and text (abridged)	Comments
		Level access for people of limited mobility is available via the unnamed road and car park east of the site's entrance, which links to Deansgate-Castlefield Metrolink station. Both lift and stair access are achievable from ground level at Beaufort Street, adjacent to the site entrance. Three secure bicycle storage units are available on the viaduct deck, with room for six bikes. The site currently has access via a stairwell and a lift. The proposal will provide an additional pedestrian access from Egerton Street.
11. Making effective use of land	<i>Paragraph 123-</i> Decisions should promote an effective use of land in meeting the need for various uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. <i>Paragraph 124 c-</i> planning decisions should weigh the value of using suitable brownfield land within identified needs and support appropriate opportunities to remediate underutilised land.	The subject site is a disused railway viaduct within the city centre which has remained vacant since 1969. The proposal will revitalise the site and create new urban green space.

Policy Schedule – Castlefield Viaduct

National Planning Policy Framework (2023)		
Chapter	Paragraph number and text (abridged)	Comments
12. Achieving well-designed and beautiful Places	<i>Paragraph 131-</i> Creating high-quality, beautiful and sustainable buildings and places is fundamental in planning and development. Good design enhances fosters community acceptance and supports sustainable development. Clearly defining design expectations and ensuring effective stakeholder engagement throughout the process is essential for achieving these objectives. <i>Paragraph 135-</i> Decisions should ensure that developments: • function effectively and enhance the area's long-term quality. • are visually appealing through good architecture, layout, and landscaping. • respect local character and history while allowing for appropriate innovation. • foster a strong sense of place, creating inviting environments. • maximize site potential for diverse development while supporting local amenities and transportation. • ensure safety, inclusivity, accessibility, and well-being for all users.	The layout, design, materials, and construction sequences are carefully considered to respect the existing palette and complement it, as per the Design and Access Statement.
16. Conserving and enhancing the historic environment	<i>Paragraph 203-</i> In determining applications, local planning authorities should take account of: • Preserve and enhance heritage assets, utilizing them in sustainable ways. • Recognize how conserving heritage assets boosts community sustainability, including economic aspects.	The submitted Heritage Impact Assessment outlines that there ranges minor adverse to minor beneficial impact to the listed viaduct, and expresses overall the public benefit associated with the

Policy Schedule – Castlefield Viaduct

National Planning Policy Framework (2023)		
Chapter	Paragraph number and text (abridged)	Comments
	- encourage new development making a positive contribution to local - character and distinctiveness. <i>Paragraph 208-</i> When a development may lead to less than substantial harm a heritage asset's significance must be weighed this against the public benefits, including maximizing its practical use.	scheme weighs in the proposal's favour.

National Planning Practice Guidance (5 September 2023)		
Chapter	Paragraph number and text (abridged)	Comments
<i>All chapters not listed in this table</i>	<i>Various</i>	<i>The policies not listed in this table are either irrelevant to the proposal or do not require further commentary.</i>
Biodiversity Net Gain	BNG is a pre- commencement condition. <i>Paragraph: 001 Reference ID: 74-001-20240214</i>	Biodiversity Net Gain Design Stage Assessment concludes that the proposal can readily achieve 24.66% biodiversity net gain, 14.66% more than the minimum required.
Consultation pre decision matters	Sets out the process for efficient and inclusive consultation of planning applications.	See Table 2 of the Planning Statement for the pre-application consultation done to date.

