

CASTLEFIELD VIADUCT PHASE 02

DESIGN & ACCESS STATEMENT

16 AUG 2024
Revision 01

National Trust

ARUP BDP. twelve architects & masterplanners

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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.

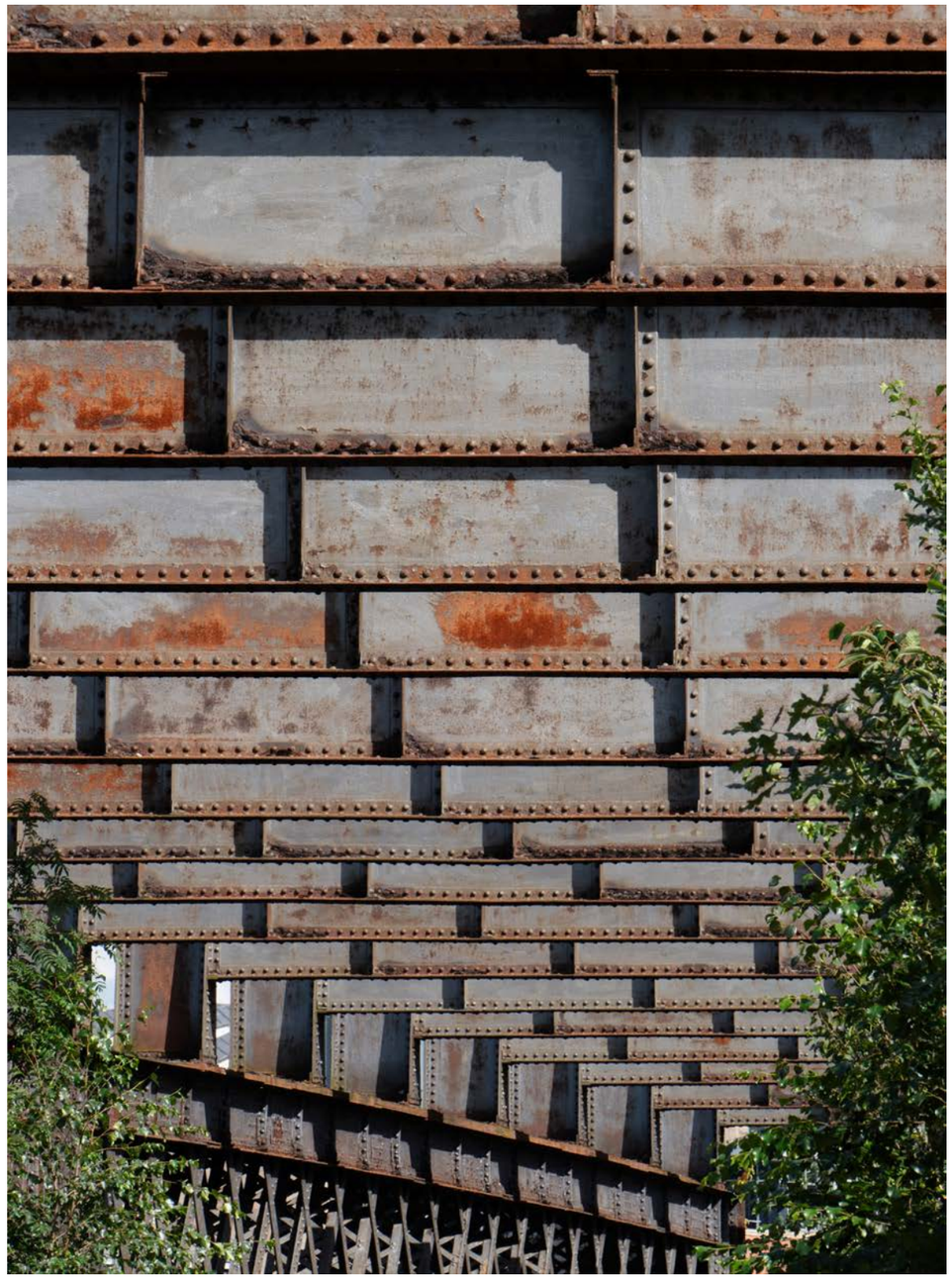
   The report addresses several interventions proposed for Project Phase 01, including the addition of staff facilities in the entrance area and the aspirational Phase 02 extended garden, featuring the award-winning Royal Horticultural Society WaterAid Garden. Phase 02 also includes a connective Broadwalk 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 Archiects & 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.

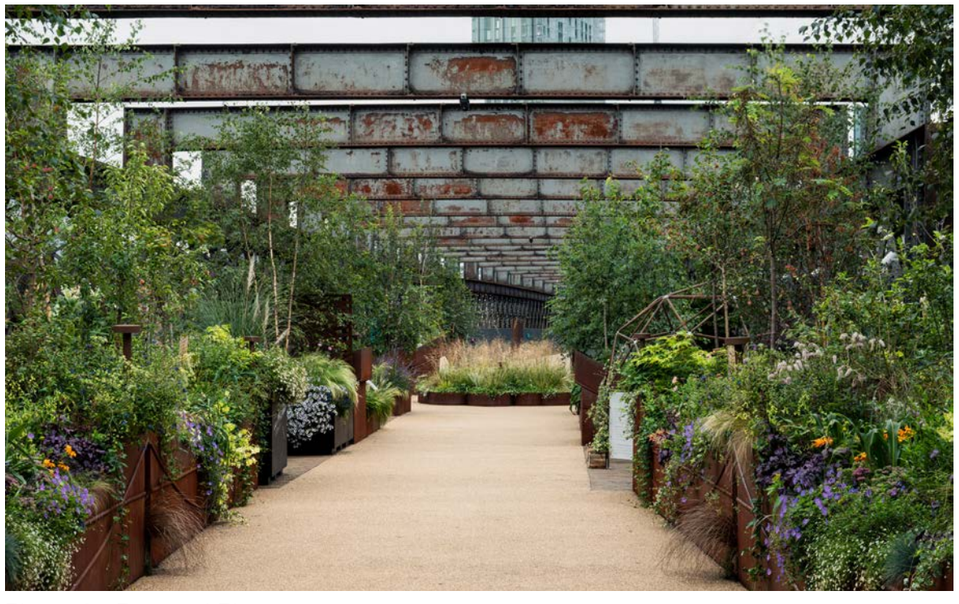
The scheme also features an event space at the end of the walkway, providing views of the next section of the disused viaduct. The Pilot Scheme has showcased the potential of the Viaduct to the local community, initiating conversations about desired uses for this area and how the viaduct can offer more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

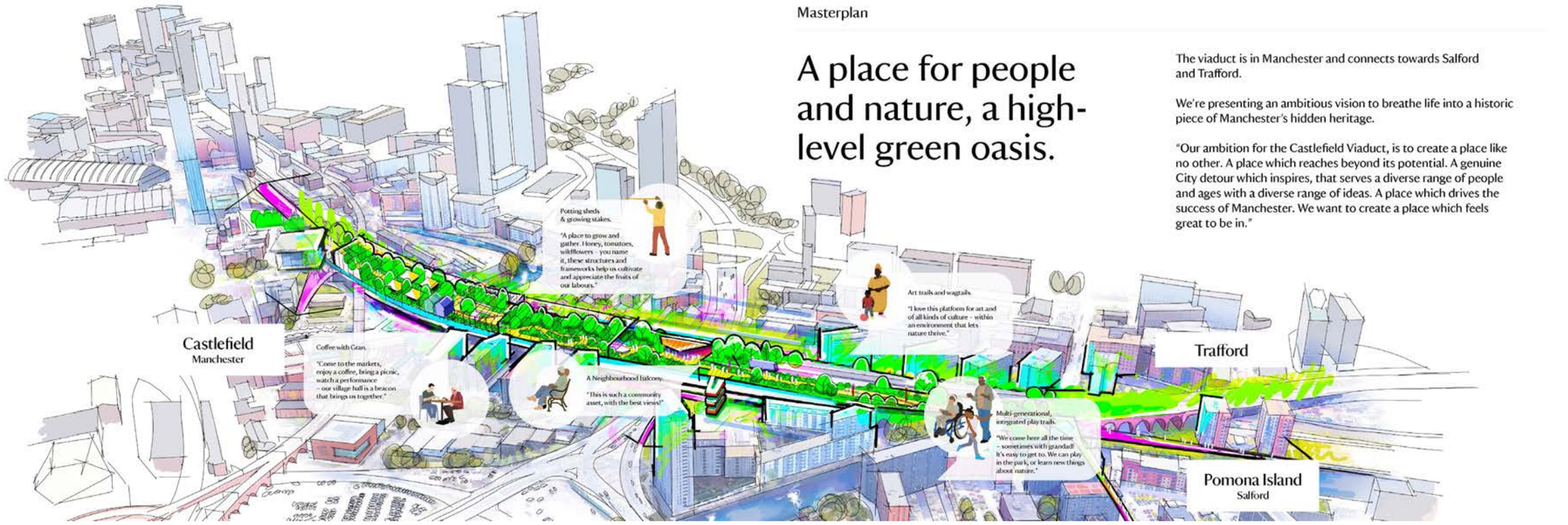
The vision scheme: Place for people and nature, a high-level green oasis

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.

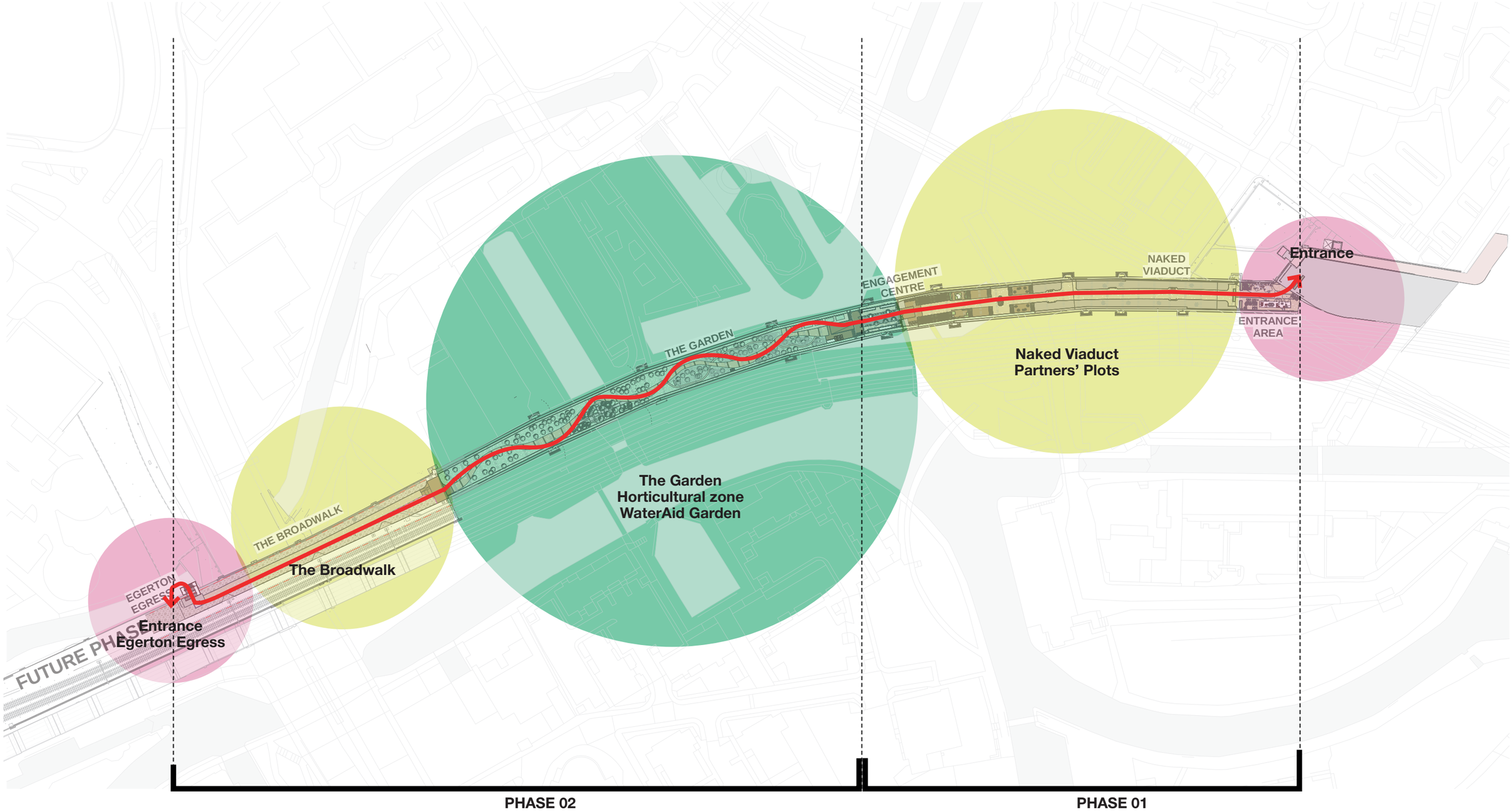
Keeping the character and DNA of the viaduct, whilst making the most of what it can offer. It will create a vibrant people focussed experience that leaves us all with a smile on our face, a sense of pride, joy and wellbeing.” (BDP Castlefield Viaduct Concept Vision, Feb 2024)

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.

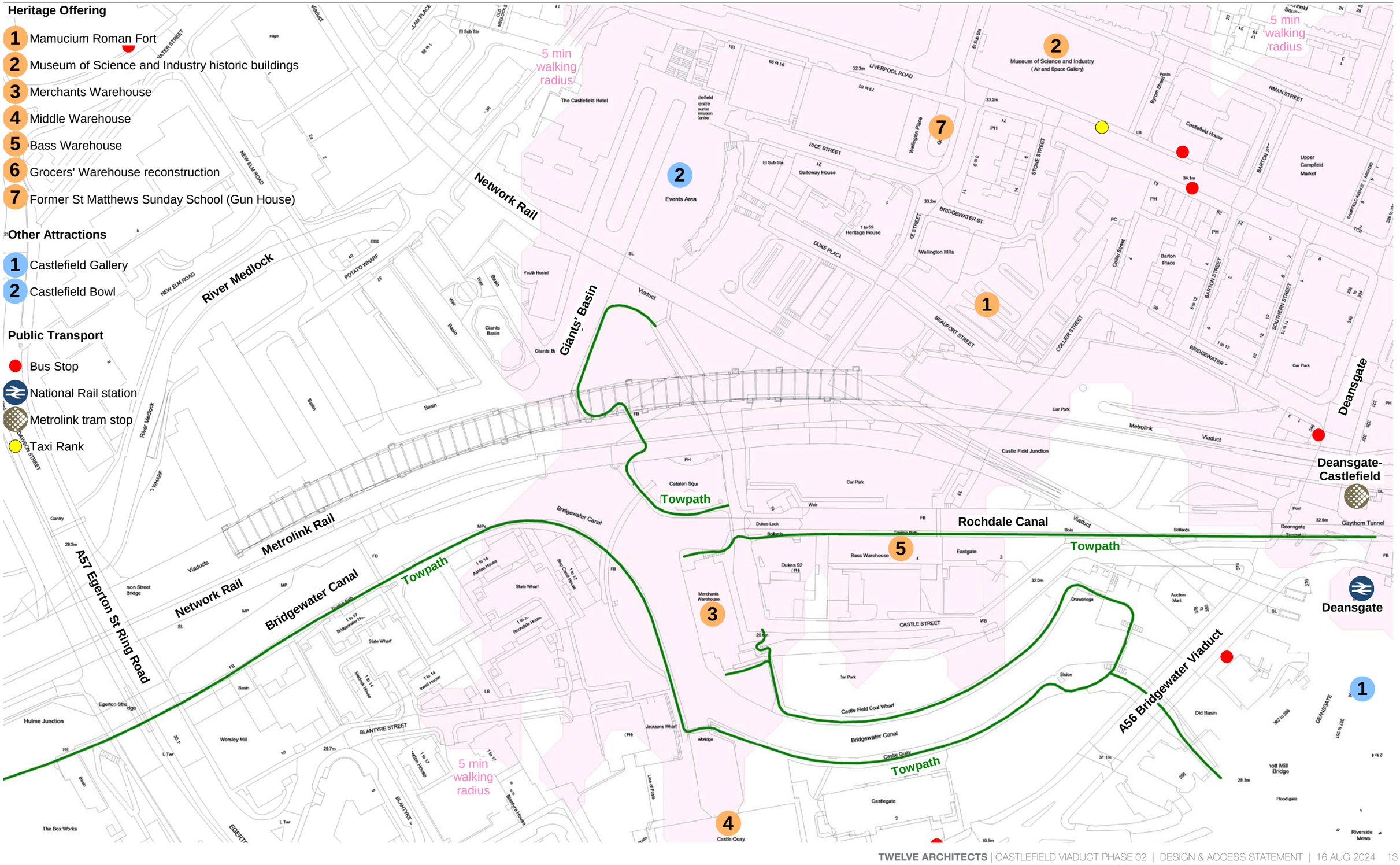


Egerton Egress
With the through route being implemented, a vertical stair and lift will be installed to create a connection between the viaduct and the lower levelled Egerton Street. Both stair and lift will be enclosed with mesh profile fencing to prevent misuse out of the park's opening hours.



01 INTRODUCTION

Wider Site Plan



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.



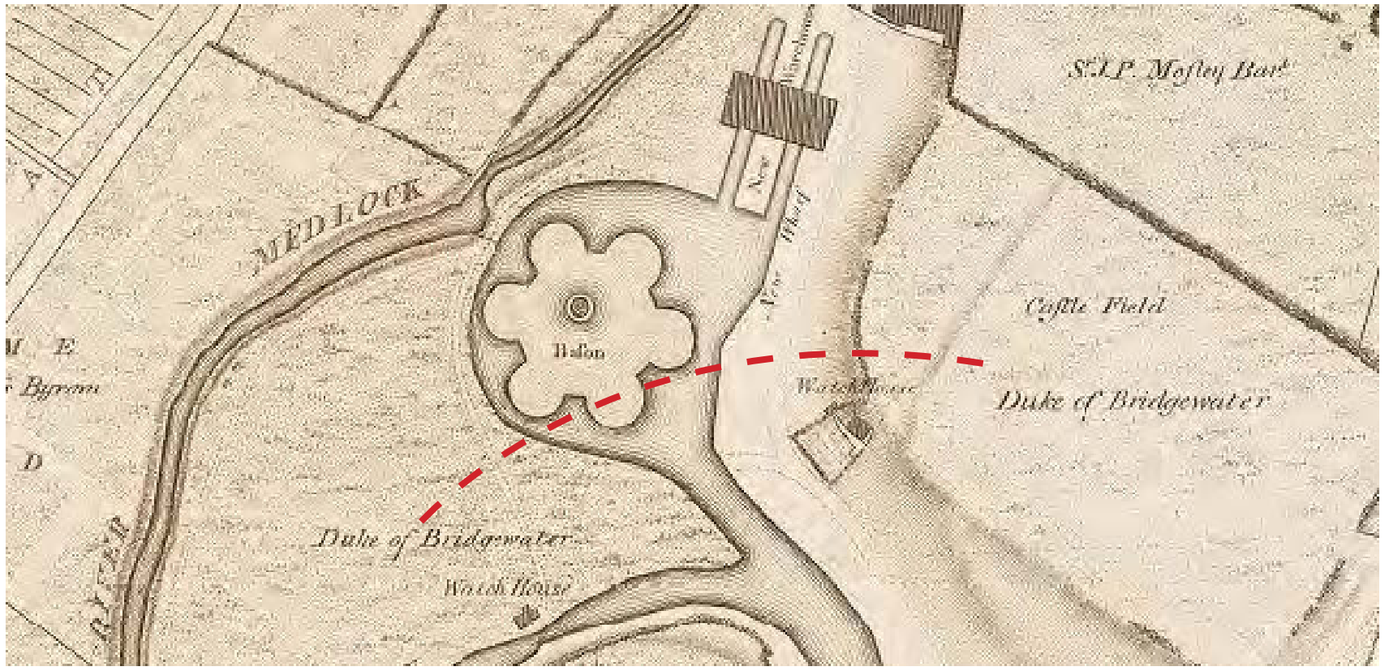
02 SITE APPRAISAL

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)

02 SITE APPRAISAL

Historical maps - 19th century

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

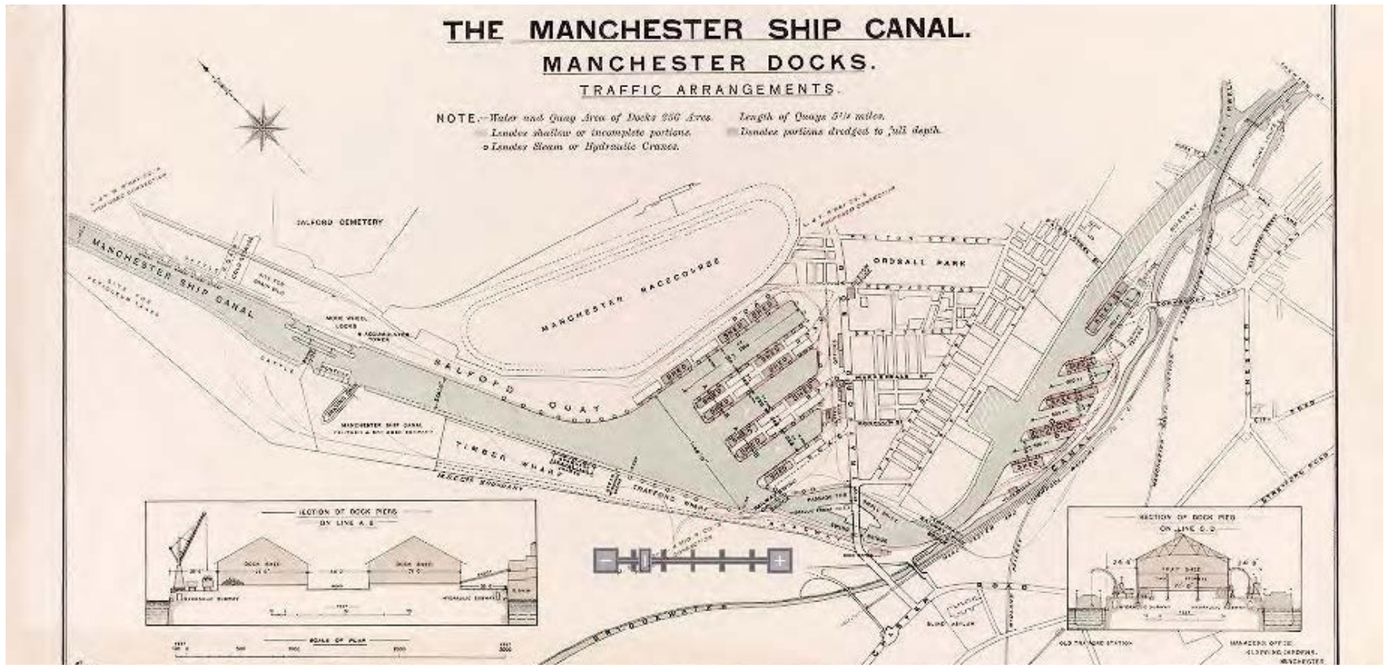
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The 1894 survey (1896 OS Map) shows the 1892 Viaduct for the first time with its line running north along the River Irwell following the existing route before terminating into Central Station. The 1908 OS County Series shows a further development of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

