



CASTLEFIELD VIADUCT PHASE 02

DESIGN & ACCESS STATEMENT

16 AUG 2024
Revision 01



National
Trust

ARUP

BDP.

twelve
architects & masterplanners

Job No: 2413

File name: Castlefield Viaduct Phase 02 Planning, Design & Access Statement

Twelve Architects

Magdalen House
136 - 148 Tooley Street
London SE1 2TU
info@twelvearchitects.com
+44 207 846 2012

00CONTENT

1.0 Introduction	04	4.0 Design response	40		
Report summary	05	Phase 02 Aspirations	41		Waste management strategy 99
Project team	06	Development Phase 01 & 02	42	7.0 Public consultation	100
The Applicant	07	Construction stage 01 / 02 / 03	43	8.0 Design programme	104
Castlefield Viaduct	08	Proposed built / intervention works	44	9.0 Key view visualisations	106
Phase 01 Summary	09	Masterplan development	45		
Vision Scheme	10	Entrance Area	46		
Proposed zones	11	Engagement Centre	48		
Main interventions & descriptions	12	The Garden Horticultural zone	53		
Wider Site Plan	13	The Garden Layout options	55		
		The Garden WaterAid Garden	62		
2.0 Site appraisal	14	The Broadwalk	63		
Wider Setting	15	Egerton Egress	65		
Site Location	16				
Historical context	17	5.0 Landscape strategy	74		
Historic maps	18	Planting strategy	75		
Sun path	21	Planting zones	78		
Heritage Asset Plan	22	Zone 01 Meadow Mounds	80		
Key Views	23	Zone 02 WaterAid Garden	84		
Surrounding building heights	27	Zone 03 Gravel Mosaic Planting	86		
Surrounding building types	28	Planting details	88		
Surrounding building material palette	29				
Local plan policies	30				
Local environmental policies	31	6.0 Services and strategies	90		
		Access route	91		
3.0 Historical asset appraisal	32	Structural strategy Reinforcement	92		
Castlefield Viaduct general summary	33	Structural strategy WaterAid Garden	93		
Current condition details	34	Structural strategy Egerton Egress	94		
Original historic viaduct drawings	37	Secure by Design	96		

01 INTRODUCTION



01 INTRODUCTION

Summary

Report summary

1. This Design & Access Statement, incorporating planning and heritage statements, has been prepared by Twelve Architects with BDP's landscape strategy on behalf of the National Trust. It provides a summary of the project background, context analysis, and outlines our design response for the extension of Castlefield Viaduct urban park towards the disused section of Castlefield Viaduct, Manchester.

The report addresses several interventions proposed for Project Phase 01, including the addition of staff facilities in the entrance area and the aspirational Phase 02 extended garden, featuring the award-winning Royal Horticultural Society WaterAid Garden. Phase 02 also includes a connective Broadwalk linking the historic steel viaduct through the masonry section to a new vertical egress down to Egerton Street (A57) and other interventions.

The intentions of Castlefield Viaduct Development Phase 02 are to:

1. Preserve and enhance Castlefield Viaduct's unique urban quality and heritage.
2. Continue to extend the urban park, enhancing its quality as an urban oasis—a destination like no other that serves a diverse range of people and ages with a diverse range of ideas.
3. Strategically provide through-route access from Deansgate to Egerton Street, opening up opportunities for future phases.
4. Respect the palette of materials and complement them systematically.
5. Be delivered with a sustainable commitment to ensure the site's continuous well-being and the vitality of the neighbouring area.

Supporting Documents

Please refer to application covering letter for a full list of submission documents.



Castlefield Viaduct existing structure

01 INTRODUCTION

Project team

Architecture + Masterplan

Twelve Architects & Masterplanners

Fire Consultant

ARUP

Health & Safety Operations

National Trust

Heritage Consultants

Purcell

Landscape Architecture

BDP

MEP Engineer

ARUP

Planning Advisor

RJP Town Planners

Quantity Surveyors

Stace

Service & Drainage

ARUP

Structural Engineer

ARUP

Transport Consultant

ARUP

01 INTRODUCTION

The Applicant | National Trust

The National Trust

Founded in 1895, over the last 125 years the National Trust has become one of the UK's largest charities, caring for historic places and areas of beautiful countryside.

As a charity The National Trust is committed to protecting and caring for places so people and nature can thrive. Many millions share the belief that nature, beauty and history are for everyone. Looking after the nation's coastline, historic sites, countryside and green spaces, ensuring everyone benefits.