Policy Schedule – Castlefield Viaduct

National Planning Practice Guidance (5 September 2023)		
Chapter	Paragraph number and text (abridged)	Comments
Effective use of land	Where an alternative use for the allocated site is proposed, it will be relevant to consider the extent to which evidence suggests the alternative use would address an unmet need, as well as the implications for the wider planning strategy for the area and other development plan policies. <i>Paragraph: 001 Reference ID: 66-001-20190722 Revision</i> Temporary uses can help improve the physical appearance of vacant or partially utilised land or buildings, and provide space for local services and community spaces until more permanent development is delivered. <i>Paragraph: 003 Reference ID: 66-003-20190722</i>	The proposal will revitalise and bring back into use a vacant site and create new green space. The proposal will showcase various plant species, all of which will be maintained by a National Trust gardener and team of volunteers.
Healthy and safe communities	Planning and health need to be considered together in two ways: • Creating environments that support and encourage healthy lifestyles • Identifying and securing the facilities needed for primary, secondary and tertiary care <i>Paragraph: 001 Reference ID:53-001-20190722</i> A healthy place is one which supports and promotes healthy behaviors and environments and a reduction in health inequalities for people of all ages. It will provide the community with opportunities to improve their physical and mental health, and support community engagement and wellbeing. <i>Paragraph: 003 Reference ID:53-003-20191101</i> Good design that considers security as an intrinsic part of a masterplan or individual development can help achieve places that are safe as well as attractive, which function well, and which do not need subsequent work to	The proposed scheme is pedestrian and open-space focused and so inherently promotes the healthy aspect of people's lifestyles. A Crime Impact Statement has been prepared and the proposal has responded to the recommendations therein, such as providing sufficient sightlines, lighting and CCTV.

Policy Schedule – Castlefield Viaduct

National Planning Practice Guidance (5 September 2023)		
Chapter	Paragraph number and text (abridged)	Comments
	achieve or improve resilience. However good security is not only about physical measures and design; it requires risks and mitigation to be considered in a holistic way. <i>Paragraph: 010 Reference ID:53-010-20190722</i>	
Historic environment	Any decisions where listed buildings and their settings and conservation areas are a factor must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 (in particular sections 16, 66 and 72) as well as applying the relevant policies in the development plan and the National Planning Policy Framework. <i>Paragraph: 001 Reference ID: 18a-001-20190723</i> Understanding the significance of a heritage asset and its setting from an early stage in the design process can help to inform the development of proposals which avoid or minimise harm. Analysis of relevant information can generate a clear understanding of the affected asset, the heritage interests represented in it, and their relative importance. <i>Paragraph: 008 Reference ID: 18a-008-20190723</i> Conservation is an active process of maintenance and managing change. It requires flexible and thoughtful approach to get the best of out of assets as diverse as listed buildings in everyday use. <i>Paragraph: 002 Reference ID: 18a-002-20190723</i> In cases where both a Design and Access Statement and an assessment of the impact of a proposal on a heritage asset are required, applicants can avoid unnecessary duplication and demonstrate how the proposed design	The submitted Heritage Impact Assessment outlines that there ranges minor adverse to minor beneficial impact to the listed viaduct, and expresses overall the public benefit associated with the scheme weighs in the proposal's favour.

Policy Schedule – Castlefield Viaduct

National Planning Practice Guidance (5 September 2023)		
Chapter	Paragraph number and text (abridged)	Comments
	has responded to the historic environment through including the necessary heritage assessment as part of the Design and Access Statement. <i>Paragraph: 012 Reference ID: 18a-012-20190723</i> The NPPF requires any harm to designated heritage assets to be weighed against the public benefits of the proposal. Heritage benefits may include- • Sustaining or enhancing the significance of a heritage asset and the contribution of its setting. • Reducing or removing risks to a heritage asset. <i>Paragraph: 020 Reference ID: 18a-020-20190723</i>	
Land affected by contamination	Contamination is more likely to arise in former industrial areas. <i>Paragraph: 003 Reference ID: 33-003-20190722</i>	Due to the city's industrial past, land contaminated with pollutants is common. This application is accompanied by a Geotechnical Geoenvironmental Desk Study. Investigations suggested in this report can be conditioned as a part of approval and will be addressed in Construction Environmental Management Plan.
Noise	When preparing plans, or taking decisions about new development, there may also be opportunities to make improvements to the acoustic environment. Good acoustic design needs to be considered early in the	The submitted Acoustic Assessment considers the noise generated from the proposal to be acceptable and makes recommendations in relation