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



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



1848 OS plan of Manchester (surveyed in 1845)

02 SITE APPRAISAL

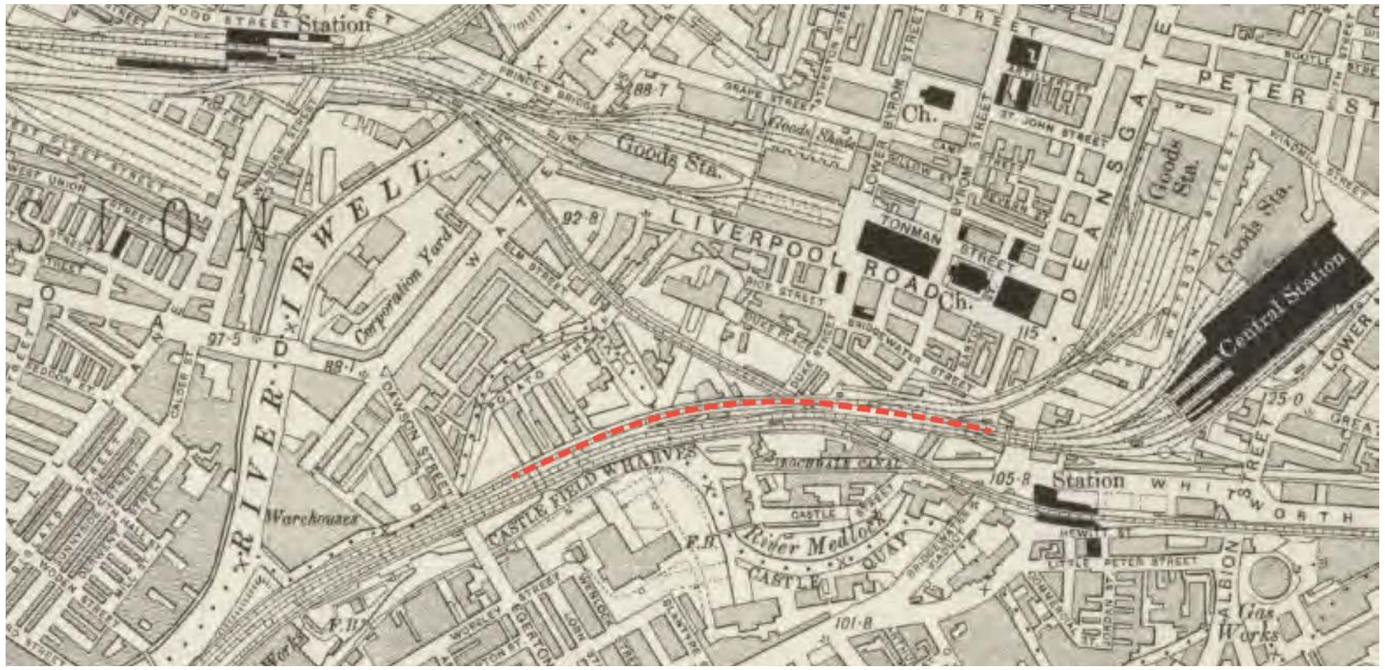
Historical maps - 20th century

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

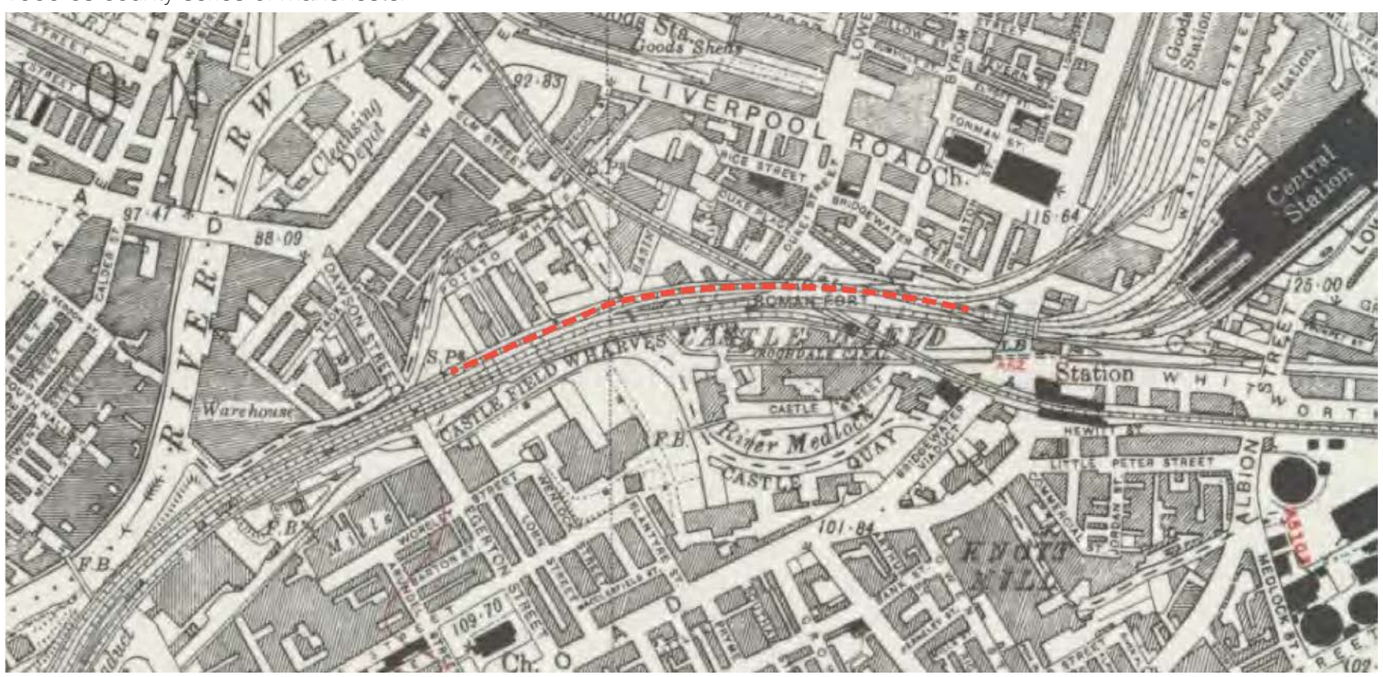
Overall, Manchester employment declined by 22% between 1951 and 1981. Jobs in engineering and electrical goods almost halved and textile industry jobs fell by 86%. The rail network that carried these goods also declined and continued to suffer from competition from road and rail. The Bridgewater Canal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

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

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



1909 os county series of manchester

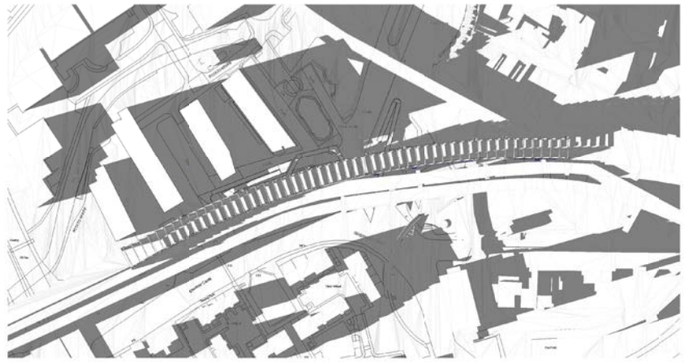


1946 os county series of manchester

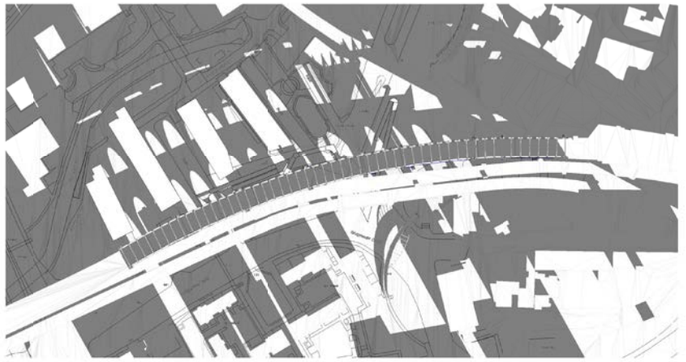
02 SITE APPRAISAL
Sun path



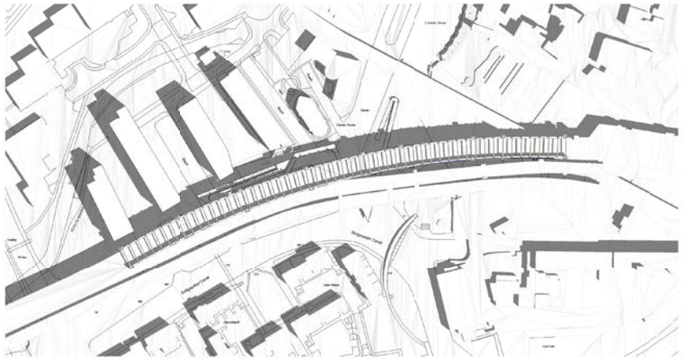
1 **March morning**
1 : 2000



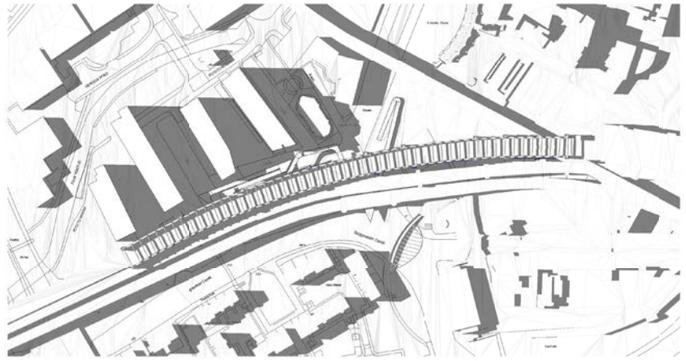
2 **March afternoon**
1 : 2000



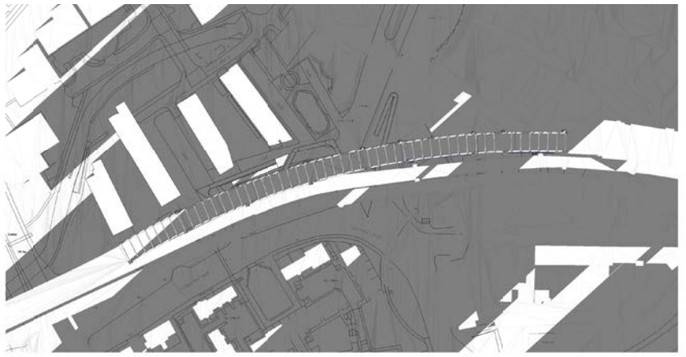
7 **December morning**
1 : 2000



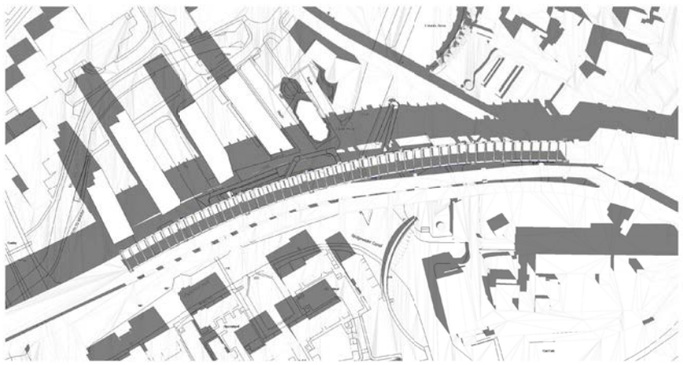
3 **June morning**
1 : 2000



4 **June afternoon**
1 : 2000



8 **December afternoon**
1 : 2000

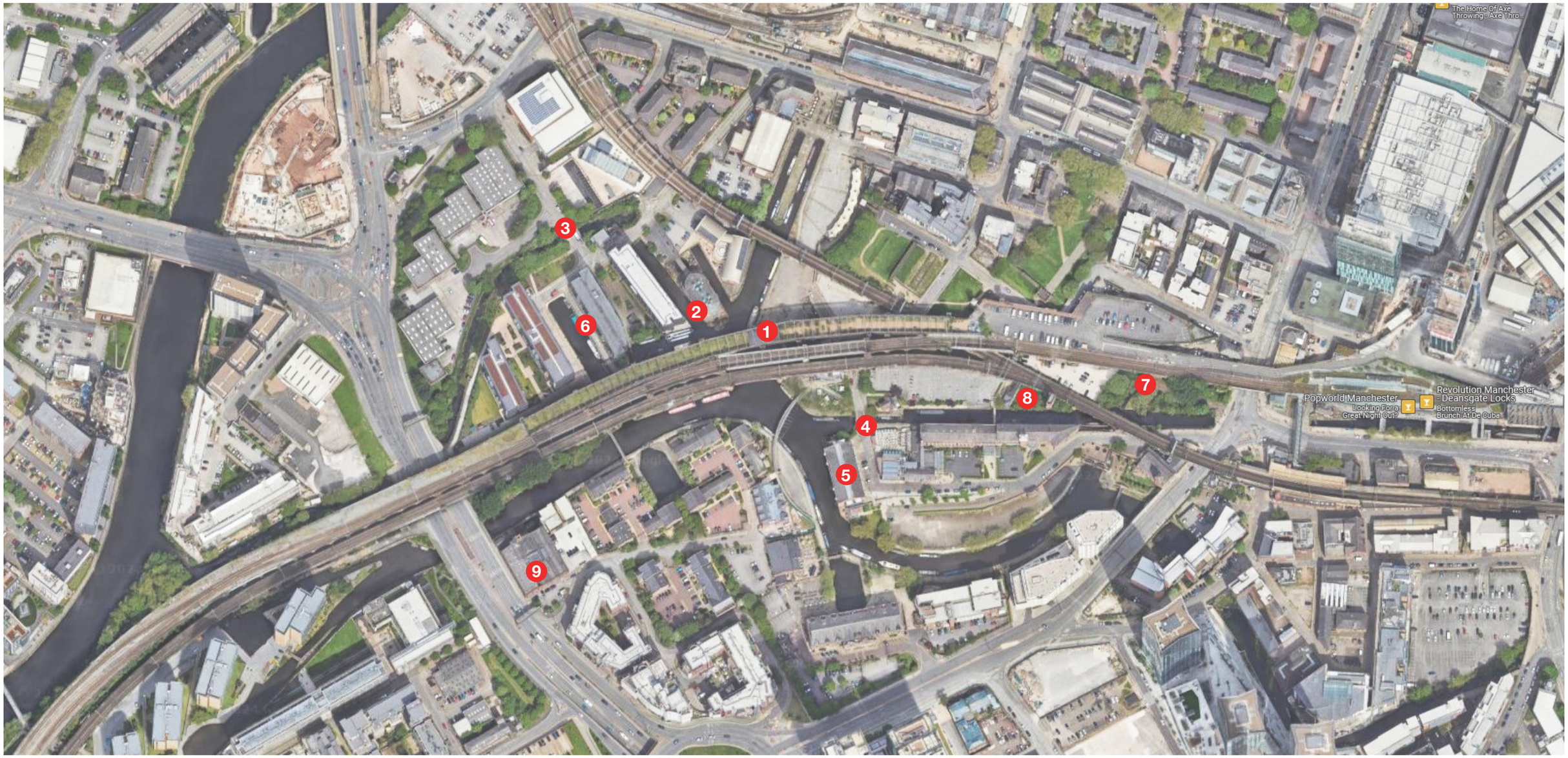


5 **September morning**
1 : 2000



6 **September afternoon**
1 : 2000

02 SITE APPRAISAL
Heritage Asset Plan



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

02. The Giants Basin: Grade: II

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

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

05. Merchants Warehouse: Grade II

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

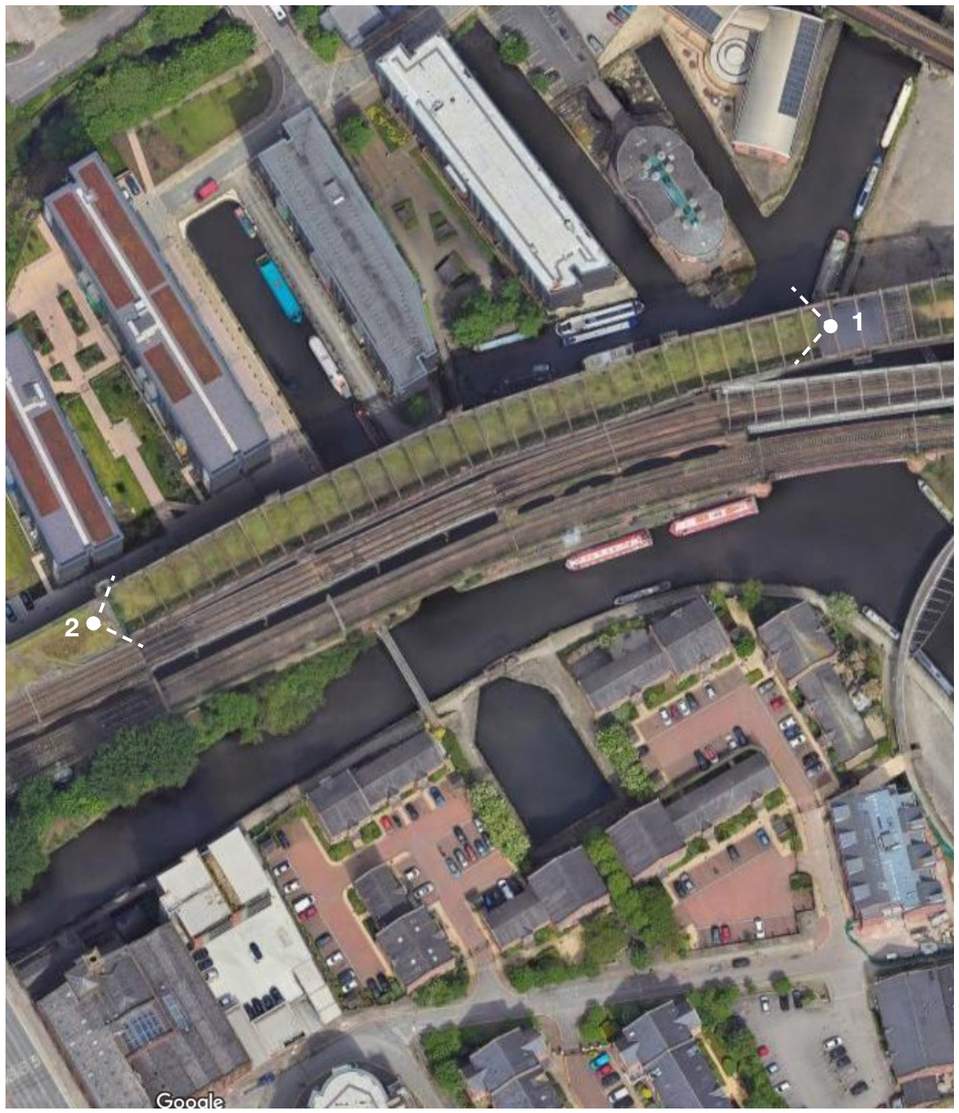
07. Remains Of Eastern Wall Of The Roman Fort: Scheduled

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

09. Former Canal Flour Mills

02 SITE APPRAISAL

Key views - Historic Steel Viaduct







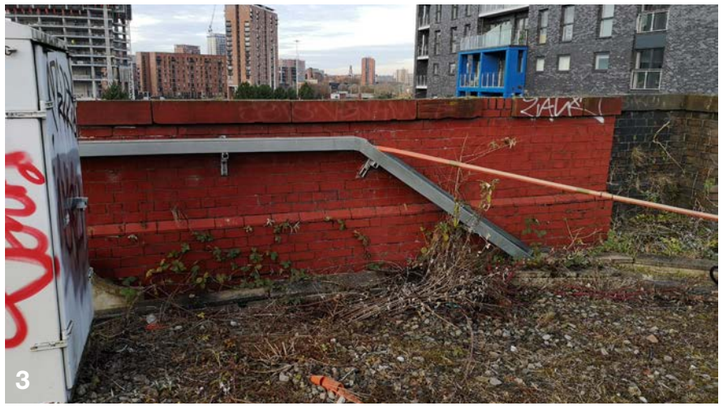
02 SITE APPRAISAL

Key views - Masonry Viaduct











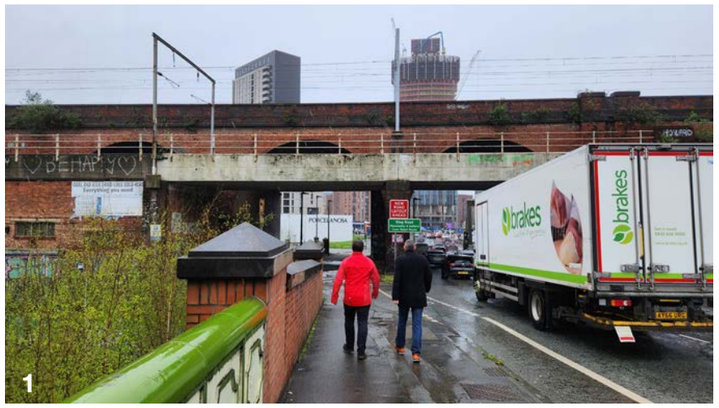




02 SITE APPRAISAL

Key views - Egerton Street















02 SITE APPRAISAL
Key views - Engagement Centre









02 SITE APPRAISAL
Surrounding building heights

Building Types

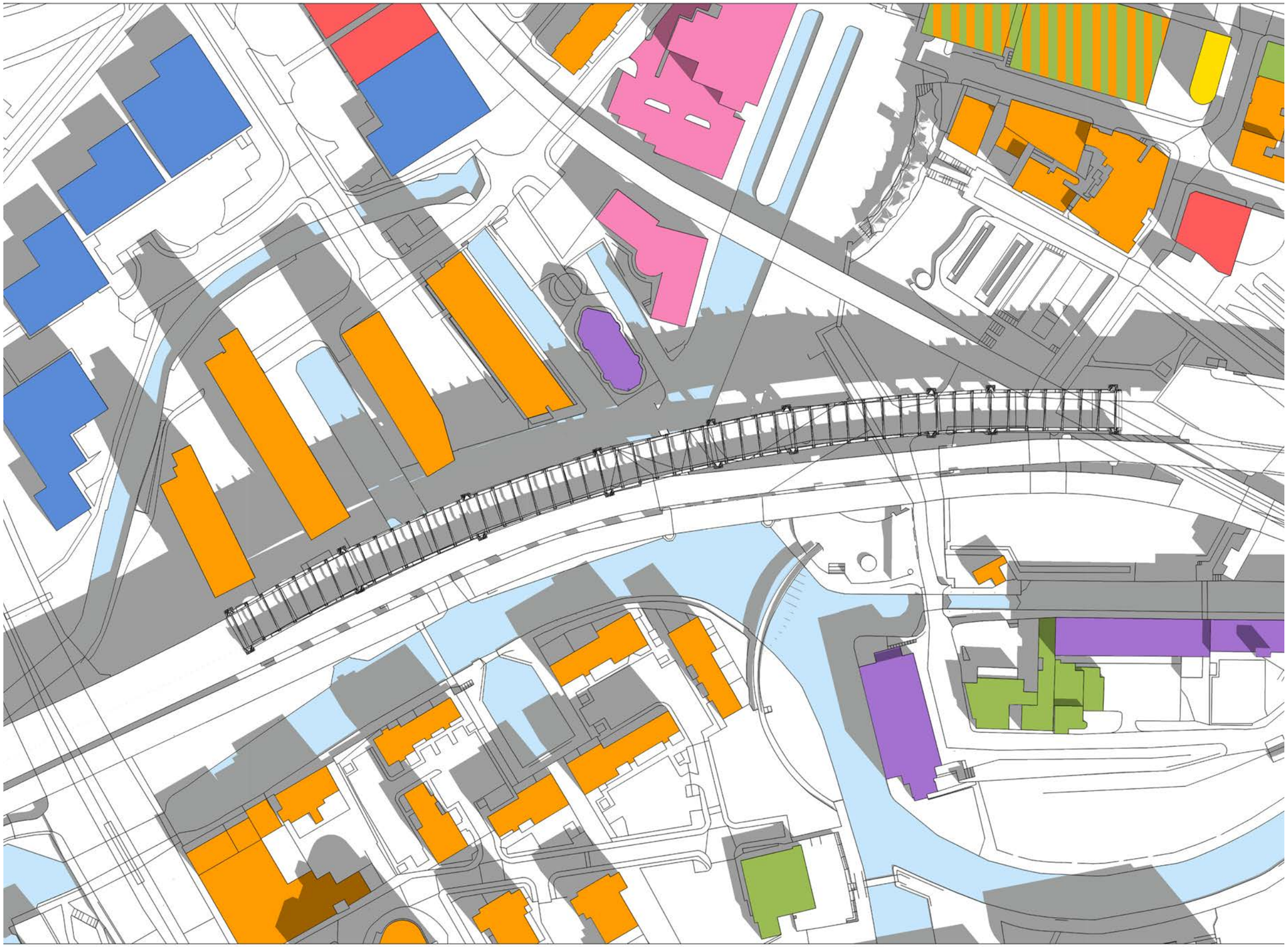
- 8 storeys
- 7 storeys
- 6 storeys
- 5 storeys
- 4 storeys
- 3 storeys
- 2 storeys
- 1 storeys



02 SITE APPRAISAL
Surrounding building types

Building Types

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



02 SITE APPRAISAL
Surrounding Building Material Palette



Predominantly
Red brick
Steel / Aluminium
Slate tiles

Also
Blue brick
Sandstone
Glass
White Render

02 SITE APPRAISAL
Local Plan Policies

Relevant Local Development Framework policies
In accordance with the Core Strategy Vision, by 2027 Manchester will be:

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

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

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

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

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

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

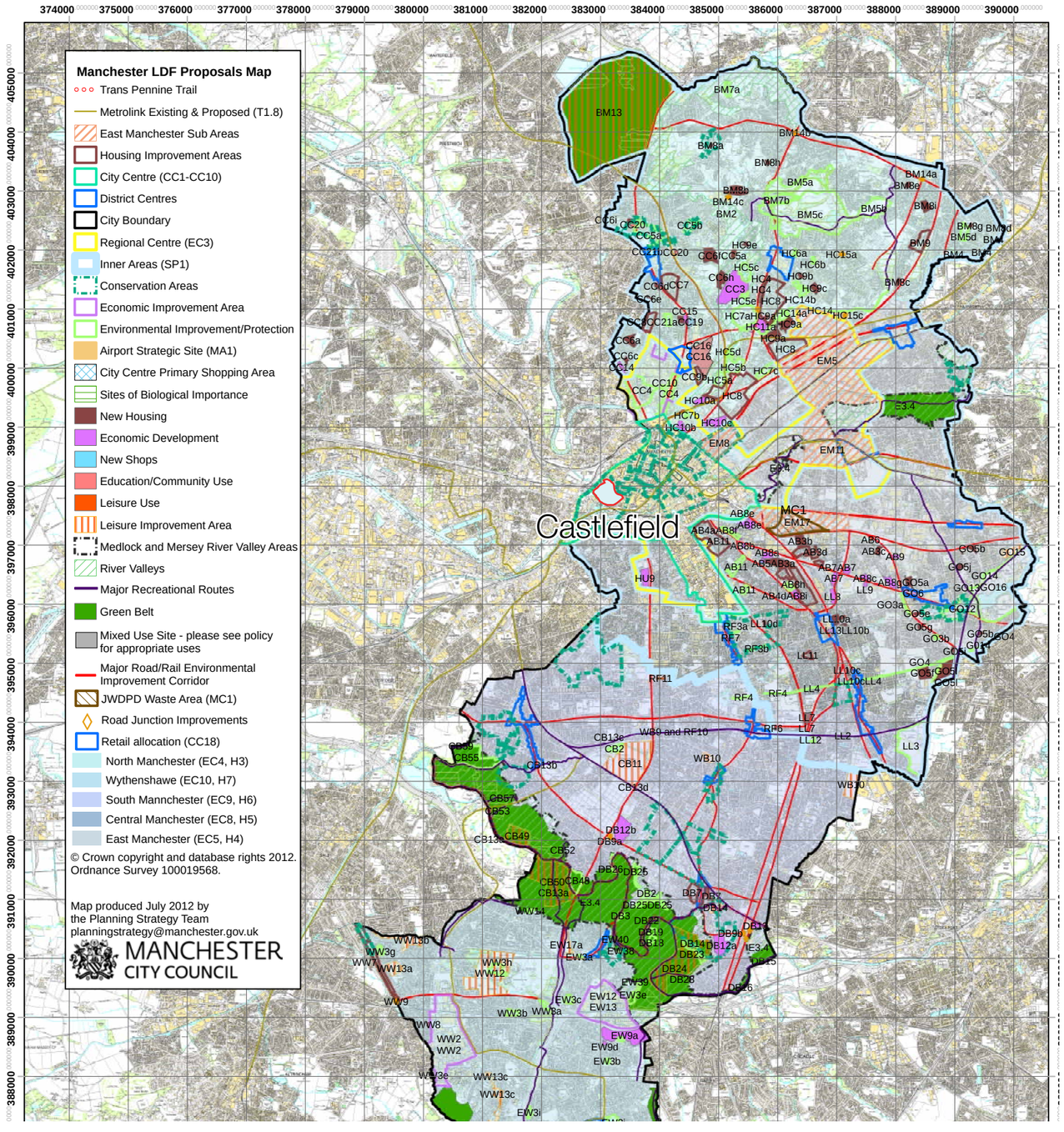
A City which is supported by transport infrastructure which provides sustainable and efficient links locally, within the City, and more widely, between the Regional Centre and workers across the City Region. It will also have strong national and international connections made possible by its world class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

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

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

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

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



02 SITE APPRAISAL
Local Environmental Policies

Policy EN9

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

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

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

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

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

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

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

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

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

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

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

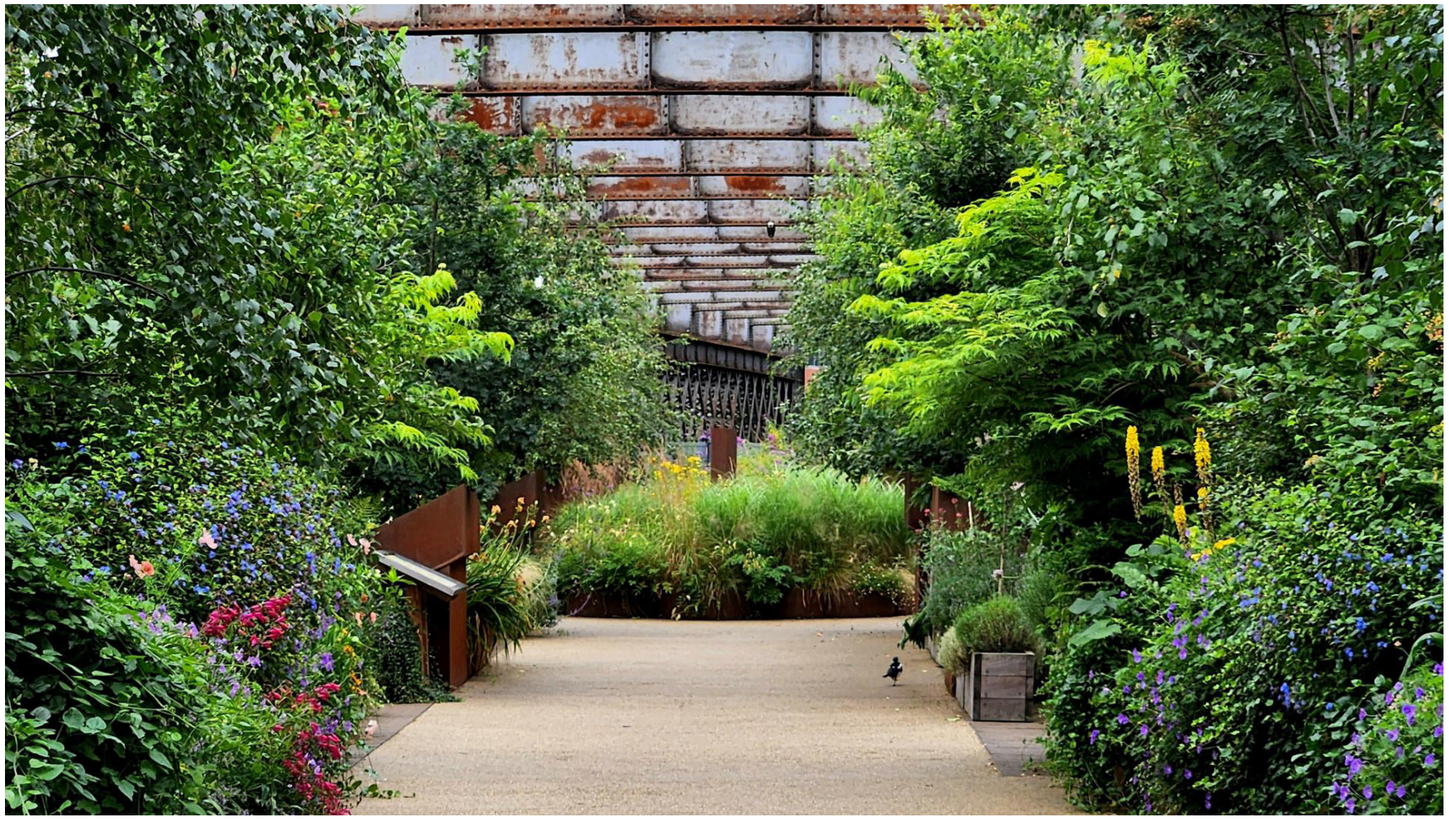
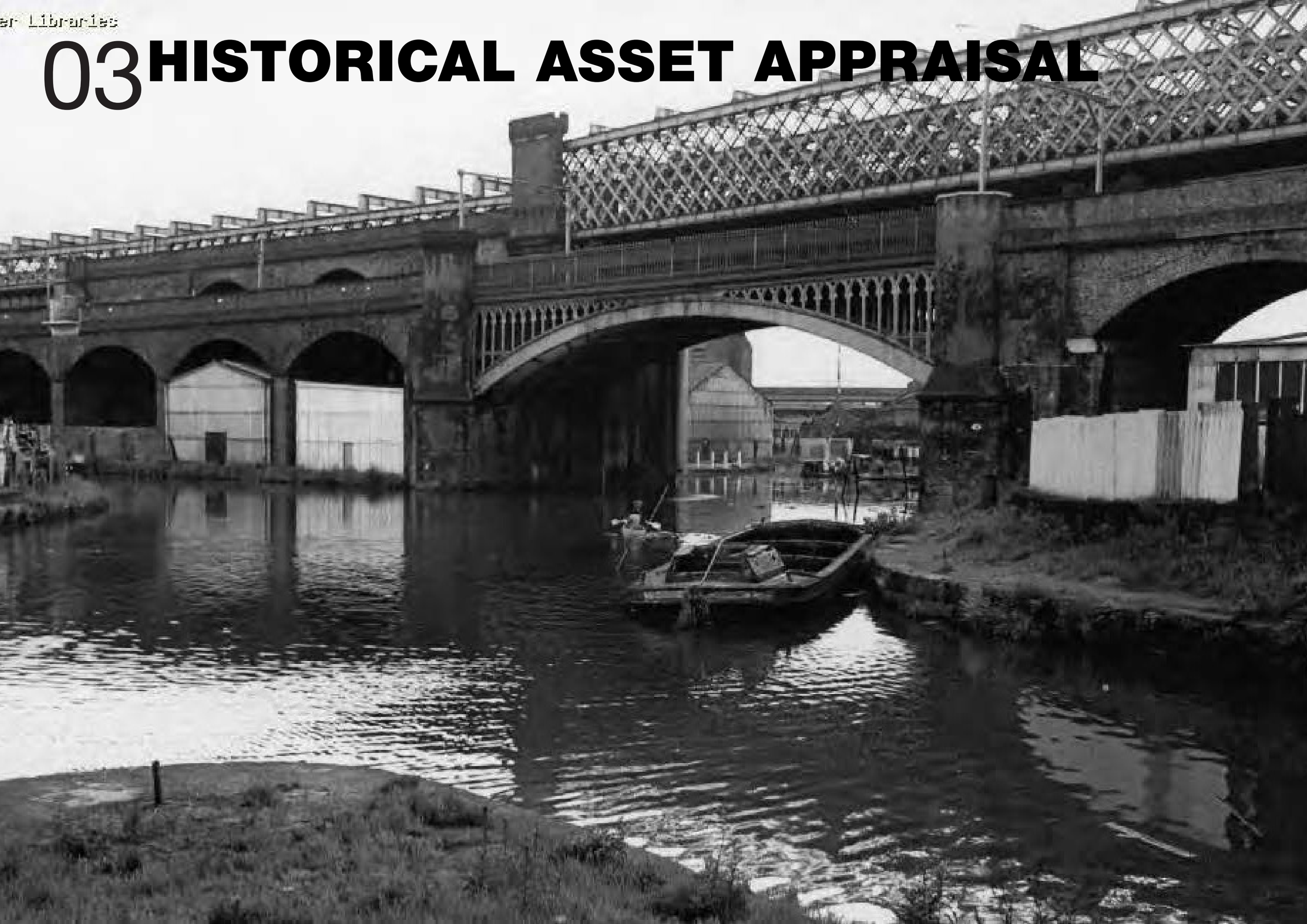


Photo of Castlefield Viaduct Phase 01 featured plots taken on 24th July 2024

03 HISTORICAL ASSET APPRAISAL



03 HISTORICAL ASSET APPRAISAL
Castlefield Viaduct General Summary

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

General description & features
Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock Cast iron drum piers rising to square castellated towers supporting metal lattice parapet.

Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways.

To east of Duke Street Viaduct is of brick with segmental arches and castellated brick piers.

At western end a blue brick bridges over Dawson Street.

Designed in 1888, opened 1893, closed to traffic 1963

The culvert for River Medlock is underneath the Viaduct somewhere.

Lattice girder work - leading feature

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

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

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

Remarkable geometric shadows across arena and over Castlefield

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

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

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

Contractors for masonry & brickwork
Mrs M. W. Walmsley and Co., of Manchester and Southport

Contractors for steel & ironwork
Heenan and Froude of Newton Heath





03 HISTORICAL ASSET APPRAISAL
Current Condition Details - Steel Viaduct

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

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

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

Plant selection has been inspired by existing colonniser species.

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

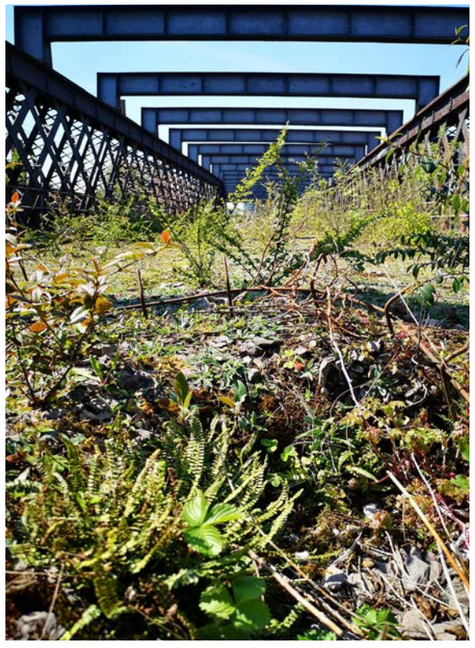
Condition of Structure
The analysis of structural information confirmed that with load spreading interventions to the central path the structure itself is suitable to uphold the proposed capacity of the scheme.

Please refer to Arup documents for further details.









03 HISTORICAL ASSET APPRAISAL

Current Condition Details - Masonry Viaduct

Newer Elements

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

Surface of the Viaduct

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

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

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

Condition of Structure

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

Please refer to Arup documents for further details.









03 HISTORICAL ASSET APPRAISAL

Current Condition Details - Viaduct section over Egerton Street

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

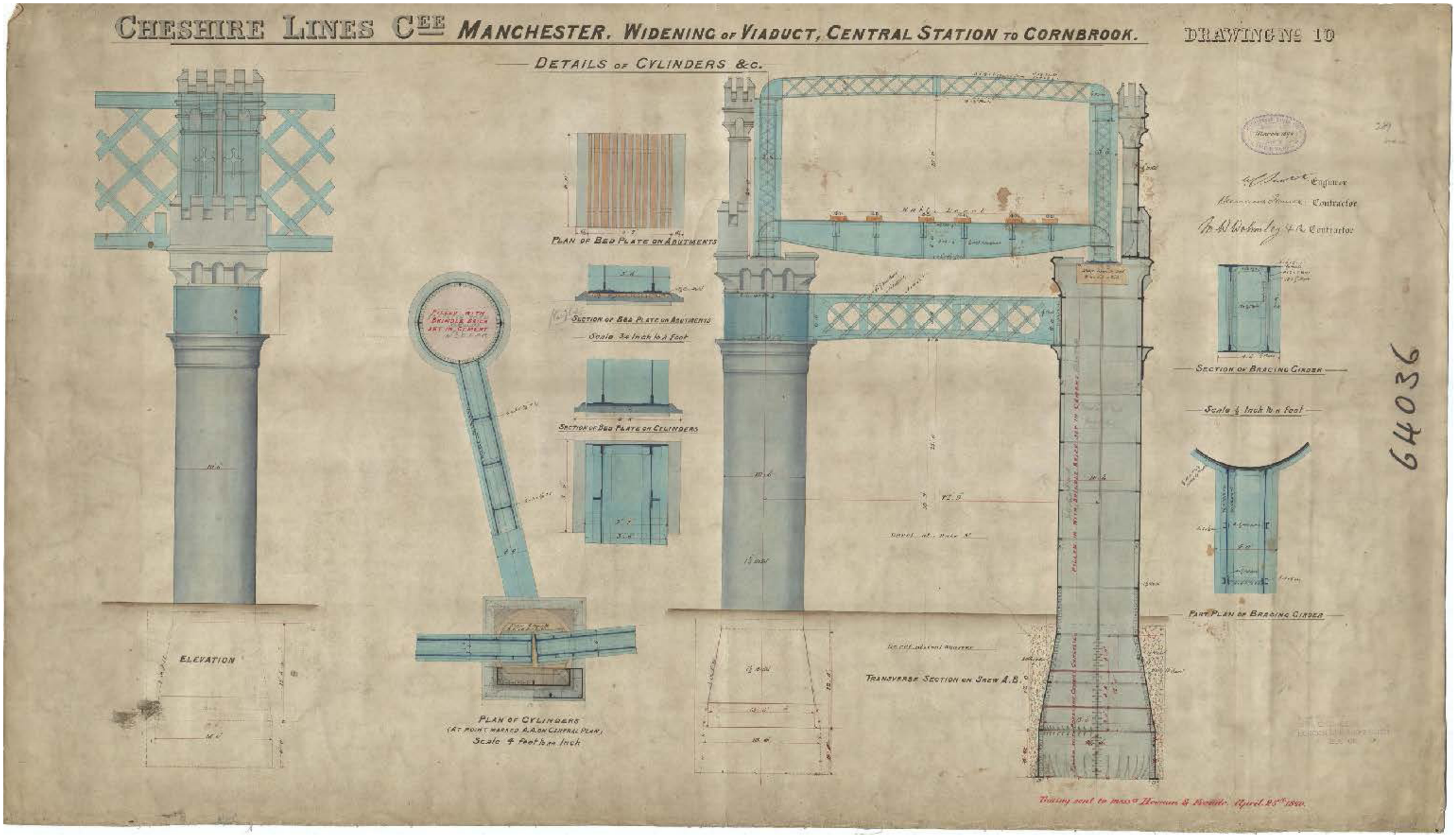
The section of the viaduct is not listed though its heritage significance has been taken into account during the design process.





03 HISTORICAL ASSET APPRAISAL

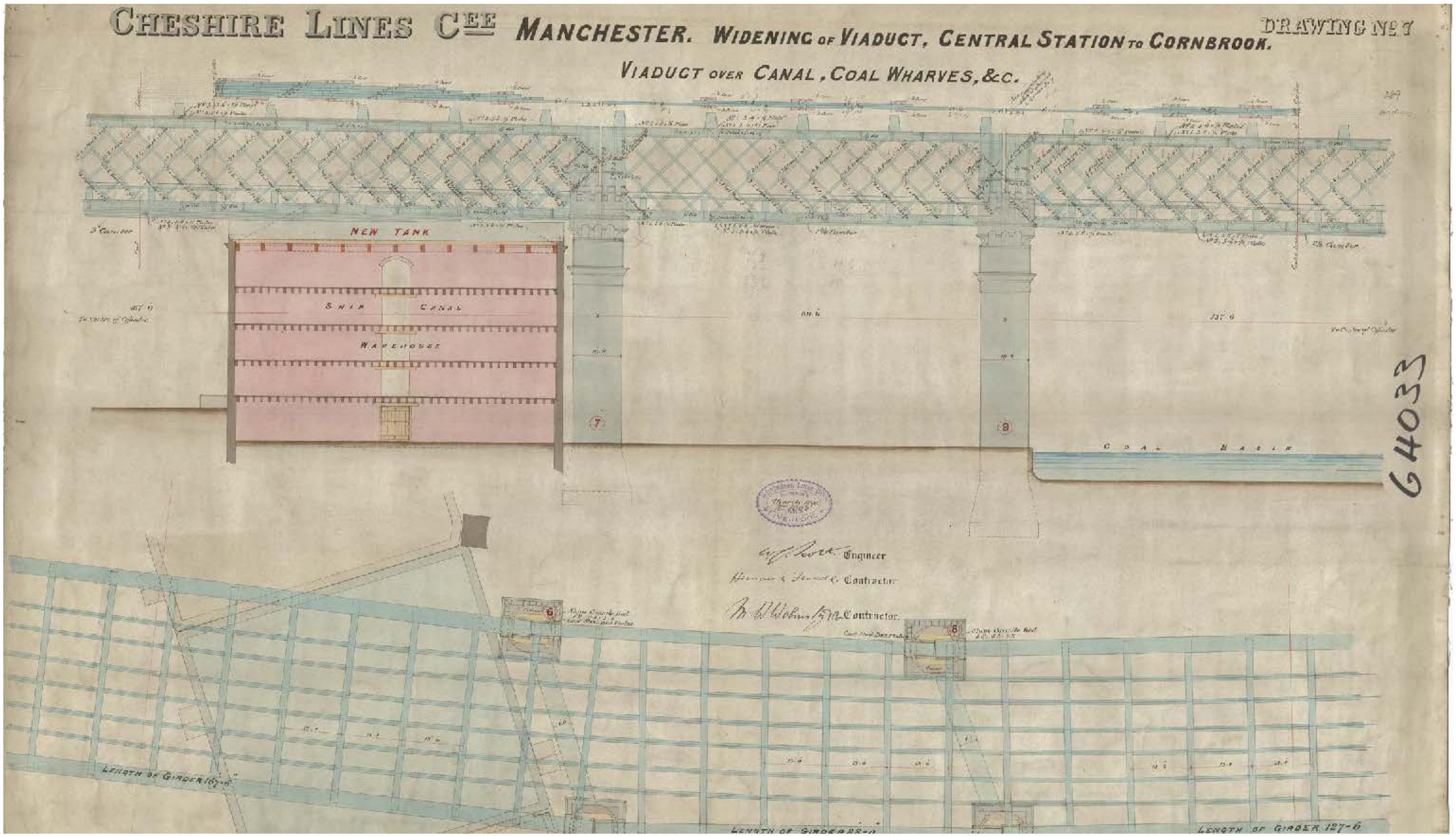
Original Historic Viaduct Drawings



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

03 HISTORICAL ASSET APPRAISAL

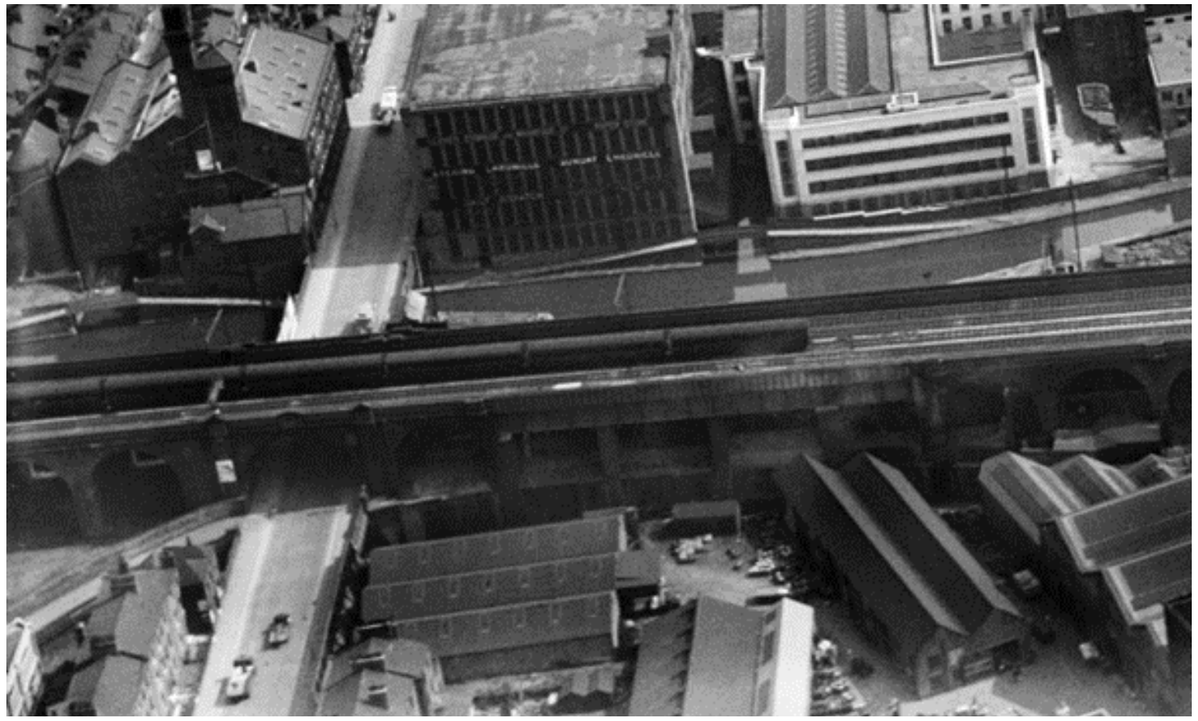
Original Historic Viaduct Drawings



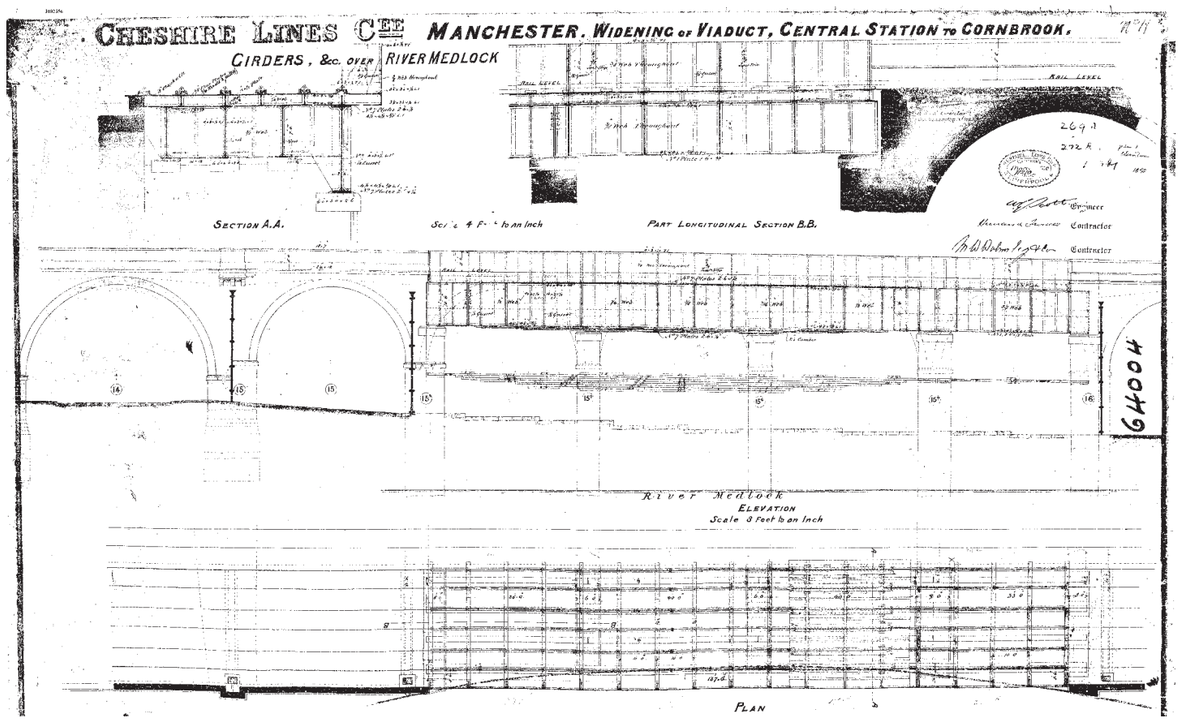
Engineering drawing from 1890 showing the constraints of the site from existing structures and infrastructure.