From wild and precious places to the world outside your window the National Trust offers access, enjoyment and a chance for everyone to help out. Nature and the historic environment are under threat. They're essential to everyone, they enrich people's lives and are part of the fabric of society and they urgently need more care.



Powis Castle, Welshpool, Wales



Powis Gardens, Welshpool, Wales

01 INTRODUCTION

Castlefield Viaduct

The site is a Grade II Viaduct that is 330m long and sits in the oldest part of the city – Castlefield. It's an area steeped in rich history. Castlefield is the site of Manchester's Roman origins, the world's first passenger railway, and was the terminus for the Bridgewater Canal, the world's first industrial canal.

Built in 1892 and constructed by Heenan and Froude, the engineers who worked on the iconic Blackpool Tower, the Viaduct was used to carry heavy rail traffic in and out of Manchester Central railway station (now the Manchester Central Convention Complex). It stayed in use until 1969 when Central Station closed.

As the city of Manchester has continued to grow, the Viaduct has stood unused and unchanged with only the essential repairs and maintenance carried out. It's now time for the Viaduct to reclaim its place in this vibrant city, celebrating its part in Manchester's past, present and future.

The long term vision is to transform Castlefield Viaduct into a free-to-access park and meeting place for people and nature. A hidden oasis sitting above this busy city. It will be a space that respects the listed structure, celebrates the nature, beauty and history of the Viaduct, and fits in with existing plans for the city. As well as bringing people closer to nature in the city, it will be a stepping stone to other South Manchester green spaces and attractions on foot or bike.

The Viaduct will take its place in this vibrant area for cultural and heritage, sitting alongside iconic Manchester venues including the Science and Industry Museum and The Factory.



Original condition of Castlefield Viaduct

01 INTRODUCTION

Phase 01 Summary

Phase 01 (Pilot Scheme) has been carried out on the first 200 meters of the steel section of the Viaduct and includes one entry point from the Deansgate Tram car park, a visitor entrance with temporary facilities, a walkway from one end to the other, an area of existing vegetation, and an area with landscaped planters developed in collaboration with local partners.

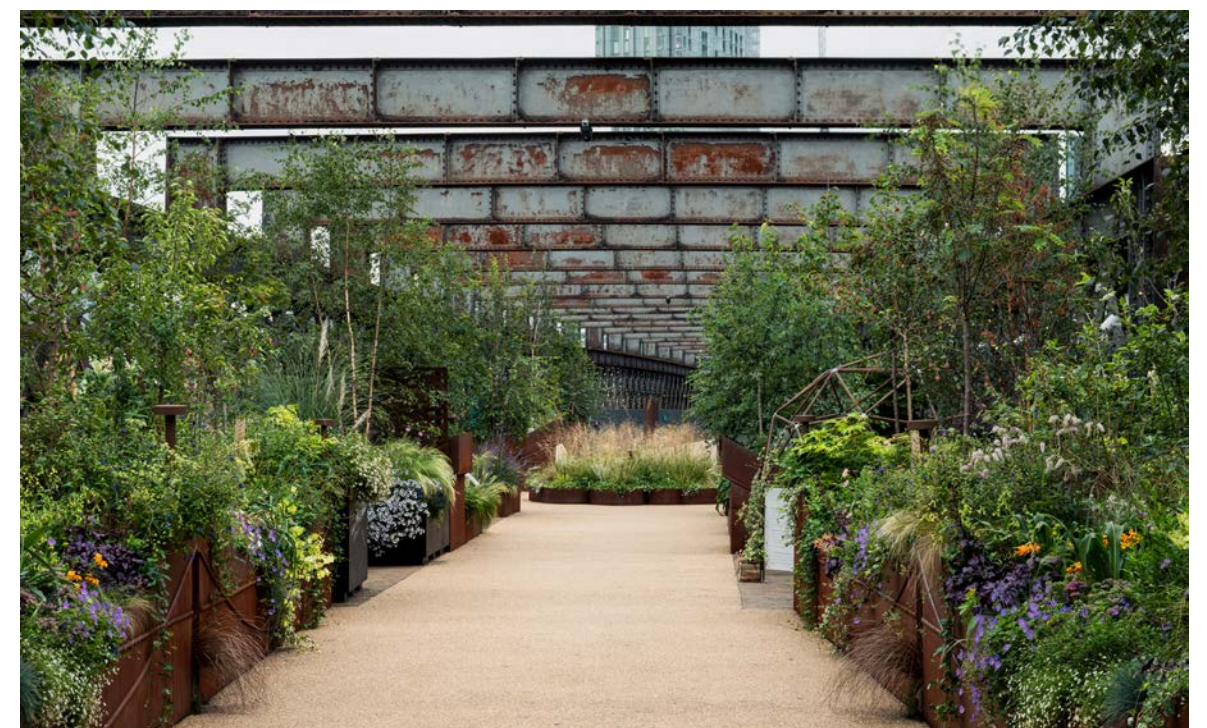
The scheme also features an event space at the end of the walkway, providing views of the next section of the disused viaduct. The Pilot Scheme has showcased the potential of the Viaduct to the local community, initiating conversations about desired uses for this area and how the viaduct can offer more to the city.