Policy Schedule – Castlefield Viaduct

National Planning Practice Guidance (5 September 2023)		
Chapter	Paragraph number and text (abridged)	Comments
	planning process to ensure that the most appropriate and cost-effective solutions are identified from the outset. <i>Paragraph: 001 Reference ID: 30-001-20190722</i>	to audio-masking design provisions (e.g. rustling plants, water features) and control of events (e.g. mainly daytime events). The Design Access Statement illustrates the range of vegetation proposed and the WaterAid Garden which would provide suitable levels of audio-masking.
Open space, sports and recreation facilities, public right of way and local green space	Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure. <i>Paragraph: 001 Reference ID: 37-001-20140306</i>	The design seeks to create meaningful, multifaceted open space that celebrates and harmonises both nature and the industrial urban environment.
Water supply, wastewater, and water quality	To ensure a site is suitable for its new use and to prevent unacceptable risk from pollution, the implications of contamination for development should be considered through the planning process to the extent that it is not addressed by other regimes. <i>Paragraph: 002 Reference ID: 33-002-20190722</i> Contamination is more likely to arise in former industrial areas however, it may also be present in other locations including in the countryside (e.g. by inappropriate spreading of materials).	A full drainage strategy is included in the Flood Risk Assessment which outlines how the proposal's surface water drainage will be managed.

Policy Schedule – Castlefield Viaduct

National Planning Practice Guidance (5 September 2023)		
Chapter	Paragraph number and text (abridged)	Comments
	<i>Paragraph: 003 Reference ID: 33-003-20190722</i>	

Local Plan- Manchester's Local Development Framework- Core Strategy (July 2012)		
Chapter	Paragraph number and text (abridged)	Comments
<i>All chapters not listed in this table</i>	<i>Various</i>	<i>The policies not listed in this table are either irrelevant to the proposal or do not require further commentary.</i>
Policy SP 1 Spatial Principles	The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. The development should create well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income, protect and enhance the built and natural environment.	Phase 1 will be established on a permanent basis, providing longer term security to a proven and well-valued community asset. The Phase 2 expansion will bring a larger extent of the derelict, listed viaduct back into public use. The National Trust project that 130,000 people will visit
Policy CC 4 Visitors- Tourism, Culture and Leisure	The City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported.	Phase 2 each year. The City Centre will be enhanced with a bigger, more accessible urban park which celebrates a designated heritage asset.

Policy Schedule – Castlefield Viaduct

Local Plan- Manchester's Local Development Framework- Core Strategy (July 2012)		
Chapter	Paragraph number and text (abridged)	Comments
Policy CC 5 Transport	Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements	Close proximity to public transport will encourage visitors to opt for sustainable transportation options when visiting the site.
Policy CC 8 Change and renewal	The City Council favors development that aligns with its vision for the City Centre, particularly large-scale schemes that boost employment, retail growth, and accessibility. Proposals must consider the city's heritage and character. Support, including site assembly, may be provided for projects enhancing social, economic, or environmental well-being. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.	See response to Policy SP 1 Spatial Principles
Policy CC 9 Design and Heritage	Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.	The submitted Heritage Impact Assessment outlines that there ranges minor adverse to minor beneficial impact to the listed viaduct, and expresses overall the public benefit associated with the scheme weighs in the proposal's favour.
Policy CC 10 A place for Everyone	The City Centre will develop as a location which appeals to wider range of residents and visitors. It aims to prioritize diverse activities, especially	See response to Policy SP 1 Spatial Principles