03 HISTORICAL ASSET APPRAISAL

Original Historic photograph and drawing of Viaduct over Egerton Street



Aerial photo in 1938 showing Masonry Viaduct over Egerton street



Historical drawing showing steel-plated girder as part of 1890 design (Network Rail archive)

04 DESIGN RESPONSE

04 DESIGN RESPONSE
Phase 02 aspirations

The concept for Castlefield Viaduct Phase 02 takes direct inspiration from the viaduct's heritage and the vision scheme of creating a place for people and nature—a high-level green oasis. By retaining the character and DNA of the viaduct and building on the successful features of Phase 01, Phase 02 aims to preserve and enhance Castlefield Viaduct's unique urban quality and heritage. It continues 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 variety of ideas.

Reflecting on feedback from the local community and visitors, Phase 02 strategically provides through-route access from Deansgate to Egerton Street, opening up opportunities for future phases. The design, materials, and construction sequences are carefully considered to respect the existing palette and complement it systematically.

Finally, echoing the National Trust's values, Phase 02 is to be delivered with a sustainable commitment to ensure the site's continuous well-being and the vitality of the neighbouring area.



04 DESIGN RESPONSE
Development Phase 01 & Phase 02



Phase 01
Pilot Scheme

Phase 02
Development

04 DESIGN RESPONSE
Construction Stage 01 / 02 / 03



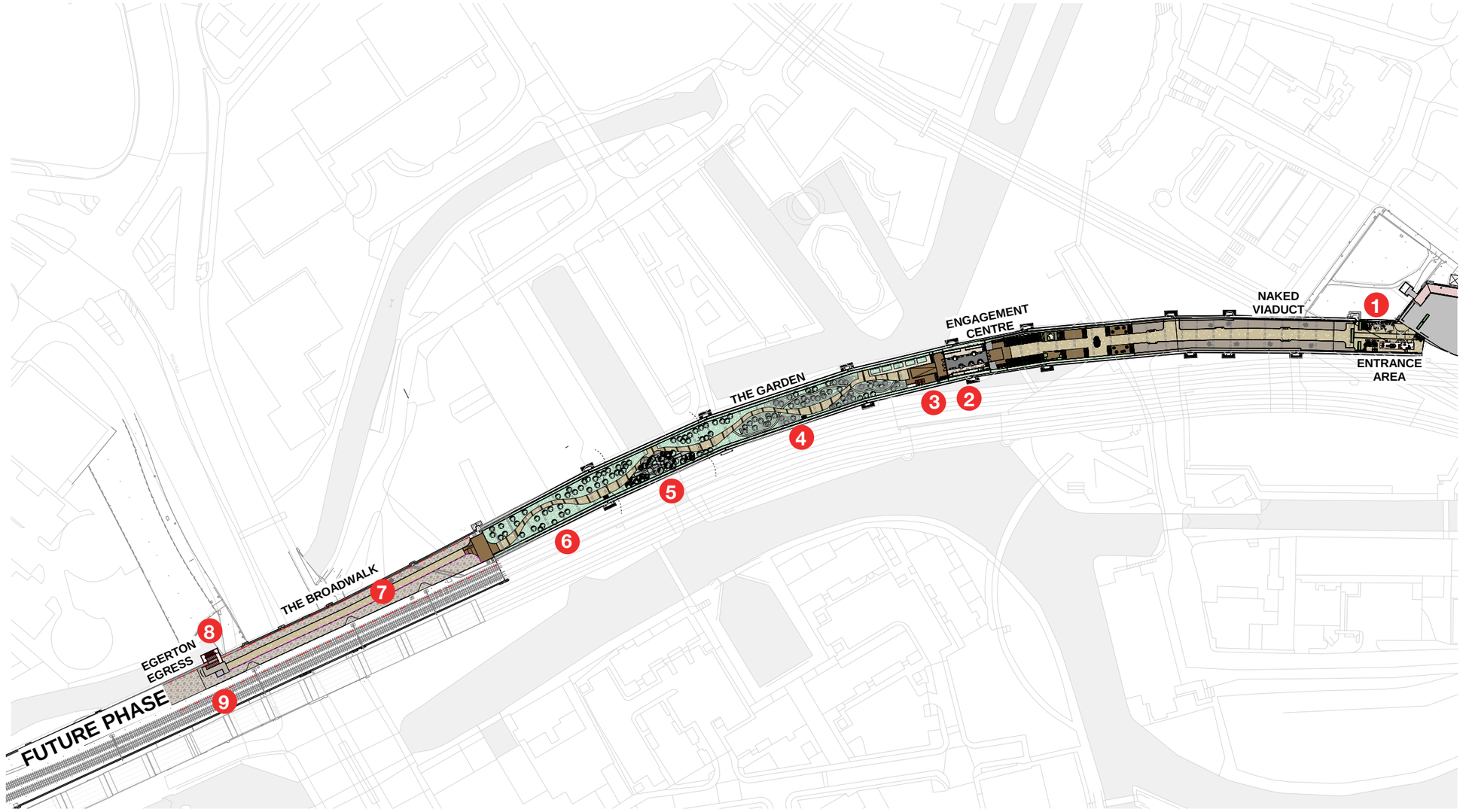
Construction stage 1
Viaduct deck build

Construction stage 2
Egerton Egress Stair

Construction stage 3
Egerton Egress Lift

04 DESIGN RESPONSE

Proposed built / intervention works



1 **Entrance Area**

2 **Engagement Centre**

3 **Horticultural Zone**

4 **The Garden Zone 1**
Meadow Mounds

5 **The Garden Zone 2**
WaterAid Garden

6 **The Garden Zone 3**
Gravel Mosaic Planting

7 **The Broadwalk**

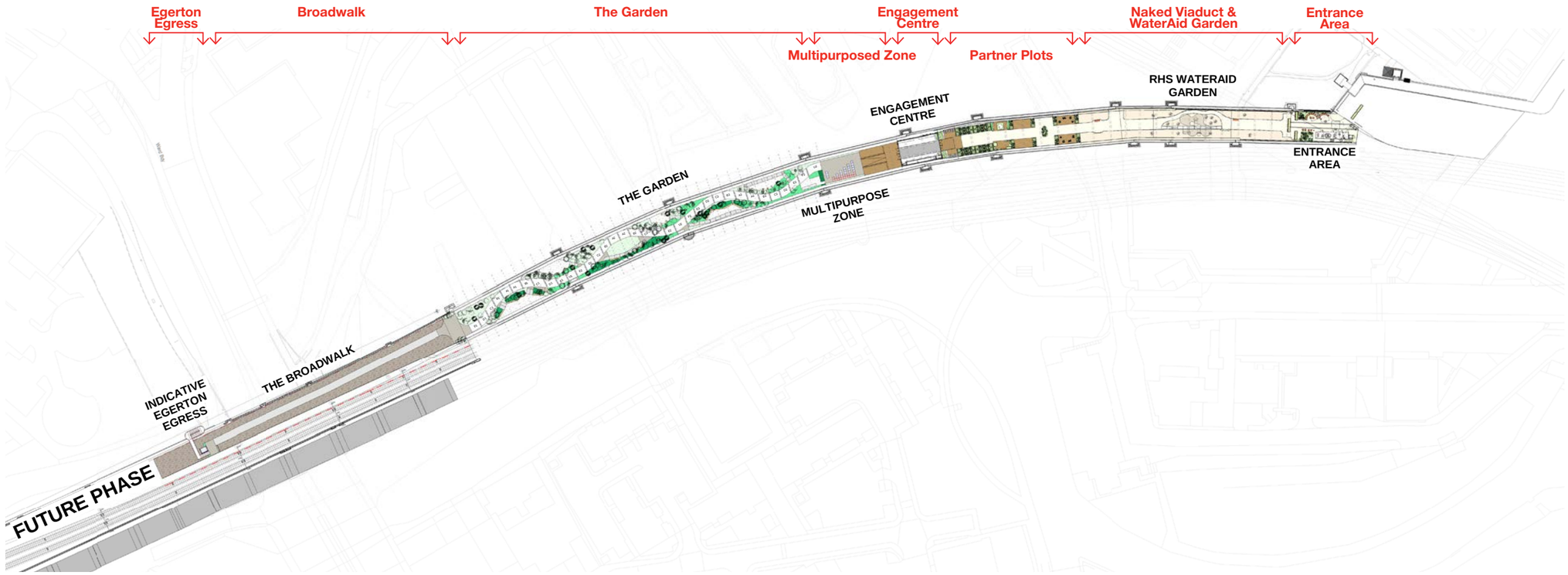
8 **Egerton Egress**
Stair

9 **Egerton Egress**
Lift

04 DESIGN RESPONSE
Masterplan development

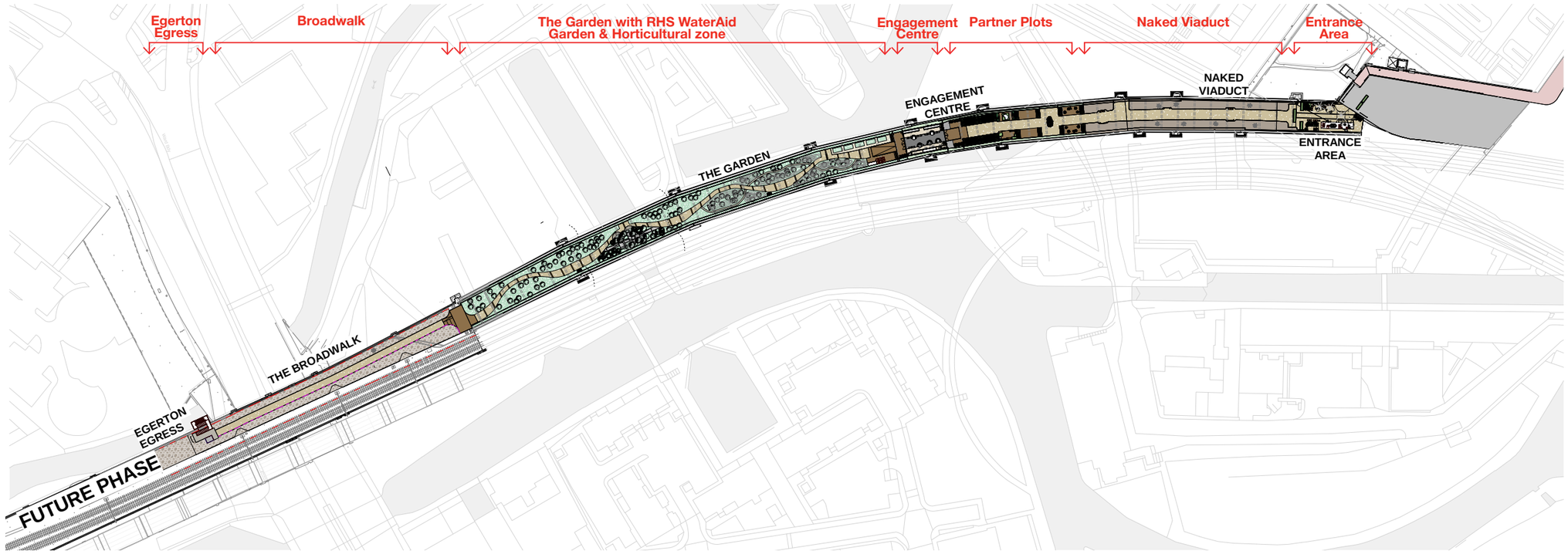
Masterplan shown in Pre-App Meetings

- Eight main segments: Entrance Area / Naked Viaduct with WaterAid Garden / Partner Plots / Engagement Centre / Multipurposed Zone / The Garden / the Broadwalk / Egerton Egress.
- Meandering primary concrete path through the Garden
- Secondary grillage path leading to curated activity spaces
- Custom multi-tiered planter.
- Raised metal walkway over masonry viaduct connecting the garden and Egerton Egress.



Current Masterplan.

- Seven main segments: Entrance Area / Naked Viaduct / Partner Plots / Engagement Centre / The Garden / The Broadwalk / Egerton Egress.
- WaterAid Garden moves to second phase and become the part of the Garden
- Multipurposed zone omitted
- Meandering primary resin-bound gravel path through the Garden
- Secondary path reduced to curated geocell retained gravel path through dedicated part of the garden
- Custom multi-tiered planter removed. Landscape focuses on using mound.
- Raised metal walkway over masonry viaduct omitted. Straight geocell retained gravel path connecting the garden and Egerton Egress.



04 DESIGN RESPONSE

Entrance Area | Staff Facility options

The current entrance area of Phase 01 consists of a visitor seating area, a welcoming kiosk, a bike stand, two fully accessible WCs, and a low-level planter. To facilitate future operations, a new refurbished container will be added, providing work space for three National Trust staff and serving as a kiosk if needed. A new kitchenette with a dining space has also been added to support staff and volunteers in their day-to-day operations.

The existing accessible WCs will be replaced with three new WC facilities (one fully accessible and two standard WCs with additional baby changing facilities). This upgrade will cater to a wider group of visitors in phase 02 and future phases. The container also offers clarity of wayfinding and branding to allow visitors to identify the site while not imposing on the existing girder structure. .

Considering the operational needs of the National Trust Garden, a new dedicated working zone with an adjacent bin will be provided, with minimal modifications to the existing low-level planter. Access-controlled storage, discreetly tucked away from the public area, can also be provided if required. Other minor amendment would be the relocation of 3 cycle stands to provide space for the new container.

Multiple design options were explored with different focus and priorities. As the result of this exercise, a single stories balance both operational needs as well as heritage advices.



Existing Entrance Zone condition

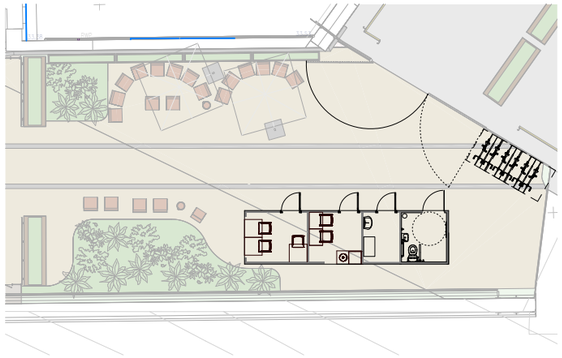
9.14x2.44m container - single storey

Pros

- Provide some facilities for staff and public usage.
- Sit below the lattice girder hence does not impact the site from heritage point of view.
- Slightly more cost effective compared to other options

Cons

- Does not satisfy the operation needs of National Trust



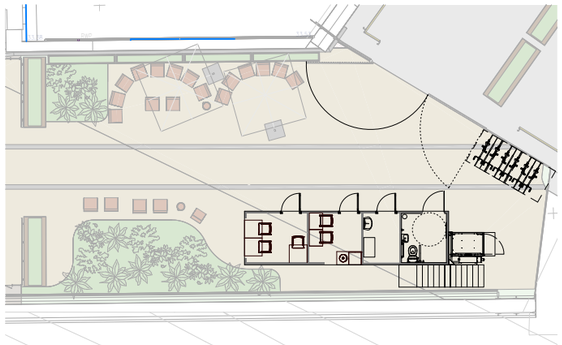
9.14x2.44m container - two-storey

Pros:

- Provide majority of the facility for staff and public usage.
- Additional roof terrace provide new experience for public and a new vantage point towards Phase 01

Cons

- Potentially impact from heritage point of view as facility height exceed the lattice Girder
- Major cost and construction sequence to install platform lift and stair



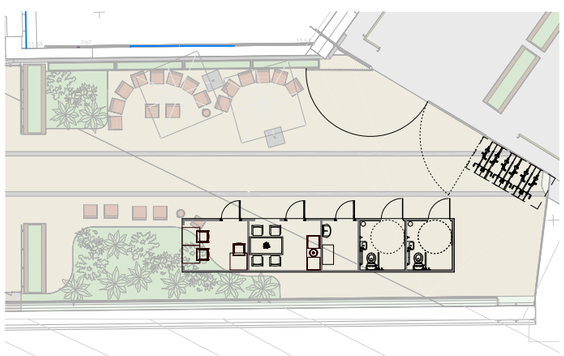
12.2x2.44m container - single storey (preferred)

Pros

- Provide space for all operational needs of staff
- Relatively cost effective
- Container is refurbished off site which facilitate quick installation
- Sit below the lattice girder hence does not impact the site from heritage point of view.

Cons

- Required remedial work on current low level planter



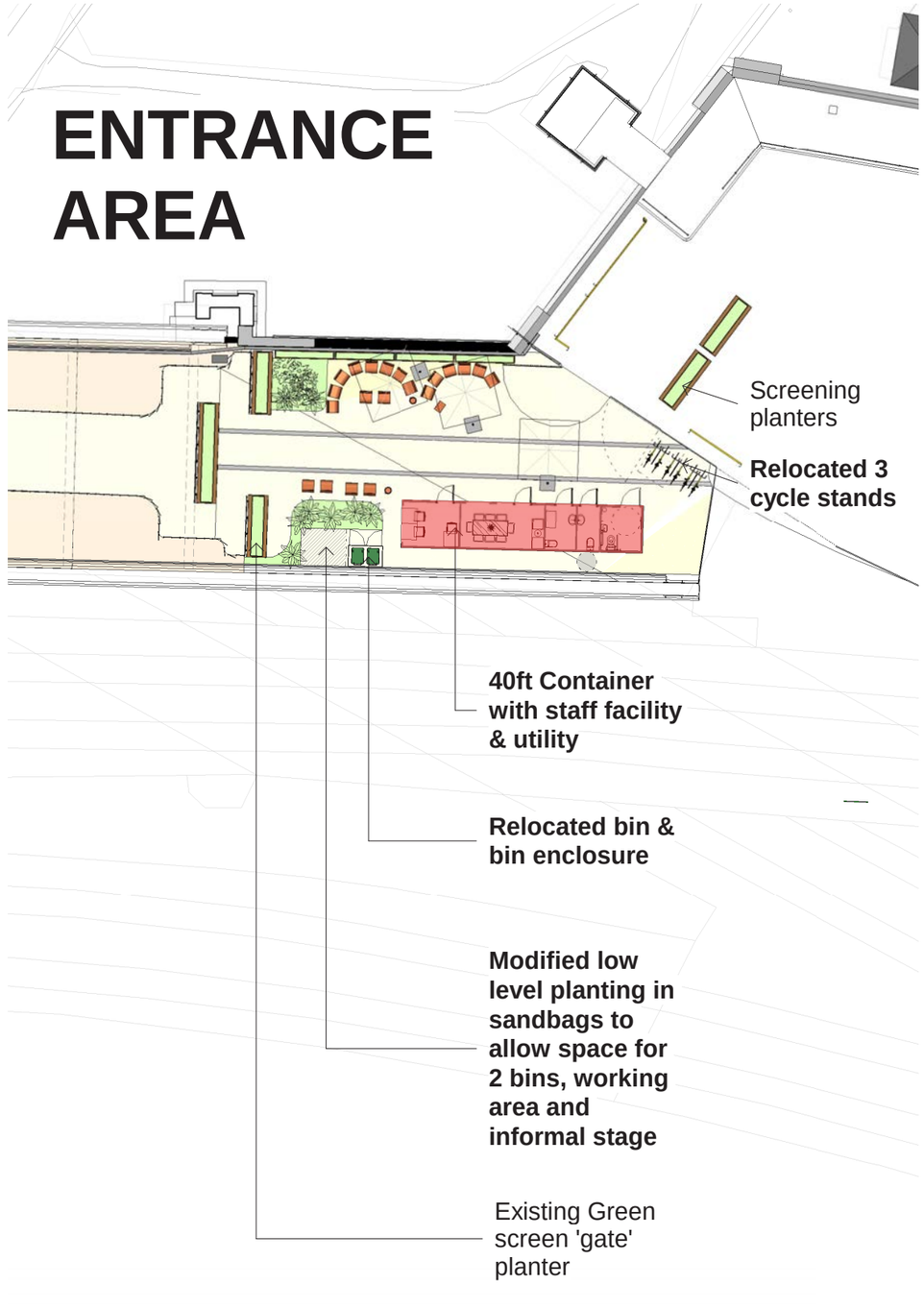
04 DESIGN RESPONSE

Staff Facility Design & indicative location

The new staff facility will be situated within the boundary of the entrance area without being too obstructive to the existing girder. Additionally, as the container is located outside the steel viaduct decking, no additional structural reinforcement will be required.