Since its opening, Phase 01 has welcomed 140,000 visitors and 300 community groups. Of those surveyed, 98% expressed a desire for the Viaduct to become a permanent feature of the city. Phase 01 has also received significant media coverage and awards, garnering national and international attention for its contributions to conservation and heritage.

Following the success of Phase 01, the National Trust has been actively working to develop the vision for future phases of the project, which will extend to the remaining steel section, the masonry section, and towards Pomona Island.



Phase 01 Naked Viaduct



Phase 01 Partners' Plots

01 INTRODUCTION

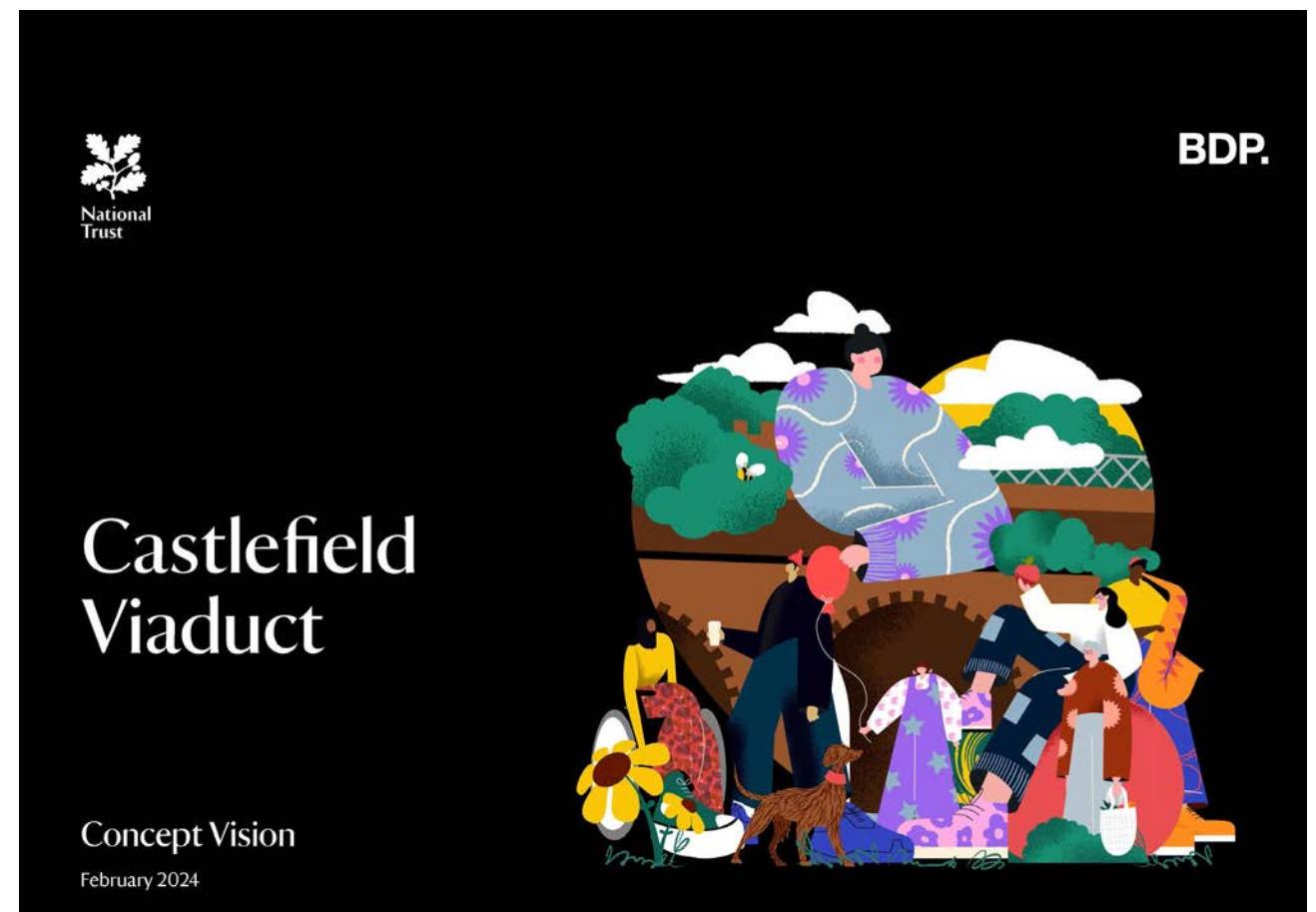
The vision scheme: Place for people and nature, a high-level green oasis