Policy Schedule – Castlefield Viaduct

Local Plan- Manchester's Local Development Framework- Core Strategy (July 2012)		
Chapter	Paragraph number and text (abridged)	Comments
	family-oriented and ensure high standards of accessibility across buildings and spaces.	
Policy C 1 Centre Hierarchy	Development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres.	The proposal is located within the city centre.
Policy C 10 Leisure and Evening Economy	New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted.	Castlefield Viaduct will serve as a destination and meeting/leisure area, ensuring more people visit and linger in the centre. Nighttime economy can benefit from onward travel after visiting the viaduct.
Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices.	Close proximity to public transport will encourage visitors to opt for sustainable transportation options when visiting the site. The proposal also achieves in excess of 10% Biodiversity Net Gain, introducing a plethora of new planting to the site.
Policy EN 9 Green Infrastructure	New development will be expected to maintain existing green infrastructure in terms of it's quantity, quality and multiple function.	The proposal incorporates a detailed planting schedule and achieves 24.66% Biodiversity Net Gain.

Policy Schedule – Castlefield Viaduct

Local Plan- Manchester's Local Development Framework- Core Strategy (July 2012)		
Chapter	Paragraph number and text (abridged)	Comments
Policy EN 14 Flood Risk	In line with risk based sequential approach contained within PPS25 development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding.	Flood risk associated with the proposal is low, and the proposal incorporates a sustainable drainage system and appropriate foul water drainage.
Policy EN 16 Air Quality	The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.	The proposal does not generate traffic in and of itself. The proposal incorporates a detailed planting schedule and achieves 24.66% Biodiversity Net Gain, assisting with CO2 absorption.
Policy EN 18 Contaminated Land and Ground Quality	The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.	Due to the city's industrial past, land contaminated with pollutants is common. This application is accompanied by a Geotechnical Geoenvironmental Desk Study. Investigations suggested in this report can be conditioned as a part of approval and will be addressed in Construction Environmental Management Plan.

Policy Schedule – Castlefield Viaduct

Local Plan- Manchester's Local Development Framework- Core Strategy (July 2012)		
Chapter	Paragraph number and text (abridged)	Comments
Policy EN 19 Waste	The council will: • Require all developers to submit a waste management plan. • Require waste management practices to have full regard to the environmental, social and economic impacts. • Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.	A Construction Management Plan Framework and Principles document has been submitted in the interim which sets out the high-level principles which will inform a final Construction and Waste Management Plan.
Policy T1 Sustainable Transport	To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The council will support proposals that- • Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. • Improve pedestrian routes and the pedestrian environment • Contribute to improvements to the extent and reliability of the public transport network.	The proposal will provide a new green space with great connections to various forms of transport within Manchester. Accessibility that takes account of mobility needs is achieved through select surfaces, path width, ramps and a lift.
Policy T2 Accessible areas of opportunity and need	The Council will actively manage the pattern of development to ensure that new development is: • Located to ensure good access to the City's main economic drivers. • Easily accessible by walking, cycling and public transport.	The proposal is located within the city centre, a three-minute walk from Deansgate- Castlefield Metrolink stop and within a 10-minute walk to Deansgate Railway Station.

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Local Plan- Manchester's Local Development Framework- Core Strategy (July 2012)		
Chapter	Paragraph number and text (abridged)	Comments
Policy EC 8 Central Manchester	The Council will promote development which has had regard to Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations.	
Policy EN 1 Design principles and strategic character areas	Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles (as listed in NPPG), reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives. Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the city's permeability should be considered in all proposals.	The submitted Design and Access statement clearly responds to all of these matters.
Policy EN 3 Heritage	Council will encourage developments that compliments and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.	For further details please see the attached which covers these details: 1. Design Access Statement and Heritage 2. Statement of Heritage Significance 3. Heritage Impact Assessment
Policy EN 8 Adaptation to climate change	All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. The list includes but not limited to:	The submitted Flood Risk Assessment outlines how a 35% climate change allowance has been incorporated into the assessment for