Indicative size of Staff Facility including workspace, kitchenette, 1 full accessible WC, 2 standard WC with 1 baby changing facility



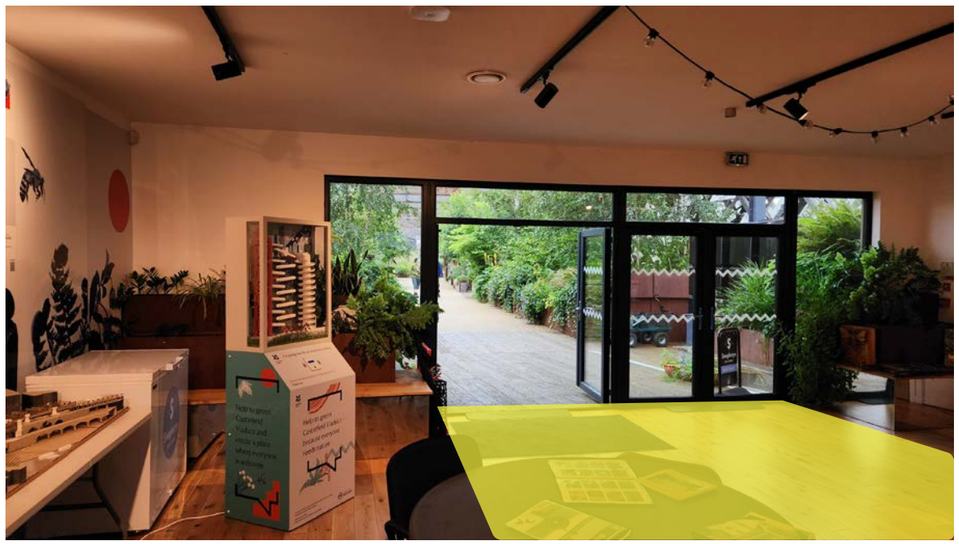
Indicative footprint of Staff Facility including workspace, kitchenette, 1 full accessible WC, 2 standard WC with 1 baby changing facility

04 DESIGN RESPONSE
Engagement Centre - Through route

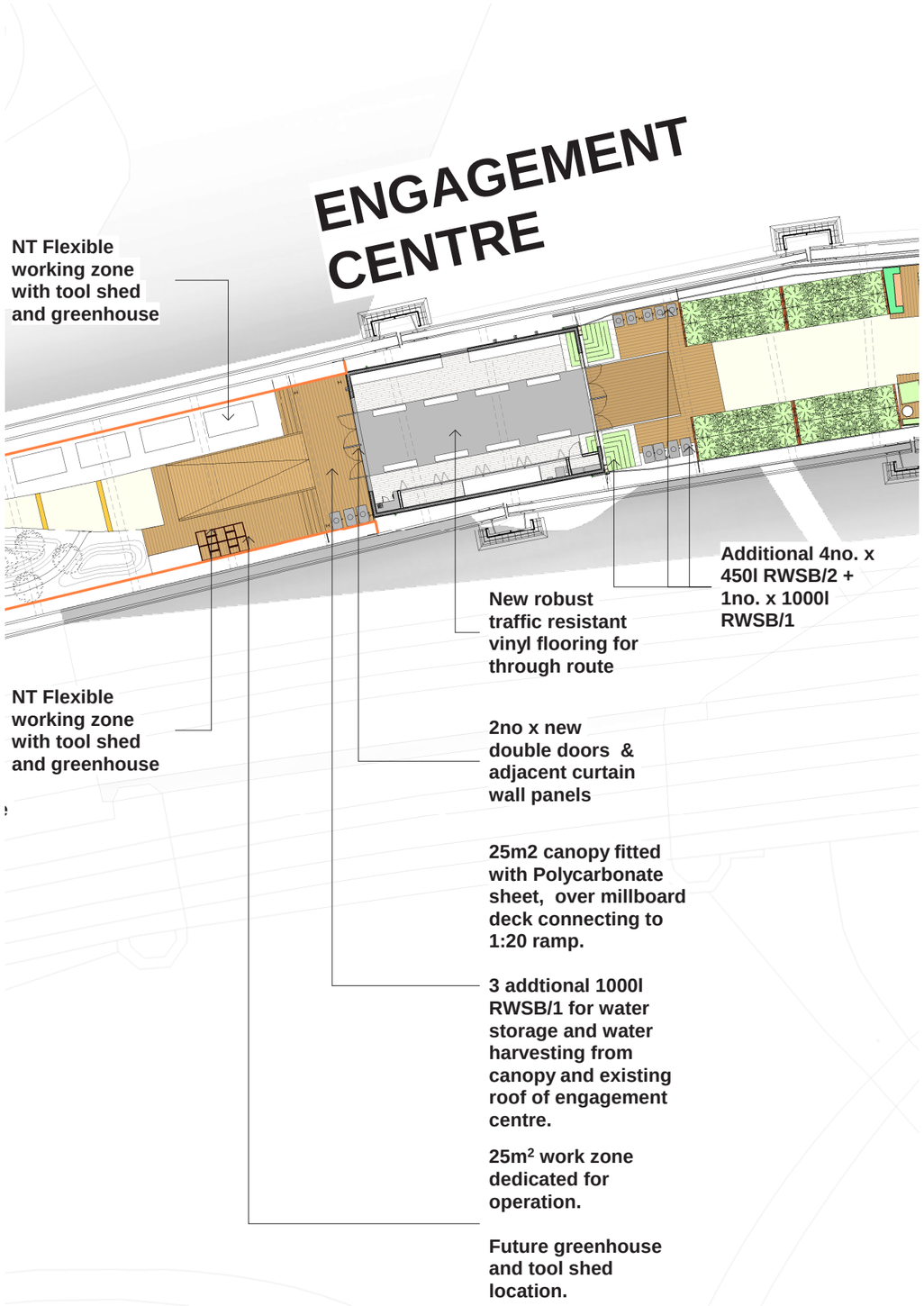
The Engagement Centre (formerly known as the Central Visitor Building) has provided a sheltered space for visitors and served as a gathering location for planned events during Phase 01. With the implementation of the through route, the Engagement Centre will feature a robust, traffic-resistant central path, as well as additional double doors similar to those in Phase 01. This central path will guide visitors towards the area that was previously confined during the pilot scheme.

While serving as a through route, the Engagement Centre will remain open during the official operating hours of the National Trust, offering exhibitions, guidelines, and information. Visitors can linger in the building to learn more about the project's details, future developments, or simply seek refuge under the Viaduct during undesirable weather conditions.

Outside of official hours when the through route is closed, the Engagement centre also has a possibility to serve as a venue for planned events, lectures as well as exhibitions.

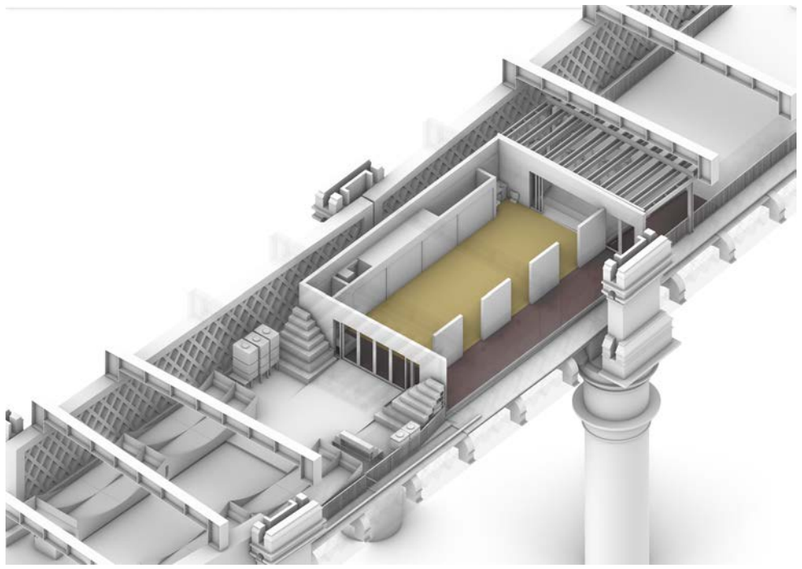


Indicative Through route location



04 DESIGN RESPONSE

Engagement Centre - Through route options



Design Option 1: Side pathway

Pros

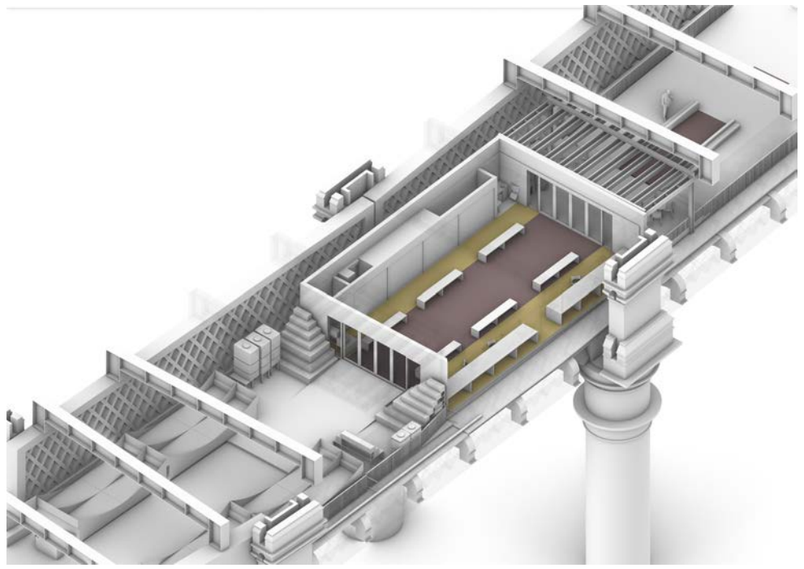
Side path does not intrude with activities taking place within the Engagement Centre thus create minimal disruption with day to day operation of National Trust staff.

Area of floor intervention is limited to one side of the building.

Corridor provide space for curated exhibition and gallery

Cons

Does not give impression of a through route hence may discourage visitors to go through the building.



Design Option 2: Central pathway

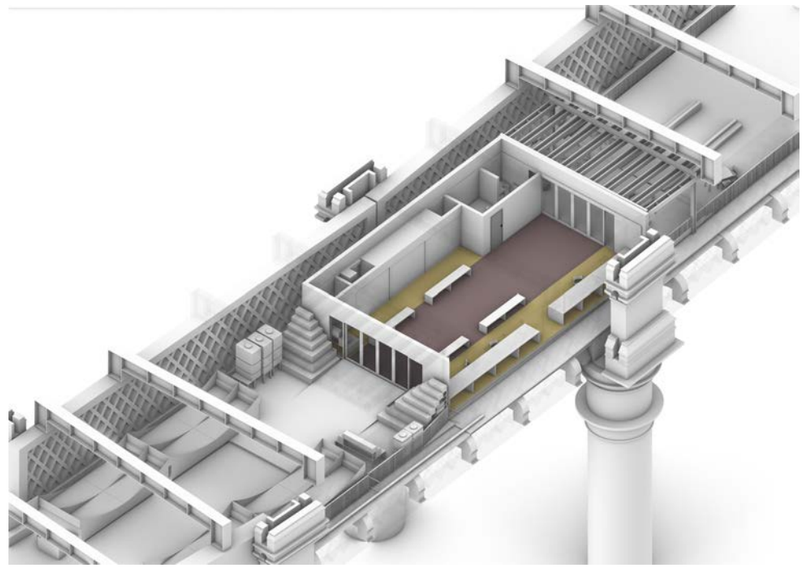
Pros

Clear indication of a through route.

Incorporate design of entrance opening out to Phase 2, creating decking that resolves level difference between Engagement Centre and Phase 02

Cons

More costly as a larger area requires floor finish replacement.



Design Option 3: Central pathway with additional staff work space

Pros

Clear indication of a through route.

Incorporate design of entrance opening out to Phase 2, creating decking that resolves level difference between Engagement Centre and Phase 02

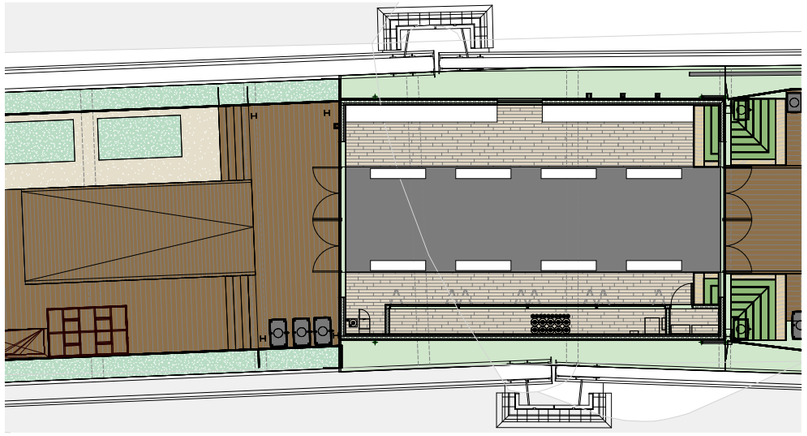
Provide workspace for staff and resolve operational needs.

Cons

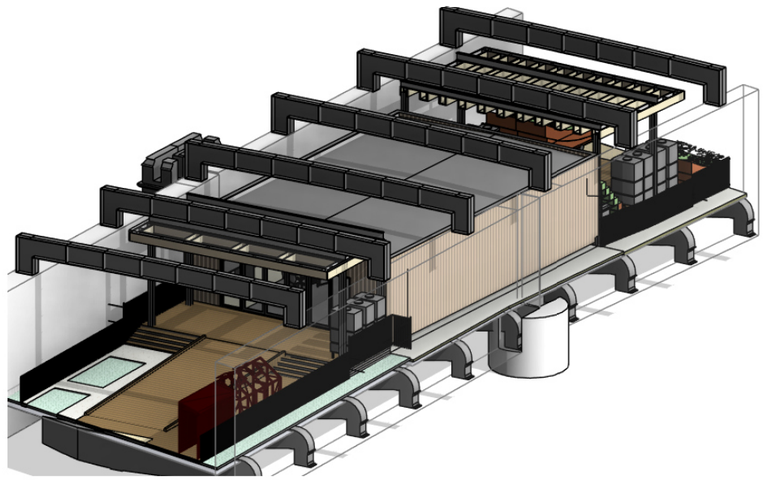
More costly as a larger area requires floor finish replacement.

Additional cost required to install the workspace.

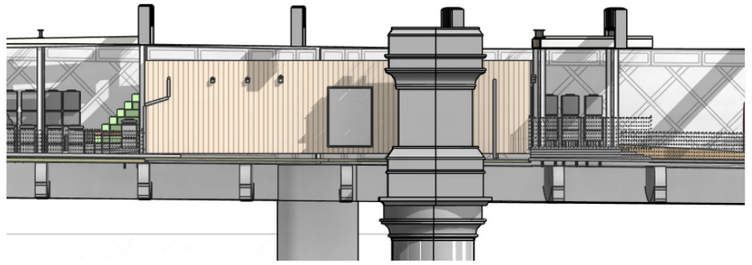
04 DESIGN RESPONSE
Engagement Centre - Final Design



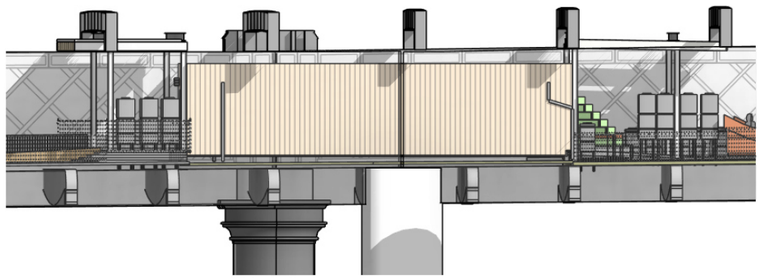
1 (PL) PLAN
1 : 100



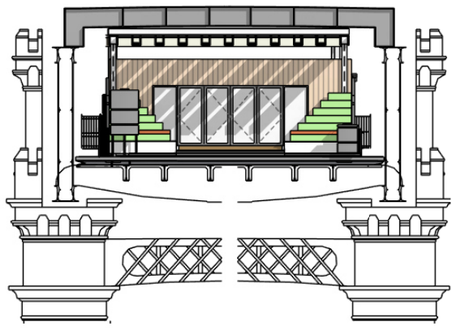
2 (PL) 3D



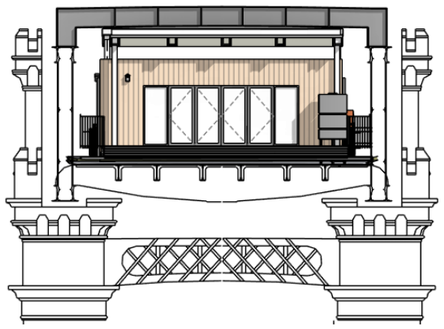
3 (PL) NORTH ELEVATION
1 : 100



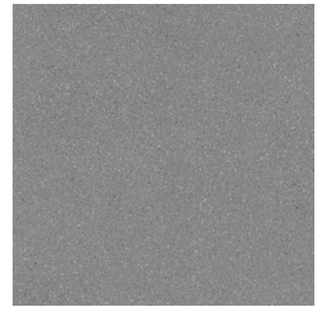
4 (PL) SOUTH ELEVATION
1 : 100



5 (PL) EAST (FRONT) ELEVATION
1 : 100



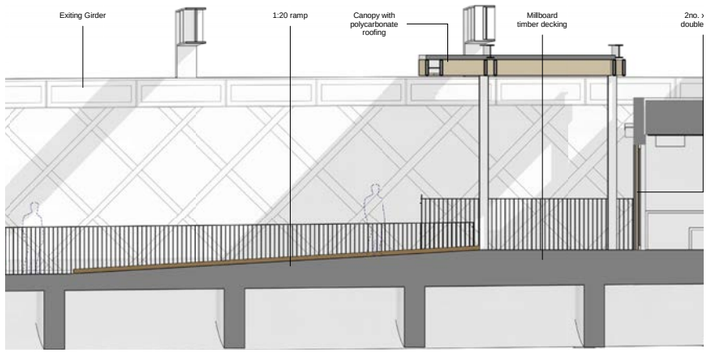
6 (PL) WEST (REAR) ELEVATION
1 : 100



Anti-slip Vinyl flooring (Sand)

04 DESIGN RESPONSE

Engagement Centre - Decking & Canopy Design



Additional decking and a canopy were designed to provide shelter for visitors upon exiting the Engagement Centre. The canopy will be equipped with a polycarbonate sheet roof to contribute to stormwater harvesting. Lighting is also incorporated to illuminate the entrance and ensure easy wayfinding.





Canopy timber plank cladding



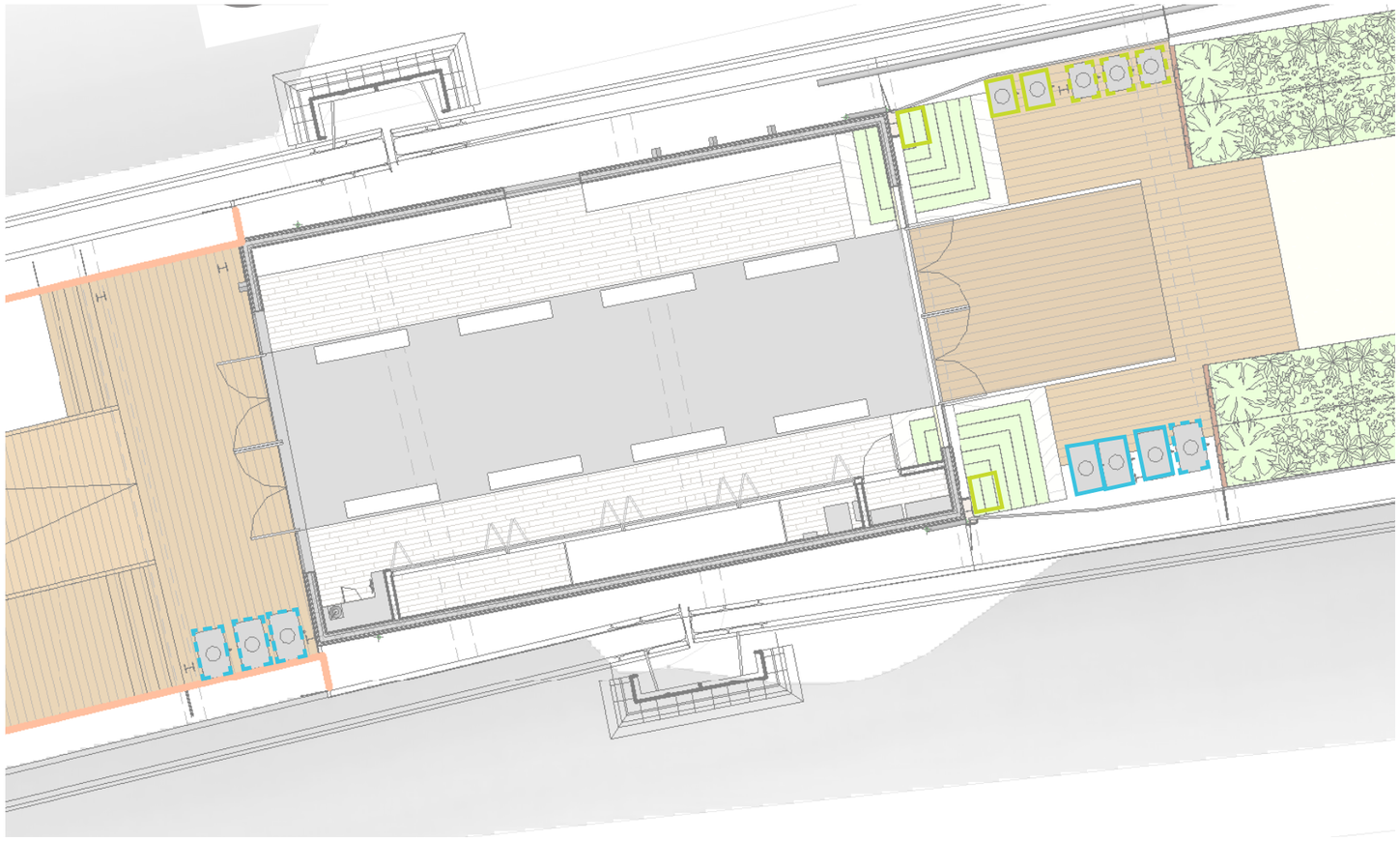
Polycarbonate sheet (roofing)



Millboard decking (weather oak)

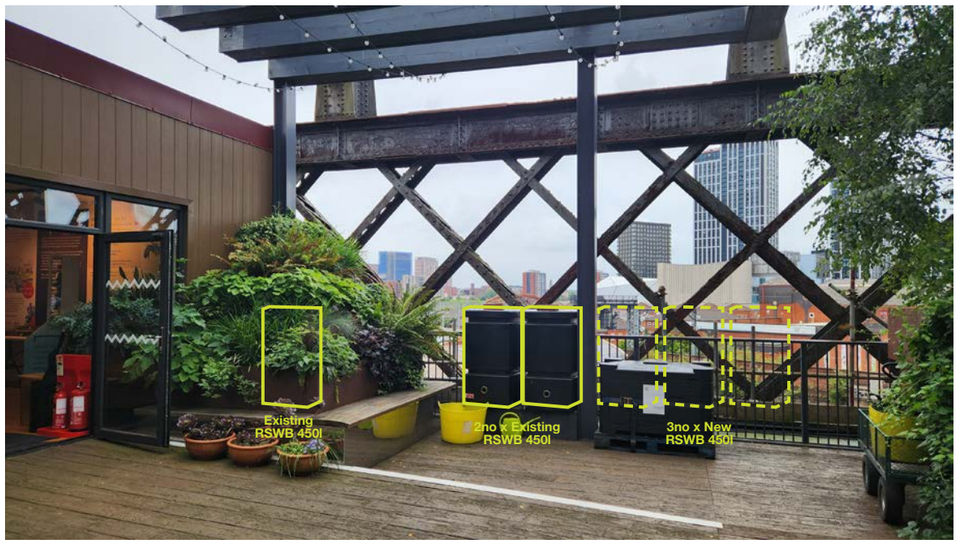
04 DESIGN RESPONSE

Engagement Centre | Additional Rain Storm Water Butts (RSWB)



The additional planting area of Phase 02 requires a significant increase in water storage for maintenance and watering. This necessitates approximately four additional 1000L Rain Water Storage Butts (RSWB) and three 450L RWSB, increasing the watering capacity of the site to approximately 2.4 times the current capacity. Similar to the water strategy in Phase 01, these RWSBs will store water collected from the roof of the Engagement Centre. The new canopy at the Engagement Centre entrance will also increase the surface area for sustainable water harvesting. Additional irrigation systems will be incorporated into the detailed design post-planning.

- Existing 450L RWSB
- New 450L RWSB
- Existing 1000L RWSB
- New 1000L RWSB





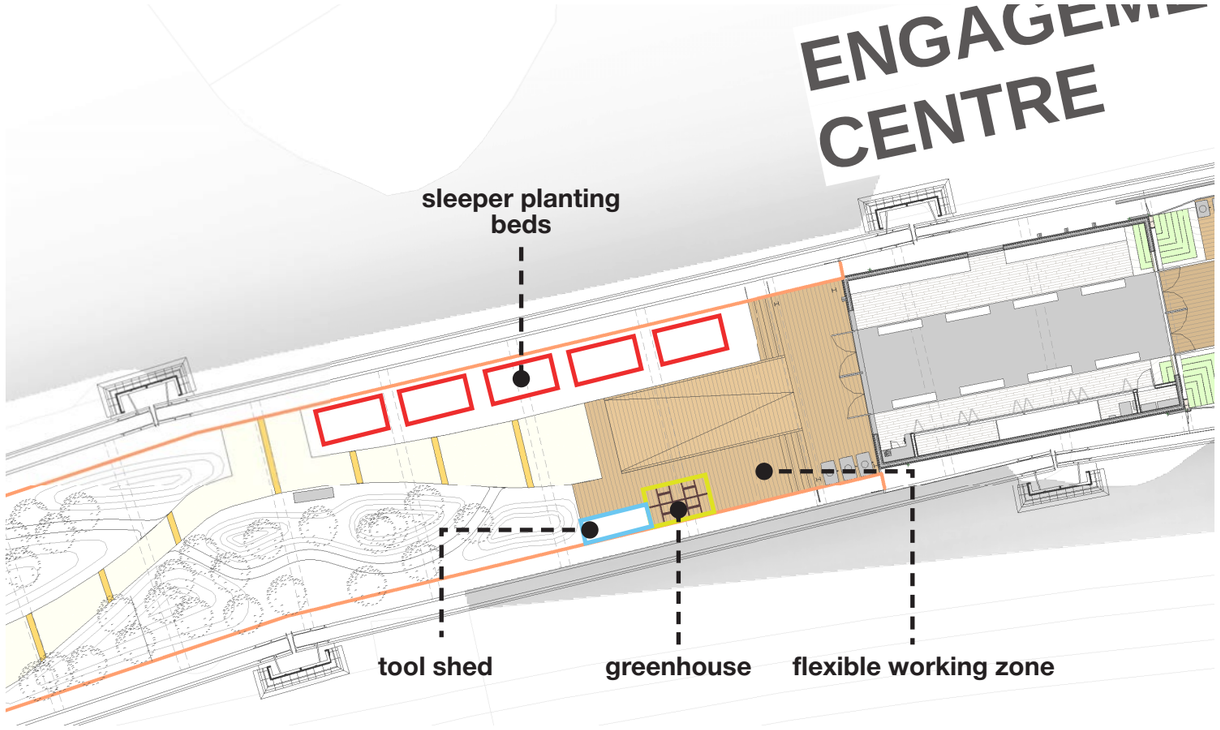
Existing RSWBs on site and proposed silhouette of additional RSWBs

04 DESIGN RESPONSE

The Garden - Horticultural zone, Green house, Tool shed & Sleeper planting bed

In discussions with the National Trust, to facilitate maintenance of the Garden and promote local horticultural activities, Phase 02 Garden will include a horticultural zone dedicated to planting and nursery, featuring a new greenhouse and a dedicated work shed.