The Vision scheme, developed by BDP with The National Trust, is “big step forward to bring to life the Castlefield Viaduct, a 330-metre long Grade II-listed viaduct that sits as a major heritage asset and travel route in Manchester’s oldest area.

Castlefield Viaduct will become a destination in its own right. Connecting people and places and become a springboard to building a lasting legacy for nature in the heart of Manchester.

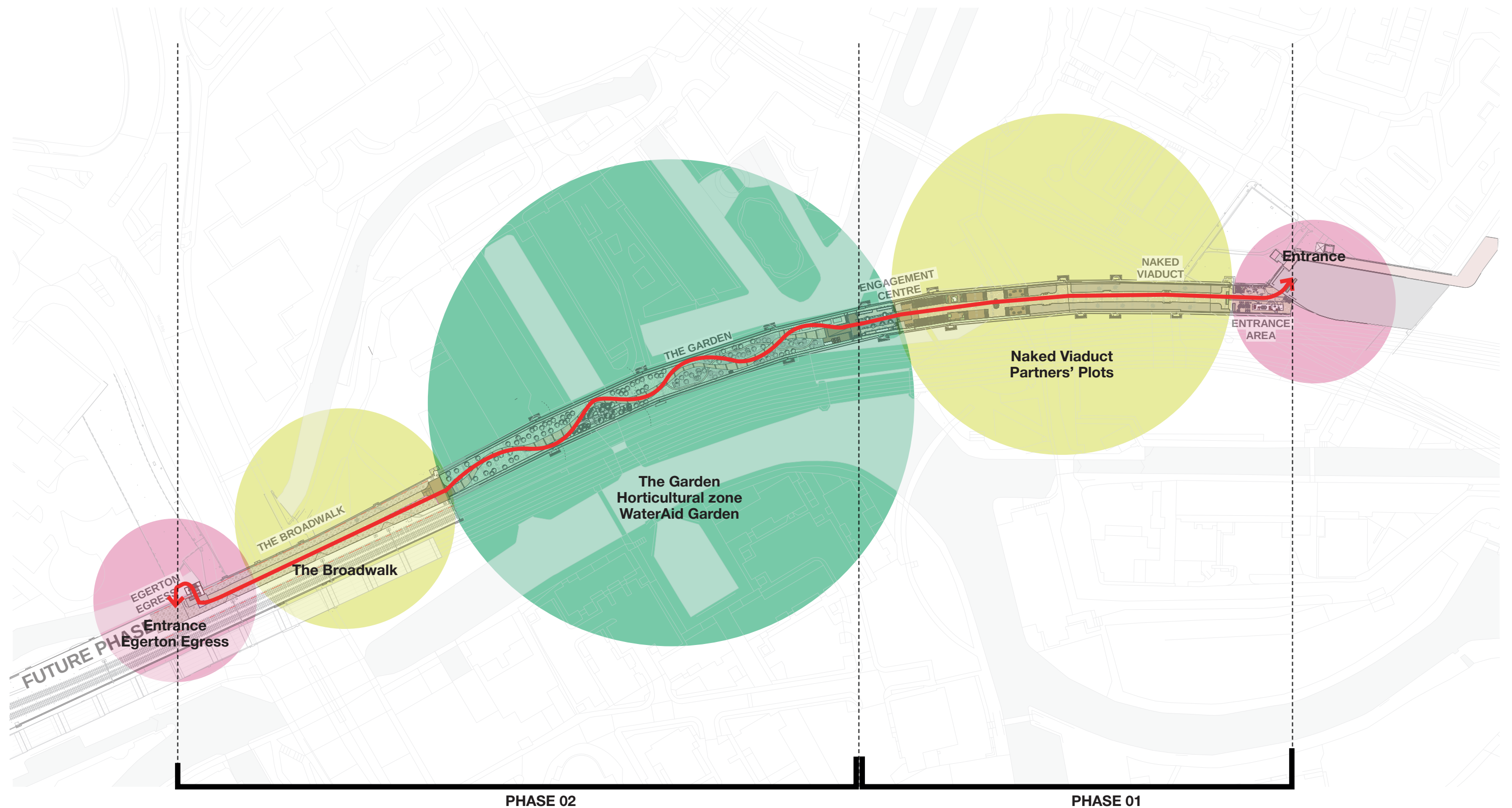
Keeping the character and DNA of the viaduct, whilst making the most of what it can offer. It will create a vibrant people focussed experience that leaves us all with a smile on our face, a sense of pride, joy and wellbeing.” (BDP Castlefield Viaduct Concept Vision, Feb 2024)