Policy Schedule – Castlefield Viaduct

Local Plan- Manchester's Local Development Framework- Core Strategy (July 2012)		
Chapter	Paragraph number and text (abridged)	Comments
	• Minimization of flood risk • Reduction in urban heat island effect Linked and diverse green space to enhance natural habitat.	flood risk and drainage. Due to the site's elevated position it is considered this can be readily accommodated in the design.
Policy EN 10 Safeguarding Open Space, Sport and Recreation Facilities	Council seeks to retain and improve open spaces/ recreation facilities provide a network of diverse, multi-functional open spaces such as: • Improve the quality of open space • Improve access to disabled people • Increase accessibility to green corridors and enhance biodiversity.	Phase 1 will be established on a permanent basis, providing longer term security to a proven and well-valued community asset. The Phase 2 expansion will bring a larger extent of the derelict, listed viaduct back into public use. The National Trust project that 130,000 people will visit Phase 2 each year. The City Centre will be enhanced with a bigger, more accessible urban park which celebrates a designated heritage asset.
Policy EN 11 Quantity of Open Space, Sport and Recreation	• The council will seek provision of new open and recreational spaces where a shortage is identified and within strategic housing locations are proposed for development.	
Policy EN 12 Area priorities for Open Space, Sport and Recreation.	To enhance quality of existing areas and integrate new facilities within the character of the area.	
Policy EN 15 Biodiversity and Geological Conservation	The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site.	As mentioned, the proposal achieves 24.66% Biodiversity Net Gain and introduces well-considered new landscaping treatments. Please see

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Local Plan- Manchester's Local Development Framework- Core Strategy (July 2012)		
Chapter	Paragraph number and text (abridged)	Comments
		the Preliminary Ecology Appraisal and BNG reports submitted for more detail.
Policy DM 1 Development Management	All new developments should follow the 'Development Principles' and accord with the design guidance set out in the Supplementary Planning Documents.	Section 5 of the Planning Statement outlines in detail how the proposal has considered the various development management principles.

SPD- Guide to Development in Manchester (April 2007)		
Chapter	Paragraph number and text (abridged)	Comments
<i>All chapters not listed in this table</i>	<i>Various</i>	<i>The policies not listed in this table are either irrelevant to the proposal or do not require further commentary.</i>
2. Design	Developments should cater for character and context; continuity and enclosure; legibility; ease of movement; quality of the public realm; diversity and adaptability.	The submitted Design and Access statement clearly responds to all of these matters.
3. Accessibility	The Council recognises that inclusive design needs to take account of cross-impairment and community based issues. Council's vision is for Manchester to be recognised as the most accessible City in Europe.	Accessibility is considered through use of ramps, surfaces, and lift access, and its links to public transport nodes like the Metrolink.

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SPD- Guide to Development in Manchester (April 2007)		
Chapter	Paragraph number and text (abridged)	Comments
4. Environmental standards	Council wants to work with developers to deliver achievable, financially viable approaches to all aspects of sustainability. Developments that help to secure long-term economic growth should also be able to adapt to a changing environment, and to maintain and improve the quality of life essential to the residents, businesses and users of Manchester. The Council is committed to making Manchester "the Greenest City in Britain".	The proposal can readily achieve 24.66% biodiversity net gain, 14.66% more than the minimum required and the proposed drainage strategy accounts for a 35% climate change uplift.
8. Community safety and crime prevention	Applicants are encouraged to use the Secured By Design Accreditation Scheme administered by the Greater Manchester Police Architectural Liaison Unit. Under this scheme developers are advised to seek advice on crime prevention guidance and to seek specialist advice.	A Crime Impact Statement was commissioned (also submitted with this application) from the Greater Manchester Police's Design for Security team. The recommendations from the report have been addressed in the proposal.
9. Design for health	The Council wants to ensure that development works to improve the health of Manchester's residents by improving- active lifestyle, building opportunities for socializing etc.	The proposed scheme is pedestrian and open-space focused and so inherently promotes the healthy aspect of people's lifestyles. A Crime Impact Statement has been prepared and the proposal has responded to the recommendations therein, such as providing sufficient sightlines, lighting and CCTV.