The horticultural zone is directly connected to the flexible work zone and 5 sleeper planting beds, allowing horticultural events and workshops to utilize this adjacent space.





TImber sleeper planting bed in Phase 01



Proposed Horticultural Zone

04 DESIGN RESPONSE

The Garden | Compost bins



To further facilitate planting and maintenance of the Garden, 4no. x Compost bins will be provided throughout the entire length of the garden.

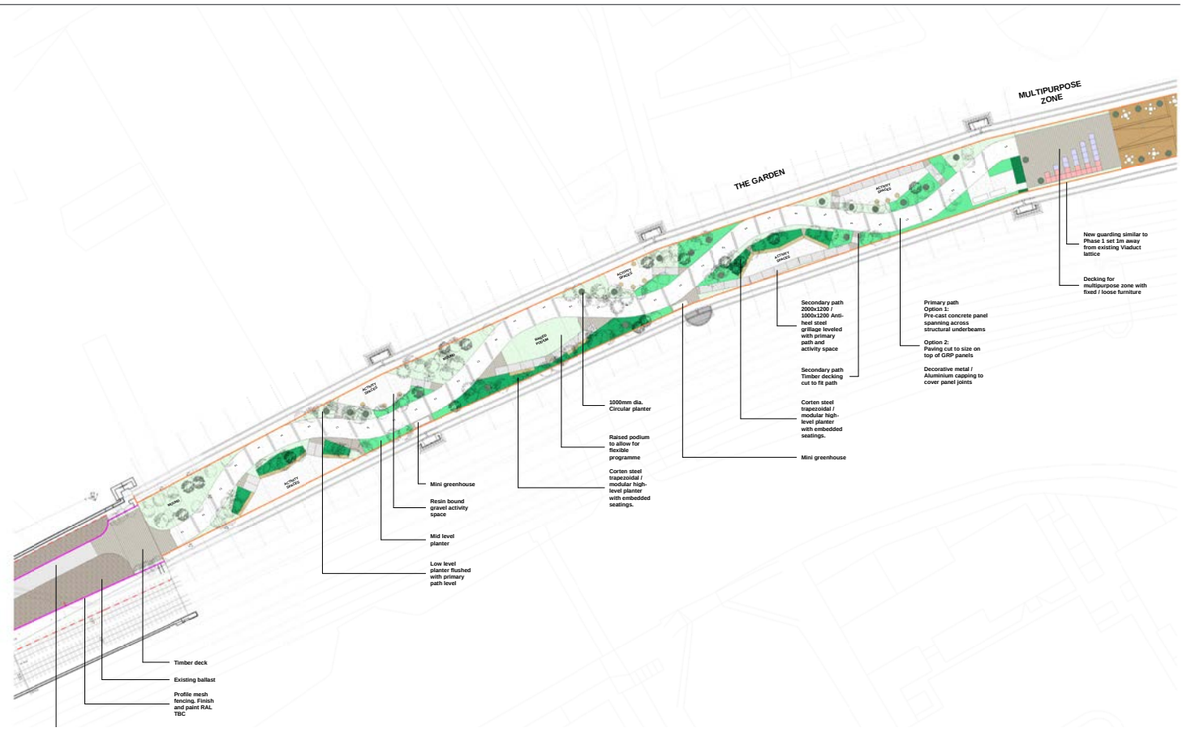




04 DESIGN RESPONSE
The Garden - Layout options

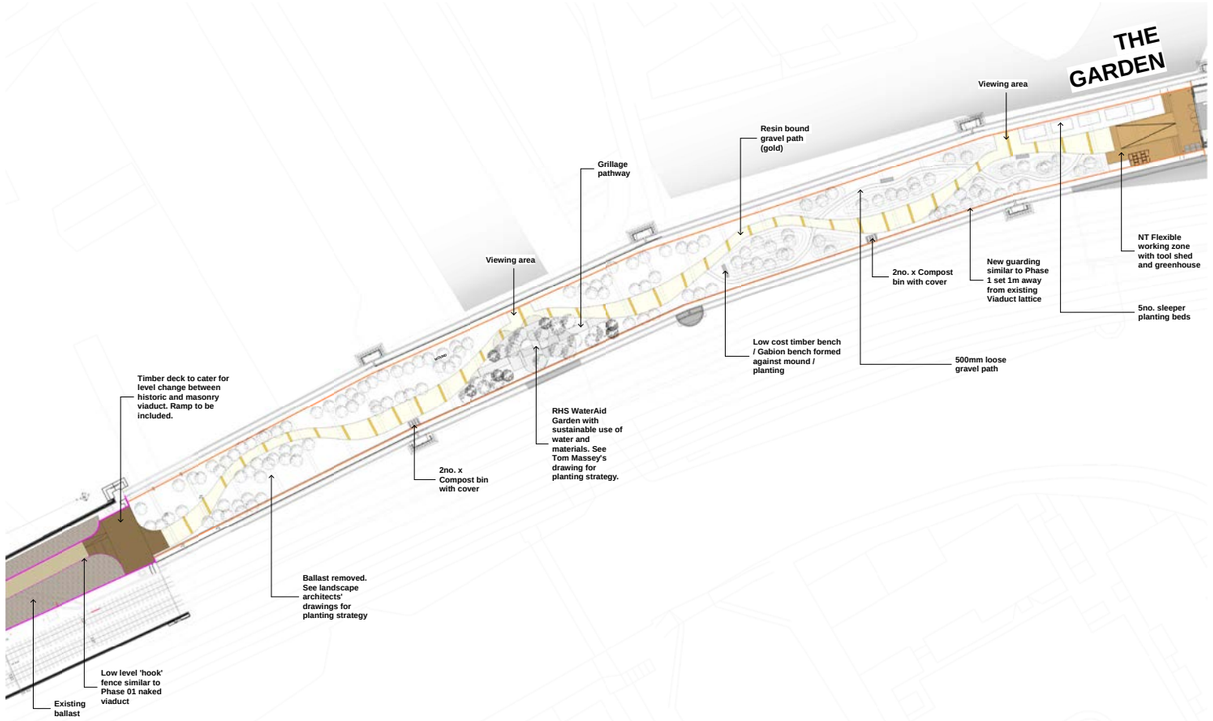
Masterplan shown in Pre-App Meetings

- Eight main segments: Entrance Area / Naked Viaduct with WaterAid Garden / Partner Plots / Engagement Centre / Multipurposed Zone / The Garden / the Broadwalk / Egerton Egress.
- Meandering primary concrete modular path through the Garden
- Secondary grillage path leading to curated activity spaces
- Custom multi-tiered planter.
- Raised metal walkway over masonry viaduct connecting the garden and Egerton Egress.



Current Masterplan.

- Seven main segments: Entrance Area / Naked Viaduct / Partner Plots / Engagement Centre / The Garden / The Broadwalk / Egerton Egress.
- WaterAid Garden moves to second phase and become the part of the Garden
- Multipurposed zone merged with Horticultural zone
- Meandering primary resin-bound gravel path through the Garden instead of concrete for construction feasibility and cost efficiency.
- Secondary path reduced to curated geocell retained gravel path through dedicated pocket of the garden.
- Custom multi-tiered planter removed. Ballast to be removed to ensure structural allowance for planting and rid context contamination. Landscape focuses on using top soil mound to create the garden.
- Raised metal walkway over masonry viaduct omitted. Straight geocell retained gravel path connecting the garden and Egerton Egress.



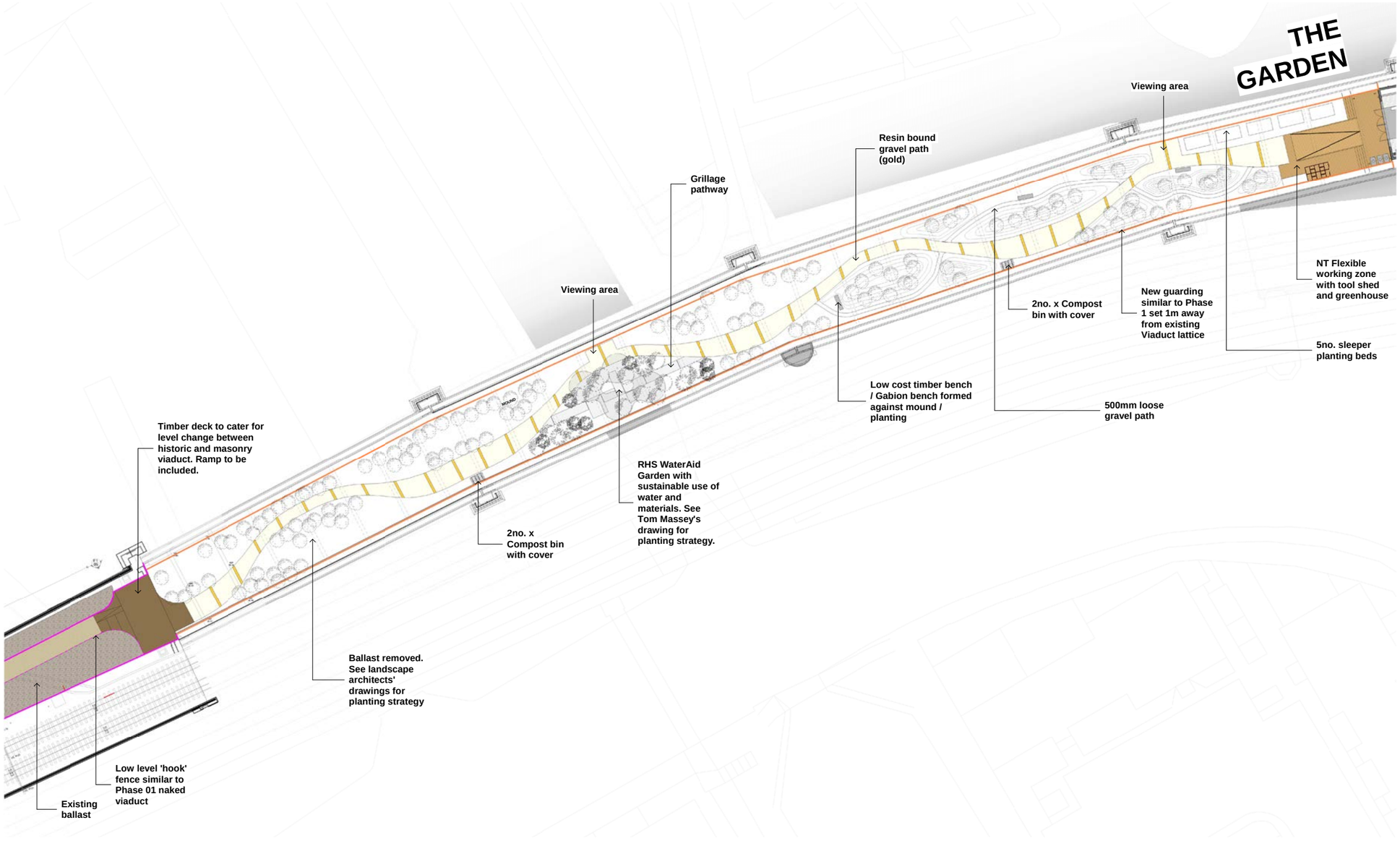
04 DESIGN RESPONSE

The Garden | Primary path design

The meandering path running through the urban garden serves as the central spine, winding its way through the lush landscape. Designed to guide visitors on a journey of discovery, this path offers glimpses of various garden zones and invites self-guided exploration, viewing moments and walks.

Generally 3m wide, the primary path is thinned out at specific points to create strategic view point towards Manchester landmark as well as avoid invading the privacy of neighbouring development

This meandering path is more than just a walkway; it is a journey through a thoughtfully designed urban garden, connecting various elements and activities while celebrating the garden's unique structural and community features.



04 DESIGN RESPONSE

The Garden | Primary path materiality

Made from coloured resin-bound gravel to ensure cost-effectiveness, this approach allows for easy installation and maintenance, providing a seamless and uniform appearance throughout the garden.

Decorative metal cappings are added along the path to reveal the location of the existing viaduct underbeams—a feature that tends to be hidden and obscured. These metal cappings not only serve as a visual guide to the viaduct's structure but also add an artistic and industrial touch to the pathway.

The surface of the pathway can also be engraved or cast to memorialize the names of contributing sponsors and institutions who made the project a success. This feature not only honors their support but also creates a historical record for visitors to appreciate.







Resin Bound Gravel (gold)



Indicative metal capping

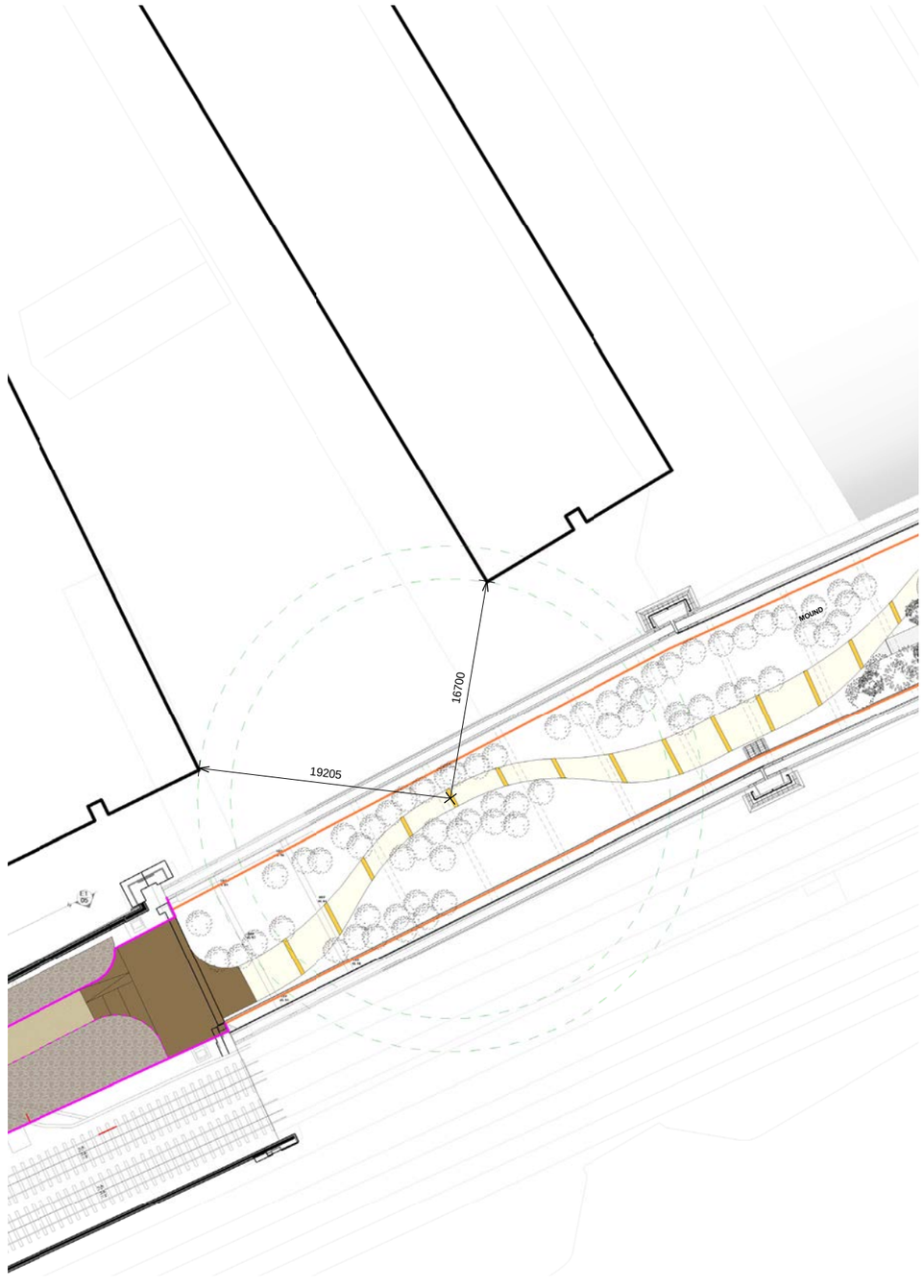
04 DESIGN RESPONSE

The Garden | Proximity from nearby Residence

Generally 3 meters wide, the primary path narrows at specific points to create strategic viewpoints towards Manchester landmarks and to avoid invading the privacy of neighbouring developments.

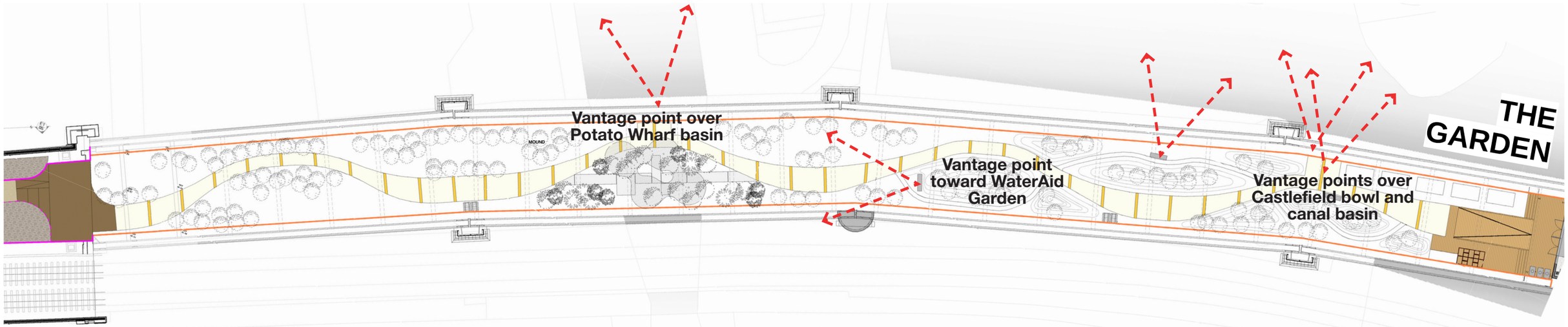
By thinning the path to 1.5 meters at these locations, the distance from the center point of the path to the nearest residential development ranges between 15 and 20 meters.

Additional planting will help screen the area and provide privacy for residents in these existing developments, ensuring a balance between public enjoyment and residential tranquillity.



04 DESIGN RESPONSE

The Garden | Framing the view & urban furniture





Timber/ gabion benches are strategically positioned throughout the park to capitalize on vantage views of major attractions within the urban park.

These seating offer visitors the best perspectives of the WaterAid Garden, historic viaduct, canal basins and other landmarks over Manchester skyline.



View toward WatrerAid Garden

04 DESIGN RESPONSE

The Garden | Secondary path materiality

The secondary paths, made from geocell-retained gravel, weave through the meadow mound in the urban garden. This path offers a natural contrast to the primary pathway, blending seamlessly into the landscape. The geocell structure, filled with gravel, creates a stable, permeable surface that resists erosion while maintaining an organic appearance.

The path meanders gently, providing an intimate and immersive experience. Softly defined edges allow wildflowers and grasses to encroach, enhancing the naturalistic feel. Strategic benches and clearings along the way encourage stoppage and gatherings, serving as perfect spots to relax and viewing.





Geocell Retained Gravel (grey)

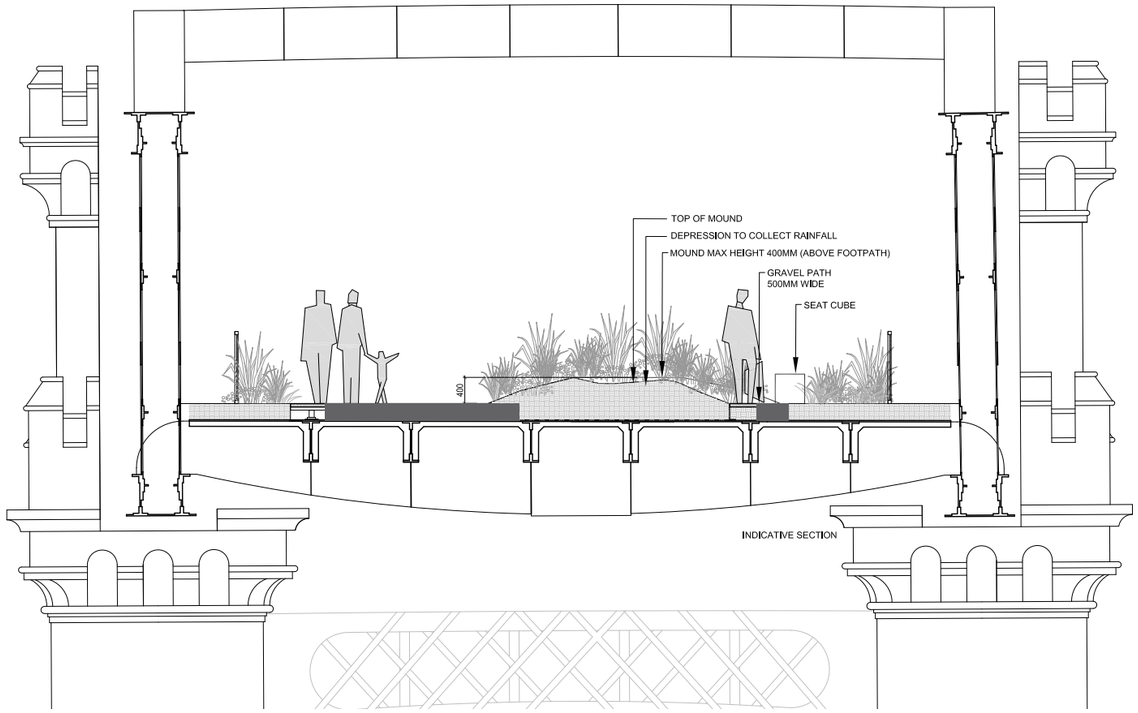
04 DESIGN RESPONSE

The Garden | Ballast removal & general planting strategy

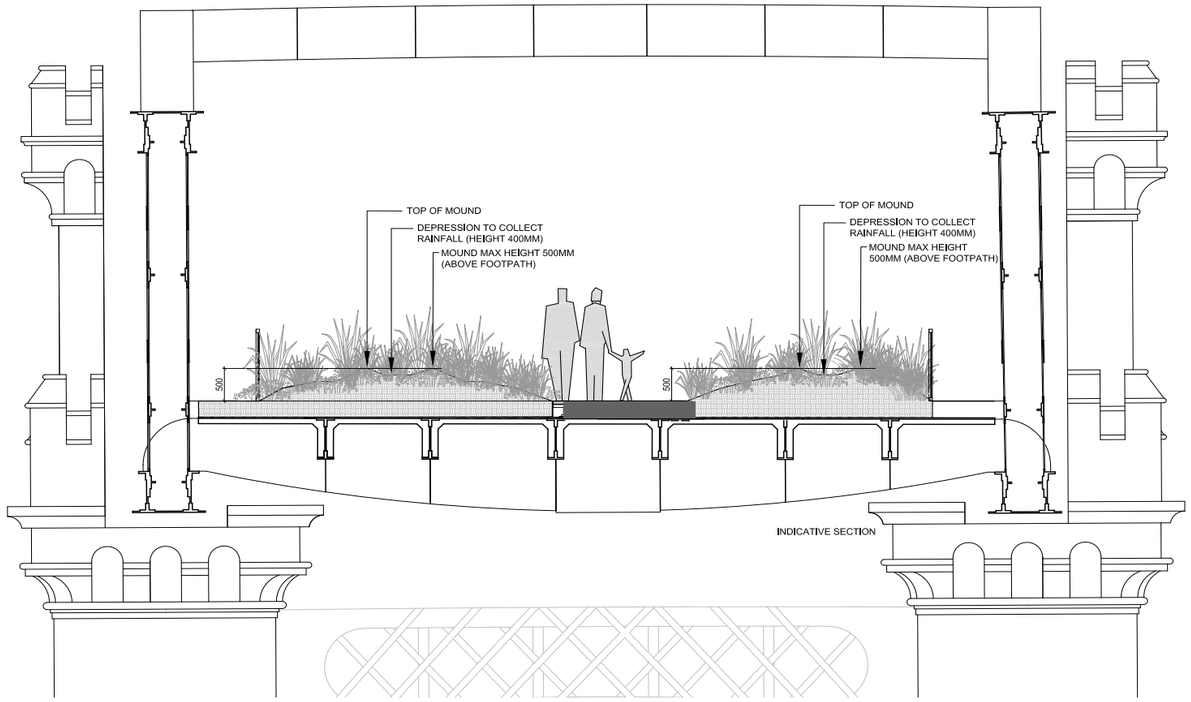
To ensure the structural load capacity for the new project, the existing ballast of the unused viaduct will be carefully removed. This process involves clearing the old ballast material to reduce the weight on the viaduct structure, thus preparing it for the new development. Extra care will be taken to ensure the existing deck and structures are not damaged.