With the vision scheme being divided into multiple phases, Phase 02 is planned to extend the project towards Egerton street (A57) introducing a new garden, a through route and a new vertical egress,. Twelve Architects was brought on board to further design the scheme and bring the project to reality.



01 INTRODUCTION

Proposed zones



01 INTRODUCTION

Main interventions & descriptions

Entrance Area (Within Phase 01 area)

The entrance area will feature a new 40ft-refurbished container which will serve as a staff facility and 3 WCs (1 fully accessible, 2 standard WC with 1 baby changing facility)

Small flexible working zone has been provided for National Trust staff. Other features including Phase 01 planter, seating and green screen is retained and unchanged.



Engagement Centre

The former visitor centre will remain during Phase 02. To provide a through route, a central path of the building is updated with traffic resistant and robust flooring. The building remains a space for gathering, shelter, exhibition and with events organised in accordance to National Trust operating strategy. Additional features within the compound of the Engagement include new water tank, a new canopy and seatings.



The Garden

The new extended garden provides additional greenery to the site, divided into three zones featuring a meadow mound, the WaterAid Garden, and Mosaic Gravel. (See Chapter 5 for more on the planting strategy.)

The garden offers a distinctive approach, allowing visitors a more explorative experience compared to Phase 01, with meandering primary and secondary paths throughout. A Horticultural Zone is also provided to facilitate local community events.

The garden will be maintained by a National Trust gardener, responsible for horticultural upkeep and managing a team of volunteers.



The BroadWalk

Upon exiting the historic steel section of the viaduct, visitors are welcomed to the Broadwalk. Taking inspiration from the aspirations of Phase 01's "naked Viaduct," the Broadwalk opens up to a zone where the quality of the viaduct is preserved as pristine as possible. The surface of this section has been reclaimed by nature, with self-seeded wild flowers. The Broadwalk provides a unique spot for train spotting and sky gazing due to its open nature.



Egerton Egress

With the through route being implemented, a vertical stair and lift will be installed to create a connection between the viaduct and the lower levelled Egerton Street. Both stair and lift will be enclosed with mesh profile fencing to prevent misuse out of the park's opening hours.