Policy Schedule – Castlefield Viaduct

SPD- Guide to Development in Manchester (April 2007)		
Chapter	Paragraph number and text (abridged)	Comments
11. The City's Character Areas	Developers must have regard to those particular elements that make up the character of these different areas when bringing forward proposals for either new development or the alteration of existing buildings. Open Spaces, Rivers and Canals- Significant developments close to such amenities will be expected to contribute to their biodiversity, and their improvement and enhancement; and every opportunity will be taken to increase access to the City's waterways. Conservation Areas- Standard corporate architectural and urban village design solutions for development in these areas are unlikely to be appropriate, and proposed developments should be designed in a manner that takes account of their context.	This part of the Guide does not have SPD status but identifies the key characteristics of areas within the City, highlighting the important development issues and priorities for each area and describing the kinds of development that will be welcomed in each area. This policy schedule has already addressed how the proposal responds to the local biodiversity and heritage context.
12. The City Centre	The City Centre boasts a number of distinct areas, each of which has a unique character and appearance. The distinct character of each of these areas will be enhanced, and future developments will be required to respect the particular character of each area.	For further details please see the attached which covers these details.: 1. Design Access Statement and Heritage 2. Statement of Heritage Significance 3. Heritage Impact Assessment

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UDP- City Wide Development control policies		
Chapter	Paragraph number and text (abridged)	Comments
<i>All chapters not listed in this table</i>	<i>Various</i>	<i>The policies not listed in this table are either irrelevant to the proposal or do not require further commentary.</i>
Conservation Areas	DC18.1 The Council will give particularly careful consideration to development proposals within Conservation Areas. The Council will seek to preserve and enhance the character of its designated conservation areas.	The submitted Heritage Impact Assessment outlines that there ranges minor adverse to minor beneficial impact to the listed viaduct, and expresses overall the public benefit associated with the scheme weighs in the proposal's favour.
Listed buildings	DC19.1 In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting.	
Development and noise	DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. DC26.2 New noise-sensitive developments including large-scale changes of use of existing land or buildings will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.	The submitted Acoustic Assessment considers the noise generated from the proposal to be acceptable and makes recommendations in relation to audio-masking design provisions (e.g. rustling plants, water features) and control of events (e.g. mainly daytime events). The Design Access Statement illustrates the range of vegetation proposed and the WaterAid Garden

Policy Schedule – Castlefield Viaduct

UDP- City Wide Development control policies		
Chapter	Paragraph number and text (abridged)	Comments
		which would provide suitable levels of audio-masking

Places for Everyone 2022- 2039 (Adopted 21 March 2024)		
Chapter	Paragraph number and text (abridged)	Comments
<i>All chapters not listed in this table</i>	<i>Various</i>	<i>The policies not listed in this table are either irrelevant to the proposal or do not require further commentary.</i>
JP-Strat2: City Centre	Improvements in the public realm, walking and cycling facilities, and green infrastructure will help to enhance the local character and environmental quality of the City Centre so that it can rival city centres across the globe, enabling it to compete effectively at the international level for investment, businesses, skilled workers, residents and tourists. The new functions within the City Centre will be delivered in a way that complement, rather than displace the area's non-residential functions and will seek to protect and enhance the city centre's historic environment and assets.	See response to NPPF Paragraph 8. Promoting healthy and safe communities and Paragraph 16. Conserving and enhancing the historic environment.
JP-Strat14: A Sustainable and Integrated Transport Network	New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.	The proposal is located within the city centre, a three minute-walk from Deansgate- Castlefield Metrolink stop and within 10-minute walk to Deansgate Railway Station.