Once the ballast is removed, new resin-bound gravel, meadow mounds, and topsoil will be added to create the urban park. The topsoil will be enriched to support a variety of plant life, while the meadow mounds will be shaped to enhance the landscape's aesthetic and ecological value.

Given the extra soil weight, void form will be used to create the intended mounds. For more information, see Chapter 6 and the ARUP structural engineers' report.



Typical Section through mounded meadow
(main path width 3.0m)



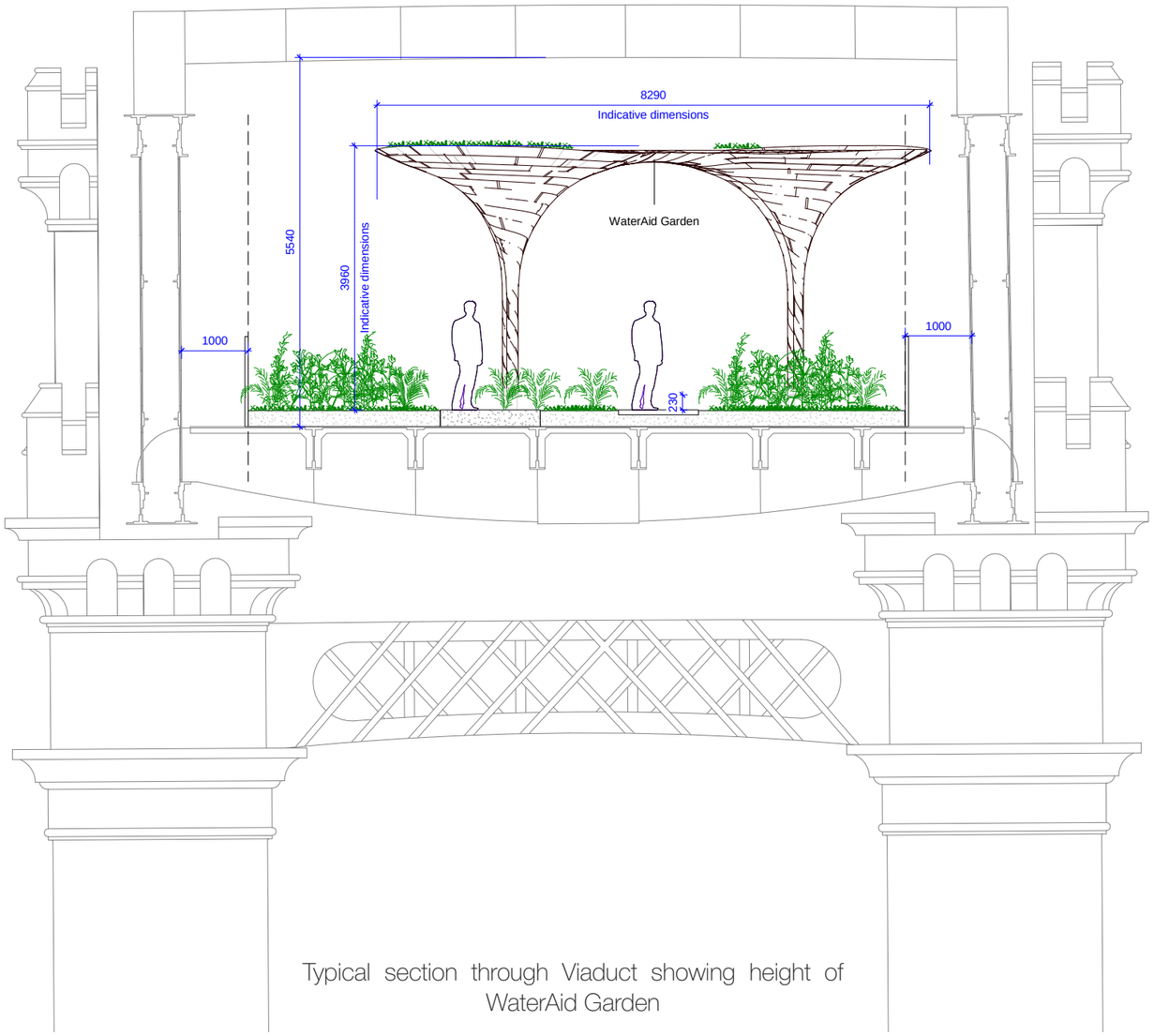
Typical Section through mounded meadow
(main path width reduced to 1.5m)

04 DESIGN RESPONSE
The Garden | WaterAid Garden

Original constructed as part of RHS Chelsea Flower Show 2024, the WaterAid garden explores the challenges presented by an ever-changing climate. It focuses on sustainable water management and features a colourful array of plant species designed to deal with varying amounts of rainfall.

Relocated into the middle section of steel viaduct, the WaterAid Garden will be dismantled into 2 parts, lifted onto the Viaduct and reassembled. The WaterAid Garden's four supporting structural columns will sit on a steel grillage and lined up over the existing transverse and longitudinal beams. Due to the thickness of the supporting grillage, the path through and around the WaterAid Garden will be packed with void form and soil. See chapter 6 structural strategy and Structural Engineer report for more information.

This Garden will act as a welcoming feature for visitors to the site and contribute to the original vision of a growing public urban oasis.



Typical section through Viaduct showing height of WaterAid Garden

04 DESIGN RESPONSE
The Broadwalk

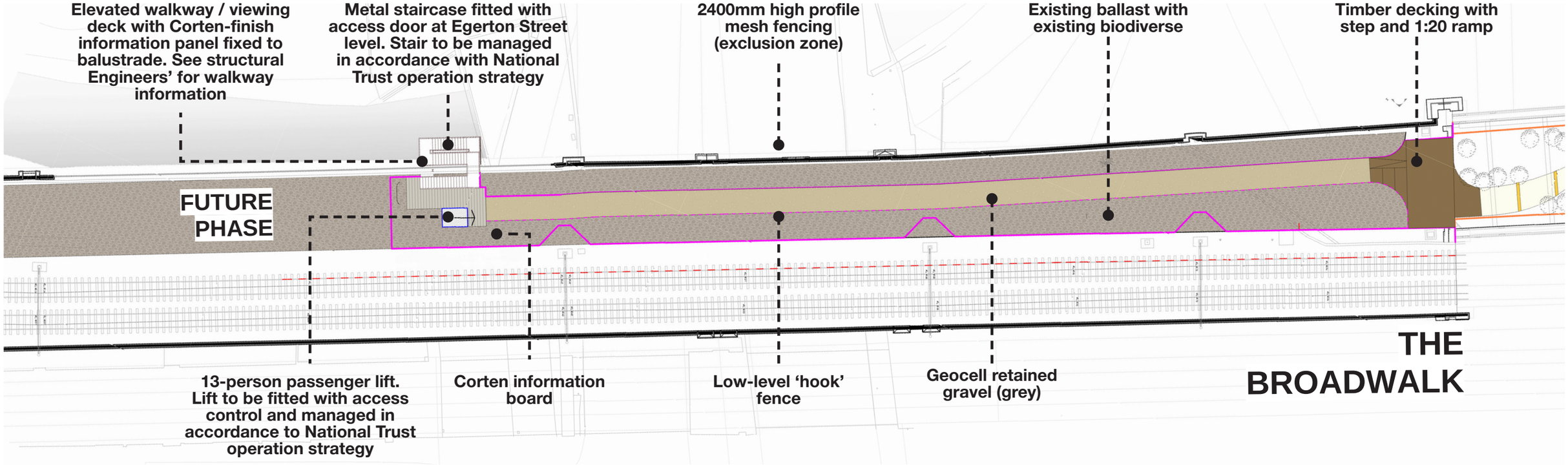
The Broadwalk, constructed from geocell-retained gravel, provides an open experience for visitors as it traverses the site of the Metrolink, along the existing ballast with minimal intervention to the area's wild biodiversity. Low-level 'hook' fencing prevents visitors from going over the existing ballast, while additional mesh fencing ensures compliance with the TfGM exclusion zone from the train track.

The design preserves the site's natural state and seamlessly integrates the new structure into the existing environment. Visitors are guided directly to a new vertical access point on Egerton Road, which is integrated into the design, providing a safe and efficient means for visitors to descend from the elevated walkway to the road level.



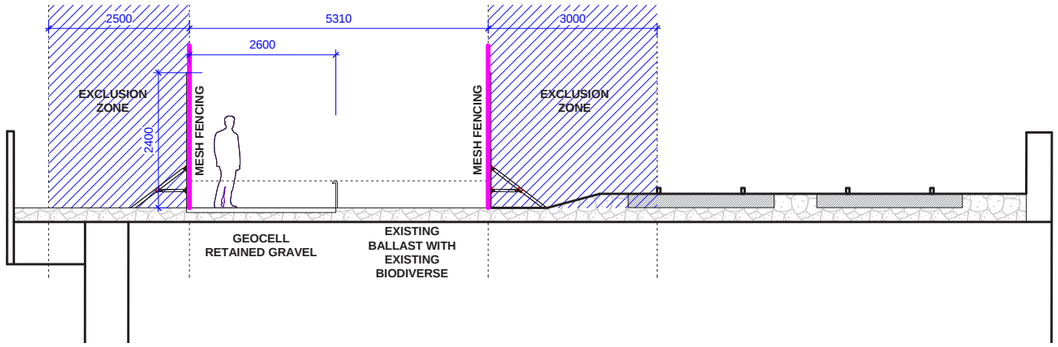
Geocell retained Gravel (grey)





04 DESIGN RESPONSE

The Broadwalk | Boundary & Materiality



Indicative exclusion zone required by Metrolink



Low level ‘hook‘ fencing



Mesh profile fencing



04 DESIGN RESPONSE

Egerton Egress | Site context and conditions

As stated in the Statement of Significance, the section of the masonry viaduct bridging over Egerton Street was formerly known as Cornbrook Viaduct—a steel-plated girder bridge on the western side of Dawson Street. Underneath the viaduct, Arch 272 provides a pathway for pedestrians and a bike route running along Egerton Street and the Mancunian Way. This area falls within the boundary of the Embassy Village project and is flanked by the Medlock River and Porcelanosa land.

The viaduct rises approximately 13.5 meters from the Egerton Street level, with both a bike path and pedestrian path passing through Arch 272. Currently, graffiti covers the existing steel parapet, and the blue brick pier shows heavy marking from water leakage above, along with clear signs of weathering.



View toward masonry viaduct from Porcelanosa land

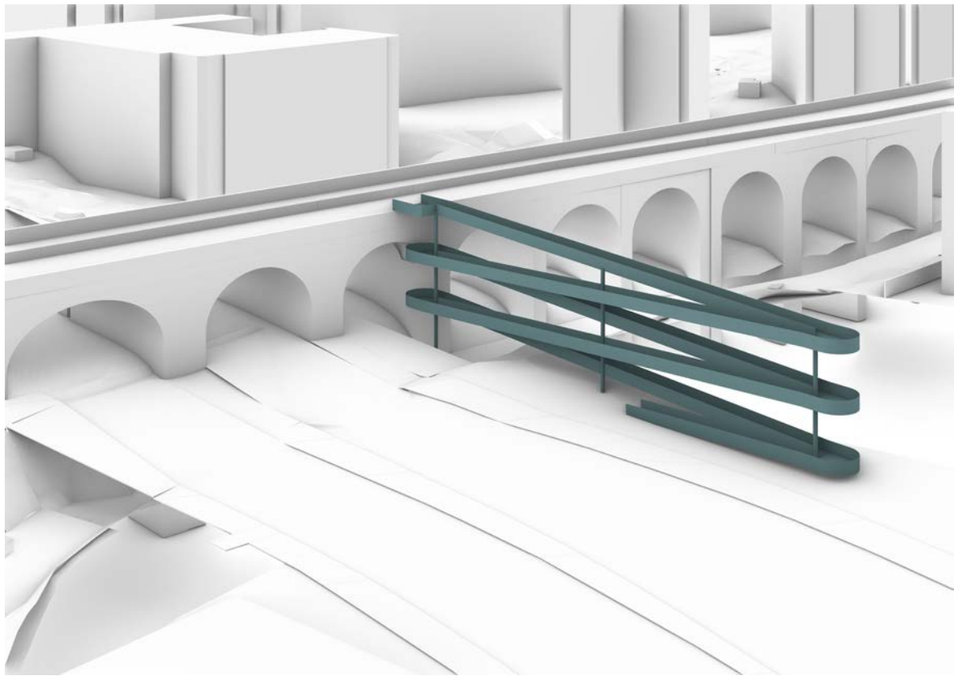


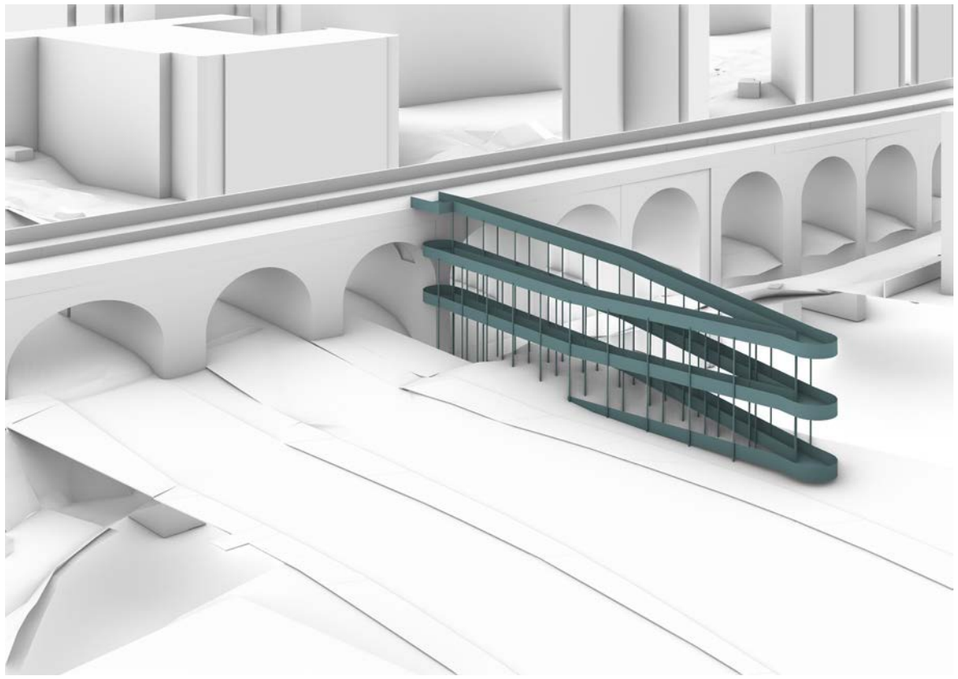
Existing condition of Arch 272 Pier

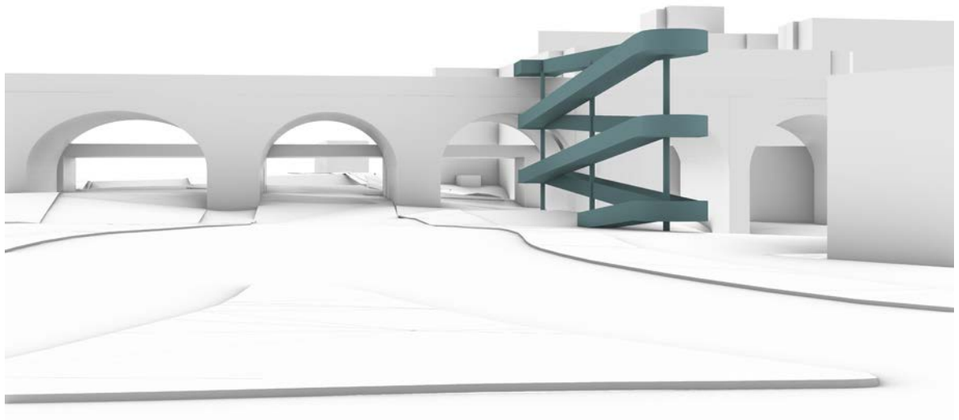
04 DESIGN RESPONSE

Egerton Egress | Ramp options

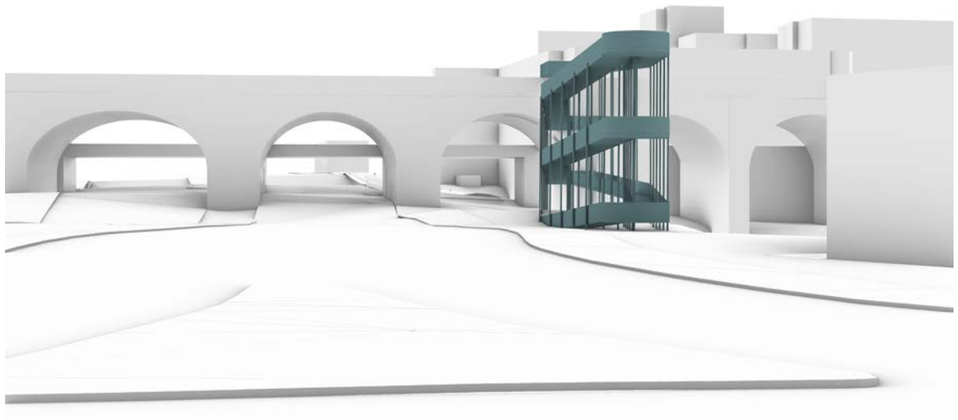
At an early stage of the project, ramp design options were considered to provide accessibility for pedestrians and wheelchair users. However, considering the required 1:20 ramp gradient and landings, the ramp length needed to cover the height elevation of roughly 13 meters would be excessive, making it unfeasible to implement.







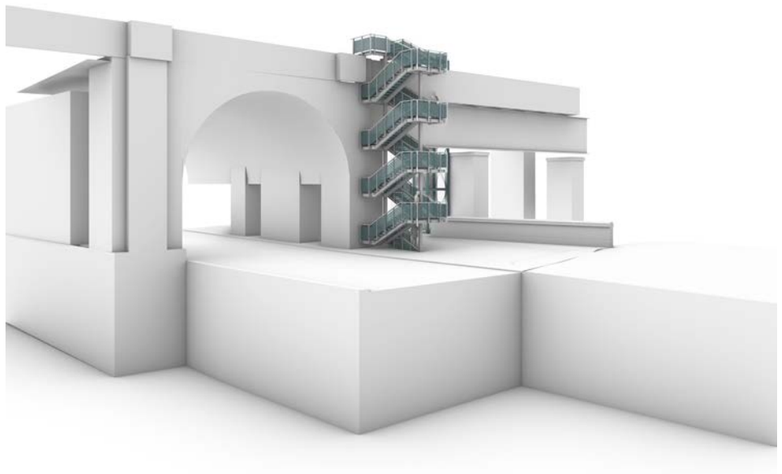
Ramp option 01

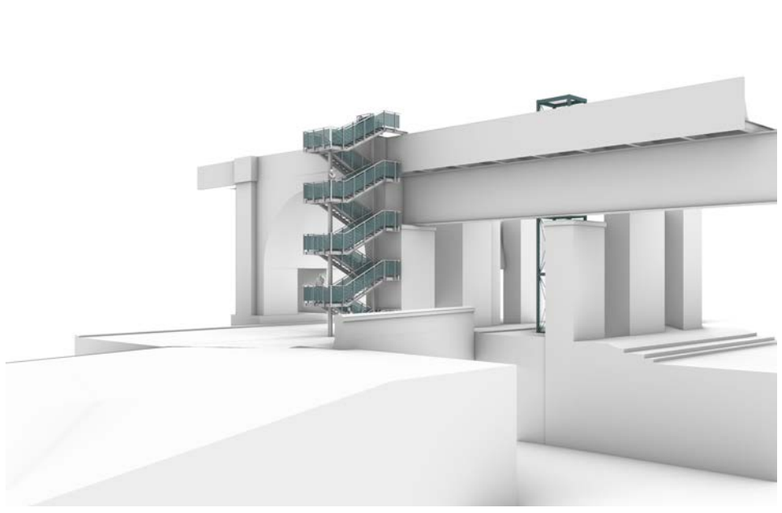


Ramp option 02

04 DESIGN RESPONSE

Egerton Egress | Preliminary staircase options





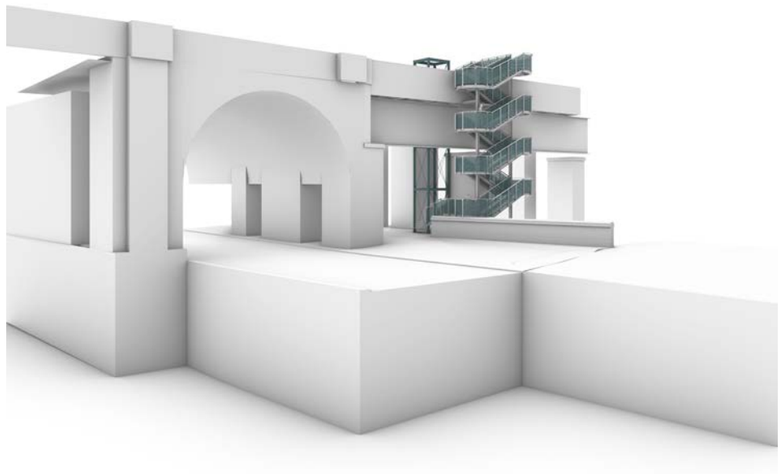
Stair option 01 : Perpendicular to Viaduct on existing bridge

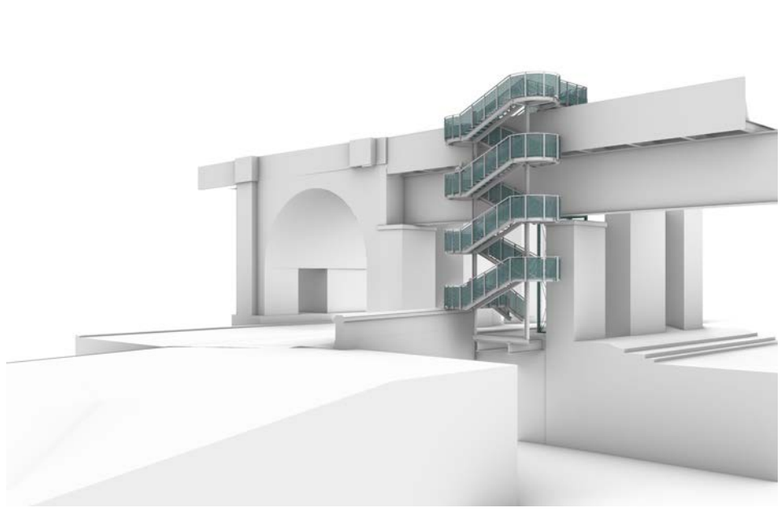
Pros

- Less structural intervention

Cons

- Uncertainty with construction on existing bridge
- Obstructive to existing traffic and bike path
- Positioned away from proposed lift
- Potential heritage impact





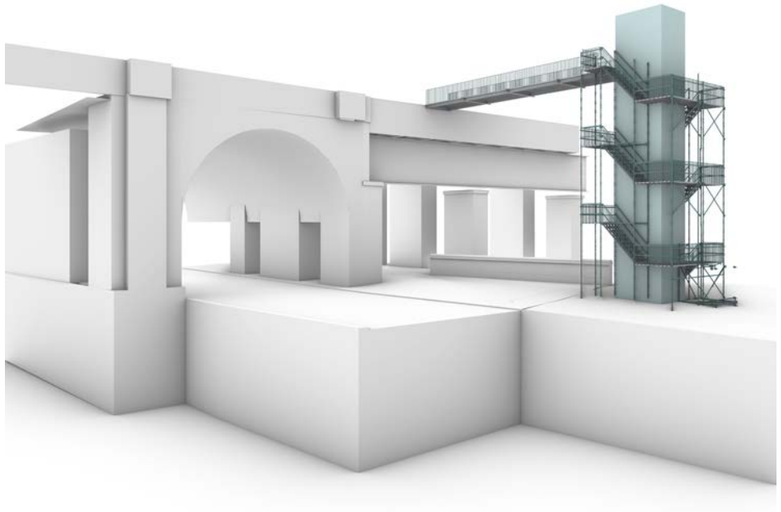
Stair option 02 : Parallel to Viaduct

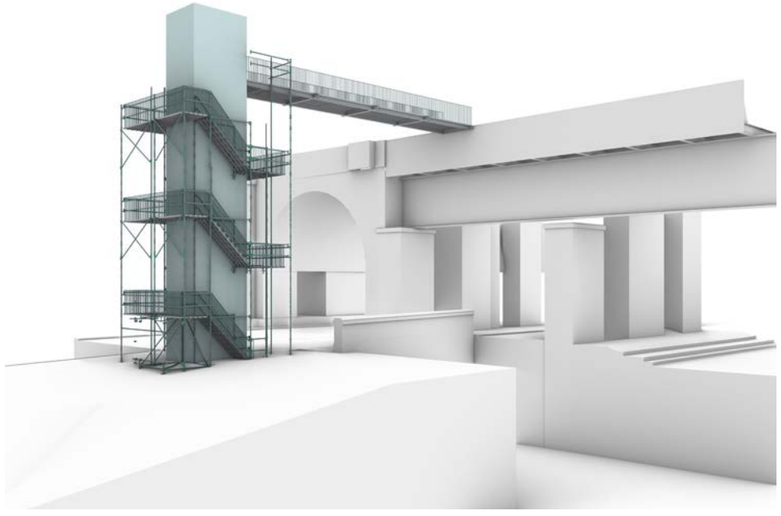
Pros

- Cohenrent design with the Viaduct
- Better location for access from and onto the Viaduct

Cons

- Additional structural work to cantilever over the river
- Agreement with Embassy Villagen and TfGM for viaduct modification
- Additional cost





Stair option 03 : Away from Viaduct with walking bridge

Pros

- Less structural intervention on the viaduct

Cons

- Only temporary solution
- Required agreement with multiple stakeholders
- More costly as more structure required
- Potential heritage impact

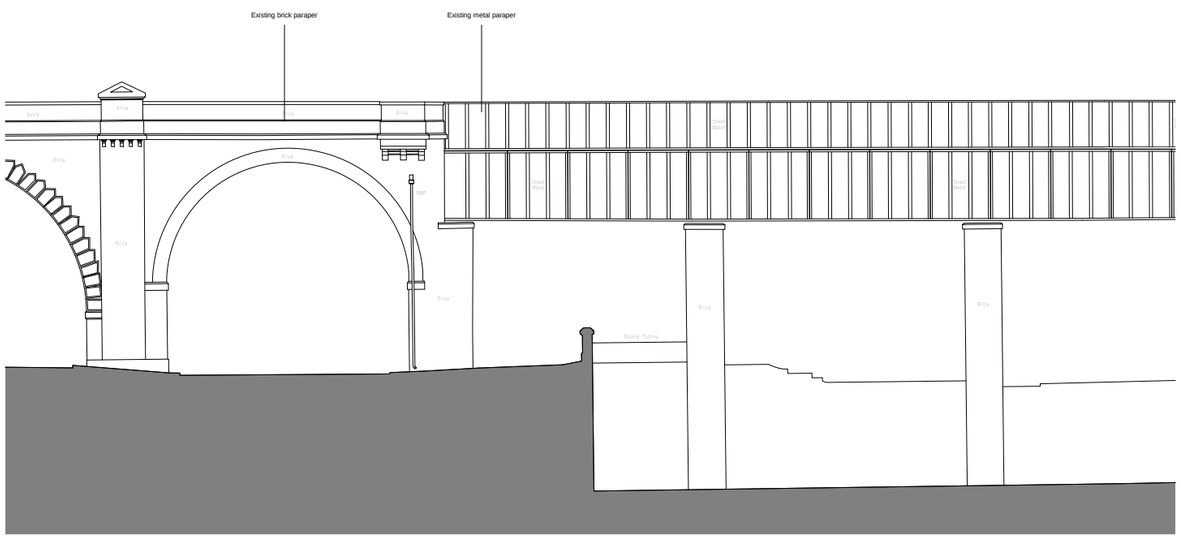
04 DESIGN RESPONSE

Egerton Egress | Preferred option | Proposed elevation.