01 INTRODUCTION

Wider Site Plan

Heritage Offering

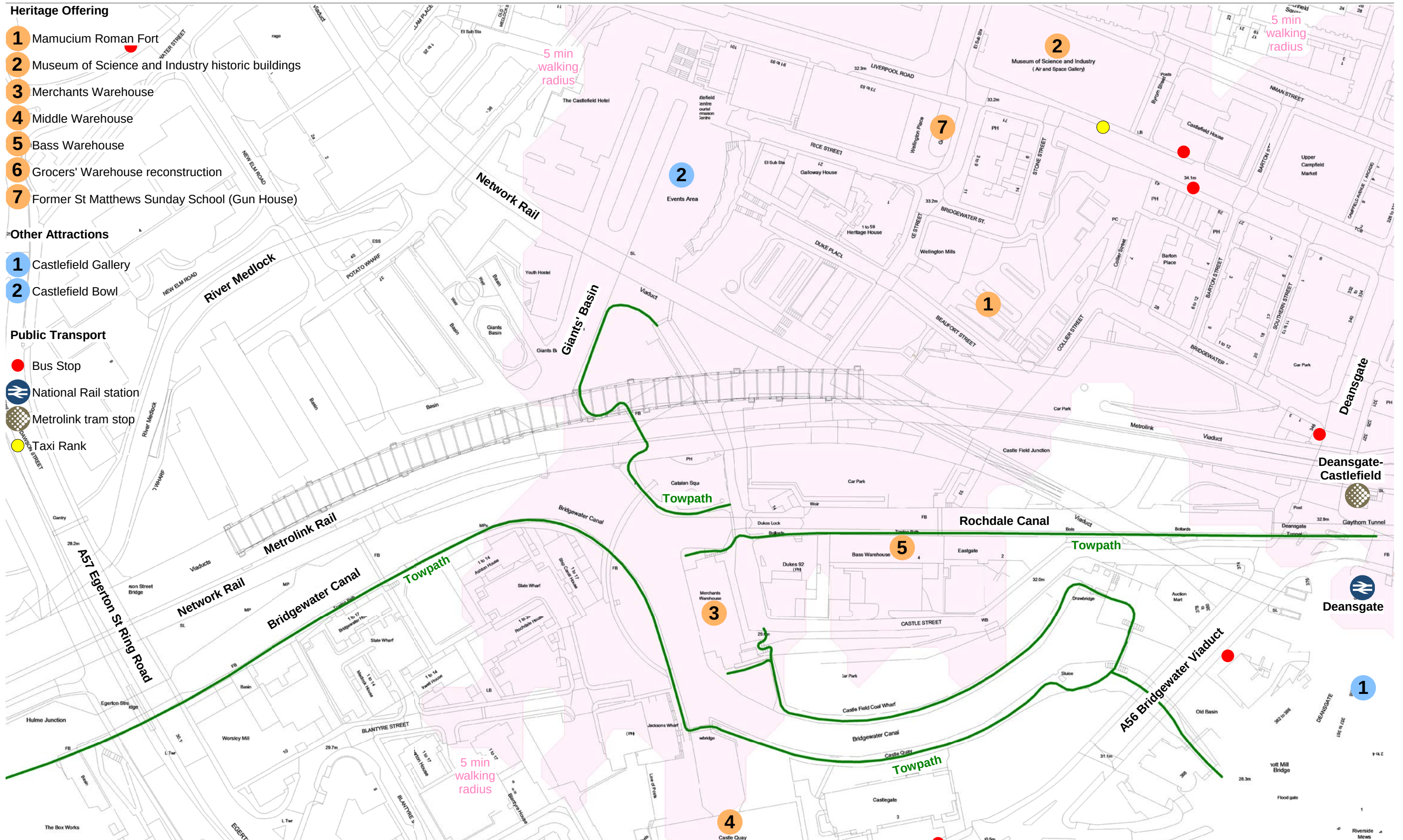
- 1 Mamucium Roman Fort
- 2 Museum of Science and Industry historic buildings
- 3 Merchants Warehouse
- 4 Middle Warehouse
- 5 Bass Warehouse
- 6 Grocers' Warehouse reconstruction
- 7 Former St Matthews Sunday School (Gun House)

Other Attractions

- 1 Castlefield Gallery
- 2 Castlefield Bowl

Public Transport

- Bus Stop
- National Rail station
- Metrolink tram stop
- Taxi Rank



02 SITE APPRAISAL



02 SITE APPRAISAL

Wider setting

Castlefield is located in the heart of Manchester and is well connected to airports, local public transport and major road networks. Below is a summary of distances from the site to major towns, cities and amenities:

Towns & Cities

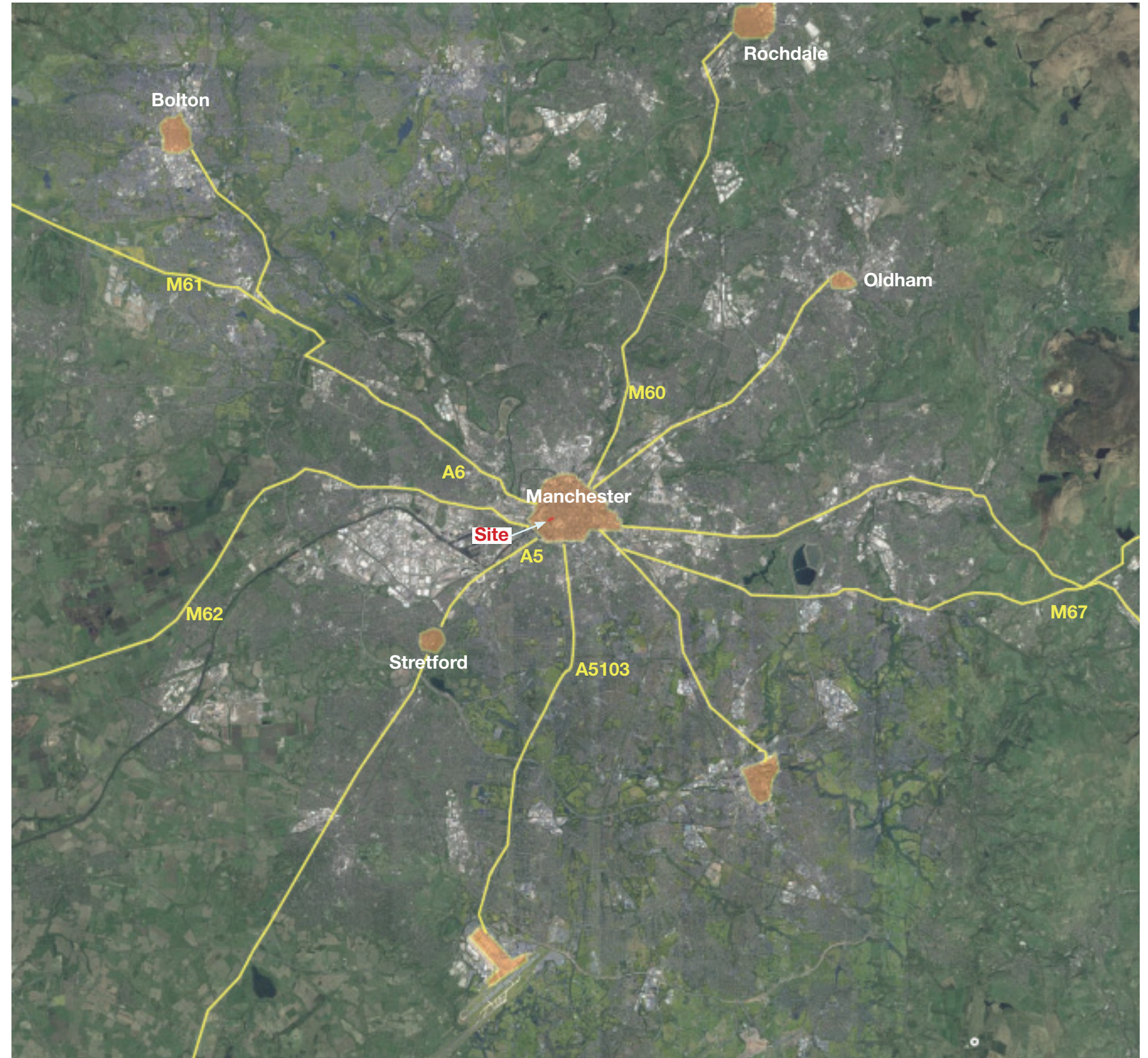
3.2 miles from Stretford
6.8 miles from Stockport
8.1 miles from Oldham
11 miles from Bolton
12 miles from Rochdale

Public Transport Links

341 ft from Deansgate Tram stop
400 ft from Deansgate-Castlefield railway station
1.3 miles from Manchester Piccadilly
10 miles from Manchester Airport

Road Network

0.3 miles from the A56
0.9 miles from the A6



02 SITE APPRAISAL

Site location



The Viaduct sits centrally in the Castlefield Conservation Area. Deansgate, one of the main routes through Manchester, lies approximately 100m from the eastern edge of the Viaduct with the secondary road Liverpool Road approximately 100m to the north.

Adjacent to the Viaduct to the north are the remains of the Roman Fort which was reconstructed in 1982.

At street level, next to the blue brick arch of the Viaduct, is a late 20th century stair and lift tower allowing access to the upper level.

Along Duke Street the cobbled road passes under an earlier brick-built rail Viaduct (1843) and the road follows the line of the 1892 Viaduct directly beneath it. Off Duke Street and north of the Viaduct is an open area of land bordered by the canal, known as the Castlefield Bowl which is a popular events and music venue.

At the junction between Castle Street and Duke Street, a second Viaduct (1873) runs within meters of the 1892 Viaduct, made of red brick with lattice metalwork at track level. Continuing along Castle Street the road crosses a stone bridge and lock over the Rochdale Canal leading to a series of former canal warehouses now converted to bars and restaurants. Views of the Viaduct are limited from this location due to the other Viaducts blocking the view.

02 SITE APPRAISAL

Historical context

The maps and commentary on the following 3 pages were provided by Purcell as part of their research and study of the history of the site.

"At ground level the setting retains much of its historic industrial character with traditional stone, brick and iron structures criss-crossing the area at ground and high level. The density of structures gives a sense of industry and busyness, although today's leisure uses of the bars and canals make it difficult to imagine the noise and grime that would have characterised the area in the 19th century. The immediate setting remains relatively quiet with little pedestrian or vehicle movement and due to the abundance of Viaducts overhead it becomes almost an enclosed space. There is a regular rumble of trains overhead on adjacent Viaducts creating a regular rhythm that can almost be felt as vibrations."