Policy Schedule – Castlefield Viaduct

Places for Everyone 2022- 2039 (Adopted 21 March 2024)		
Chapter	Paragraph number and text (abridged)	Comments
		Level access for people of limited mobility is available via the unnamed road and car park east of the site's entrance, which links to Deansgate-Castlefield Metrolink station. Both lift and stair access are achievable from ground level at Beaufort Street, adjacent to the site entrance. Three secure bicycle storage units are available on the viaduct deck, with room for six bikes The site currently has access via a stairwell and a lift. The proposal will provide an additional pedestrian access from Egerton Street
JP-S1: Sustainable Development	To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.	The proposal incorporates a detailed planting schedule and achieves 24.66% Biodiversity Net Gain, assisting with CO2 absorption, and does not worsen flood risk.
JP-S2: Carbon and Energy	The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including-	Sustainable construction methodology will be in line with the National Trust's internal policies.

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Places for Everyone 2022- 2039 (Adopted 21 March 2024)		
Chapter	Paragraph number and text (abridged)	Comments
	• Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling. • Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree planting and natural flood management techniques.	
JP-S5: Clean Air	Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.	The proposal is located within the city centre, three-minute walk from Deansgate- Castlefield Metrolink stop and within 10-minute walk to Deansgate Railway Station. Accessibility to public transport will encourage visitors to switch to public transport. This will in turn reduce carbon emissions from private vehicles in the city centre.
JP-G6: Urban Green Space	LPA should work with developers and stakeholders to deliver high quality urban green spaces. Development should be designed to support the positive use of nearby green spaces by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.	See response to NPPF Chapter 8 and 12.

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Places for Everyone 2022- 2039 (Adopted 21 March 2024)		
Chapter	Paragraph number and text (abridged)	Comments
JP-G8: A Net Enhancement of Biodiversity and Geodiversity	Throughout local planning and associated activities and a net enhancement of biodiversity resource will be sought.	The proposal can readily achieve 24.66% biodiversity net gain, 14.66% more than the minimum required.
JP-P1 Sustainable Places	Aim to become one of the most livable cities consisting of a series of beautiful, healthy and varied places that are consistent with the following- • Enhances historic environment, local history and culture • Visually stimulating creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design. • Reducing opportunities for anti- social behaviour. • Ensuring the development make appropriate provision for response and evacuation in case of emergency of disaster. • Supported by critical infrastructure water/ drainage/ green spaces) • Legible, easy to navigate, with protection and enhancement of key views and new development being well integrated. • Easy to move around for those of all mobility levels and well-integrated with public transport.	See response to NPPF Chapter 8.
JP-P2: Heritage	The LPA proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets,	See response to NPPF Paragraph 16.

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Places for Everyone 2022- 2039 (Adopted 21 March 2024)		
Chapter	Paragraph number and text (abridged)	Comments
	as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.	
JP-P3: Cultural Facilities	Protecting existing heritage and, cultural and community venues. Supporting development of new cultural venues in town center with good public transport connectivity. Enhancing existing, locally distinct clusters of cultural facilities that provide an anchor for local regeneration and town centre renewal. Considering the use of vacant properties to stimulate vibrancy and viability and promote diversity. Maximising opportunities for redundant heritage assets and the role they can play in economic and social well-being.	Please see JP-Strat14: A Sustainable and Integrated Transport Network and JP-P2: Heritage.
JP-P6: Health	To tackle health inequality new development will be required as far as practicable to: Support healthy lifestyle by promoting active design principles making physical activity easy/ practical and attractive choice.	Covered in JP-Strat14: A Sustainable and Integrated Transport Network
JP-C1: An Integrated Network	Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport.	Covered in JP-Strat14: A Sustainable and Integrated Transport Network
JP-C6: Walking and Cycling	In order to help deliver a higher proportion of journeys made by walking and cycling, LPA will support a range of measures- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle.	This proposal will transform the park from just a destination into a throughfare, connecting the area around Beaufort Street with Egerton Street. During opening hours, this

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Chapter	Paragraph number and text (abridged)	Comments
	- Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling. - Further information on the strategic approach to walking and cycling is set out in the Greater Manchester Transport Strategy 2040 refresh.	would eliminate numerous street crossings between these areas for pedestrians. Three secure bicycle storage units are available on the viaduct deck, with room for six bikes.