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



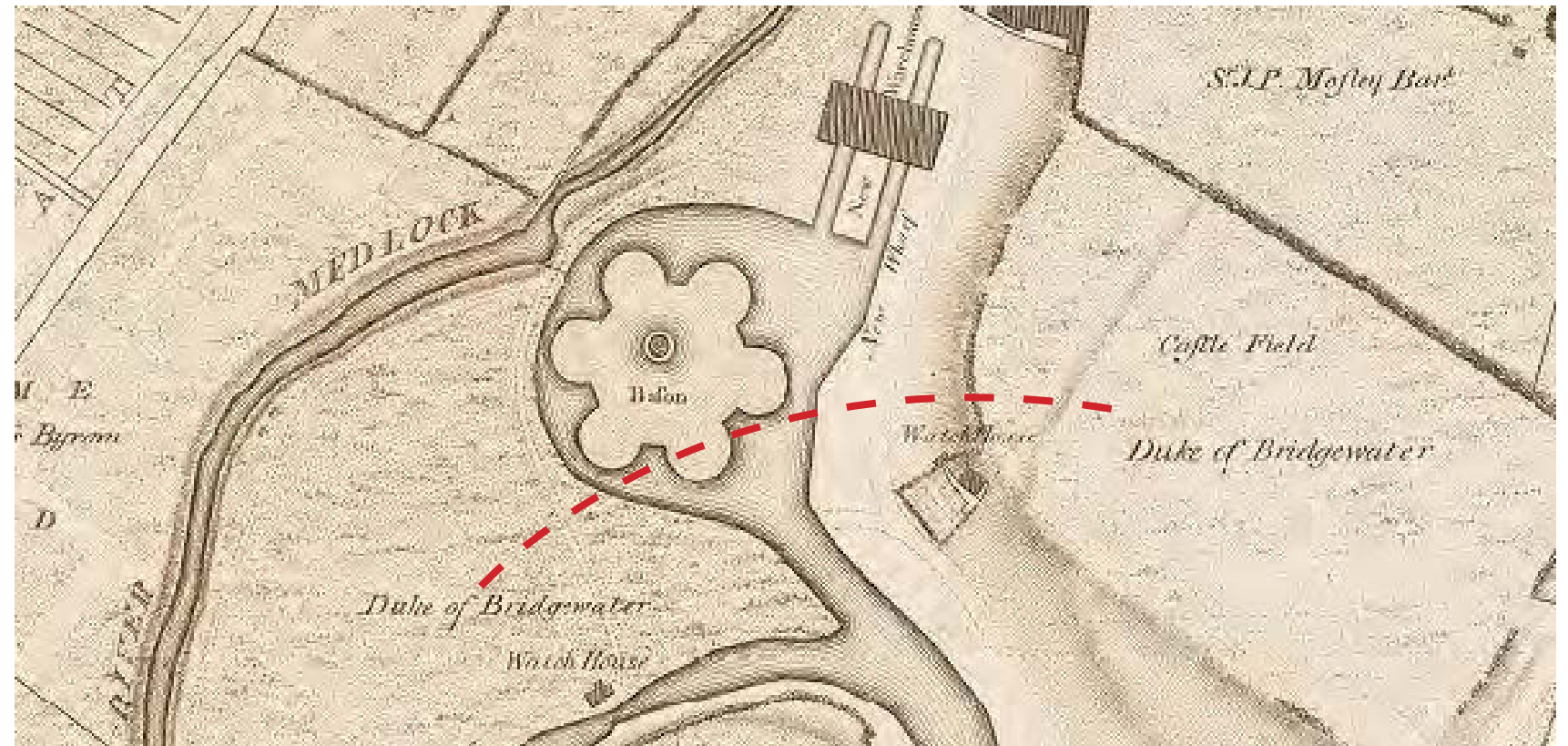
02 SITE APPRAISAL

Historical maps - 18th century

"Before the arrival of the Bridgewater Canal in 1761 the area was still on the outskirts of Manchester and relatively undeveloped. William Green's plan of Manchester and Salford (1787-1794) shows the Bridgewater Canal and Potato Wharf now in place with the large daisy-shaped weir by James Brindley in the centre. The surrounding field is known as 'Castle Field', clearly a reference to the Roman fort either through anecdotal history or visible physical remains.

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

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



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



1848 OS plan of Manchester (surveyed in 1845)