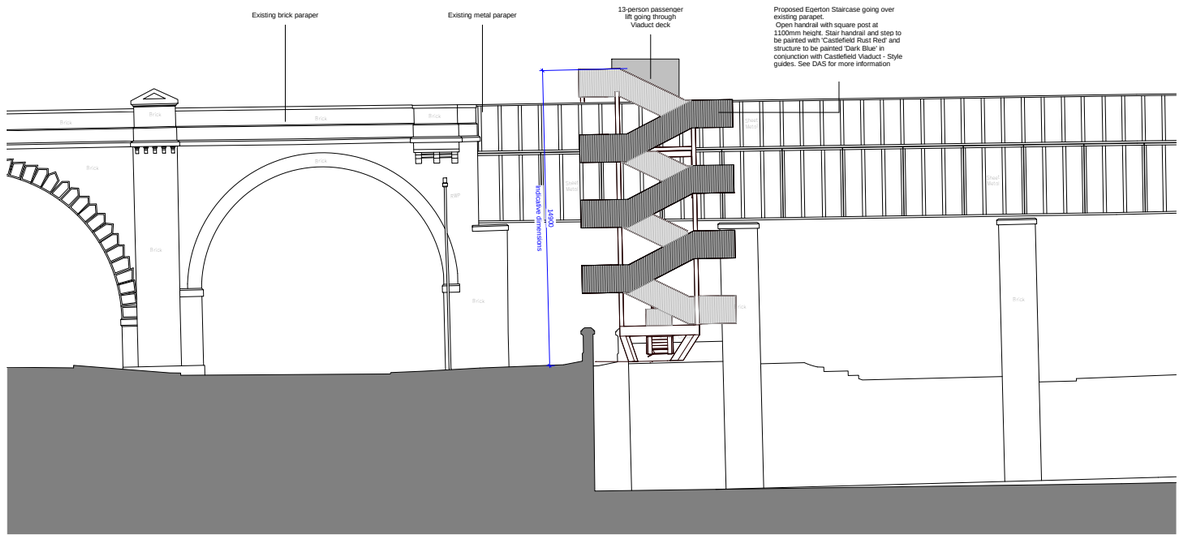
Taking into consideration the site surroundings, the staircase is positioned as close as possible to the viaduct, with the entire structure cantilevered from a new foundation/ steel grillage at the Egerton Street level. To minimize impact, the staircase is set within the limits of Arch 272 and lifted away from the existing parapet of the bridge over the Medlock. The staircase ascends above and over the existing metal parapet of the viaduct to ensure no physical contact with this feature.

The handrail of the staircase is designed as an open handrail to reduce the overall massing of the staircase. This design choice also has a structural benefit, as it eases lateral loading, thereby reducing the size of supporting structural beams and columns.

For material and finish decisions, please refer to page 73.



Existing Egerton street elevation



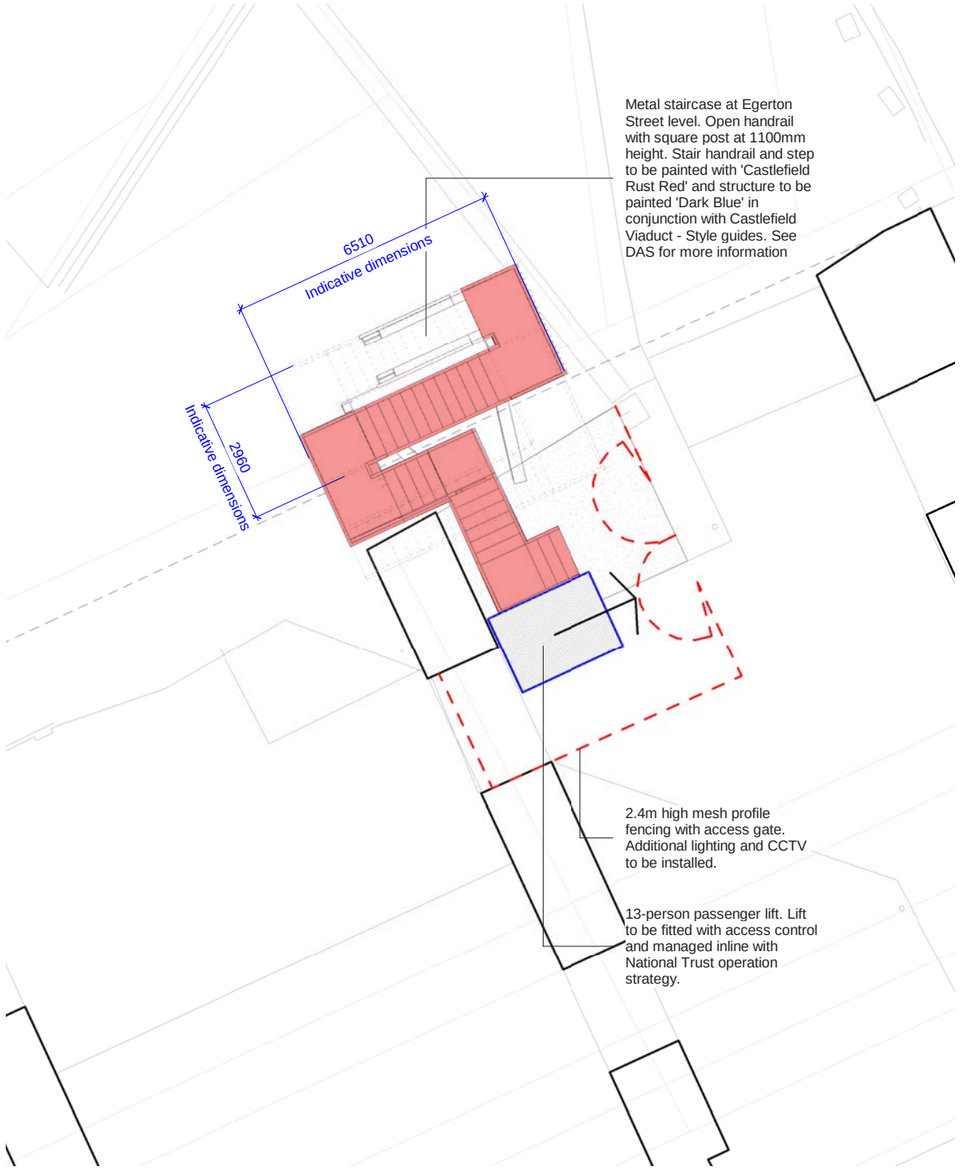
Proposed Egerton street elevation

04 DESIGN RESPONSE

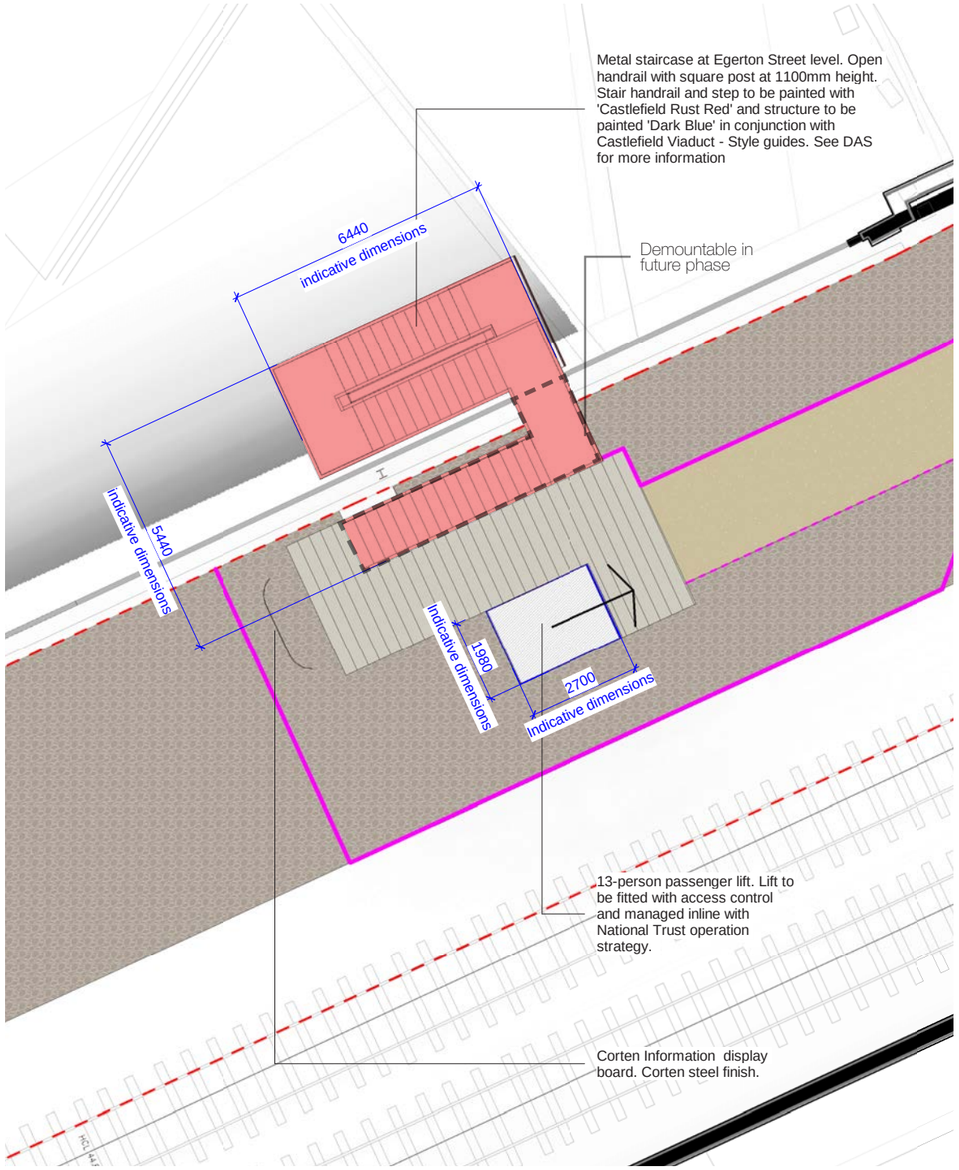
Egerton Egress | Preferred option | Landings

At the viaduct level, the Egerton Staircase will extend over the existing metal parapet to avoid structural alterations to the viaduct's existing fabric. This design also prevents the need to relocate TfGM service cables and minimizes disruption to the Metrolink service.

As the staircase descends to the Egerton Street level, the flights are tucked back so that the exit aligns with the adjacent passenger lift, ensuring a coherent traffic flow within the fenced compound.



Staircase landing - Egerton Street level



Staircase landing - Viaduct level

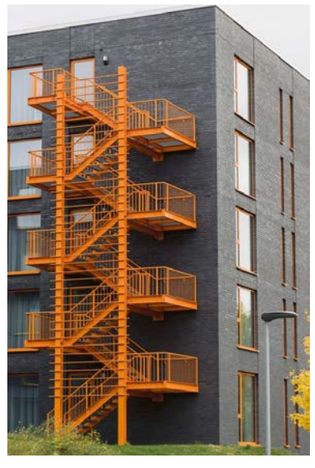
04 DESIGN RESPONSE

Egerton Egress | Staircase precedents | Preferred design

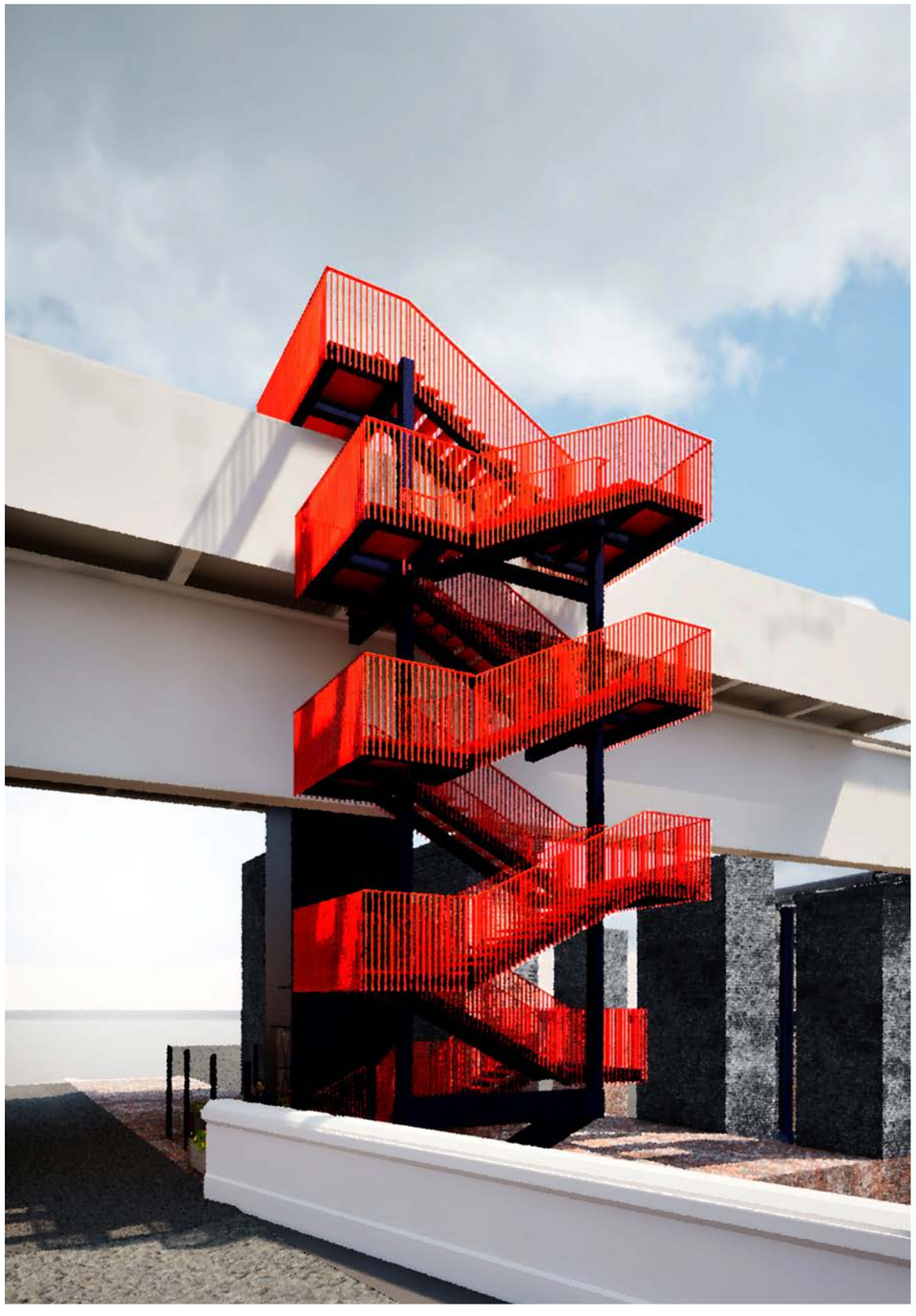
Serving as a secondary access to Castlefield Viaduct, the staircase also acts as a subtle focal point to help pedestrians and visitors navigate the traffic-heavy Mancunian Way, facilitating pedestrian movement within the surrounding areas.







Staircase precedents



Preferred staircase design - Egerton street looking towards Viaduct

04 DESIGN RESPONSE

Egerton Egress | 13-person passenger lift | Landings

To ensure accessibility for all visitors, a 13-person passenger lift will be provided. The lift will penetrate through the deck of the existing viaduct, with structural interventions kept to a minimum to preserve the condition of the viaduct.

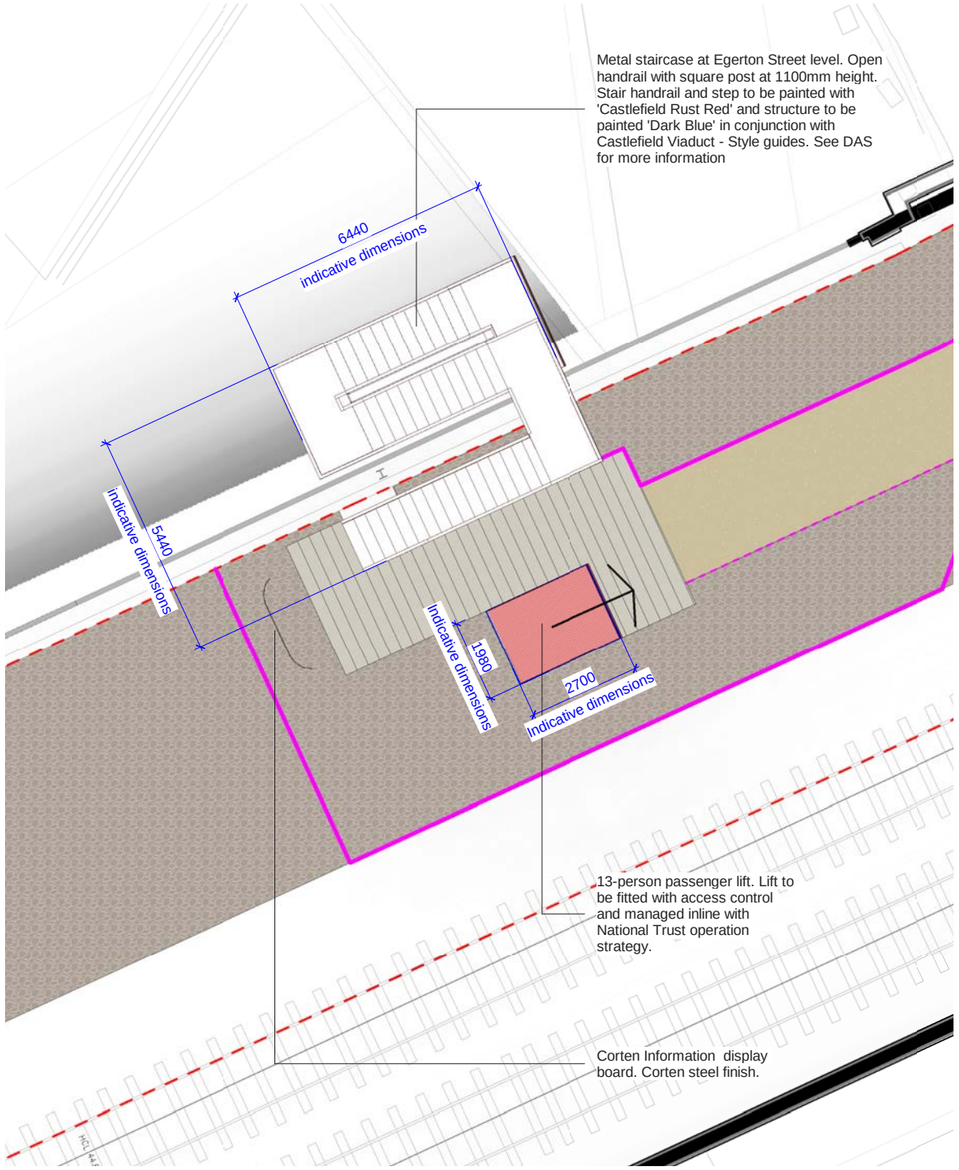
The lift will be fabricated offsite and integrated with the newly installed foundation, allowing it to be disassembled and relocated if necessary.

The passenger lift will land in a fenced compound under arch 272 of the viaduct. Access to the compound will correspond with the viaduct's opening hours.

For structural intervention information, refer to ARUP structural reports and sketches.



Lift landing - Egerton street level



Lift landing - Viaduct level

04 DESIGN RESPONSE

Egerton Egress | Lift precedents

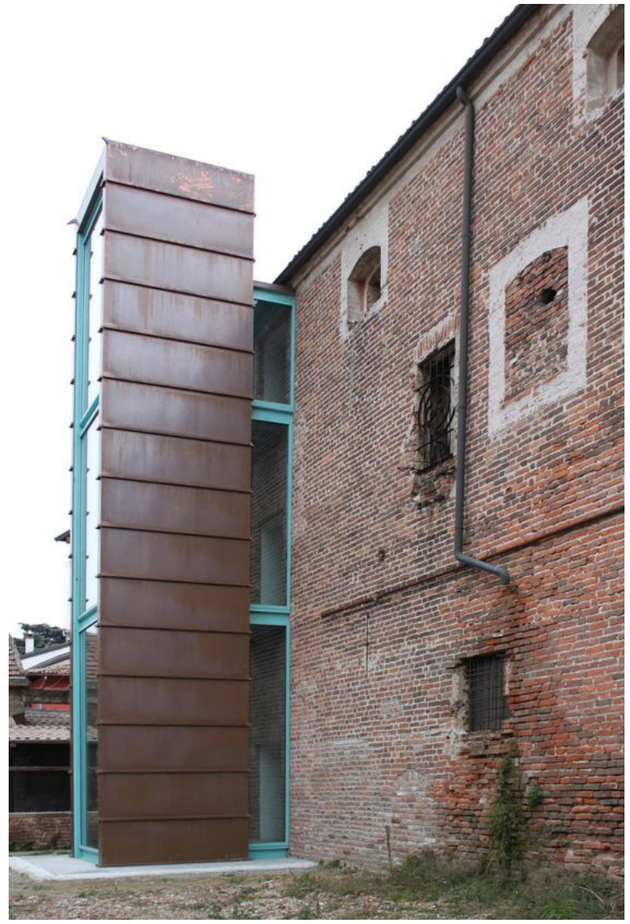
As a new access to Castlefield Viaduct, the lift is designed with durability in mind. The cladding of the lift was a major component to be considered. It needs to be durable, cost-effective, and complementary to the existing tone and texture. After considering different materials, metal cladding proved to be the preferred choice, given its versatility.



Option 1
Glazed cladding



Option 2
Perforated metal cladding



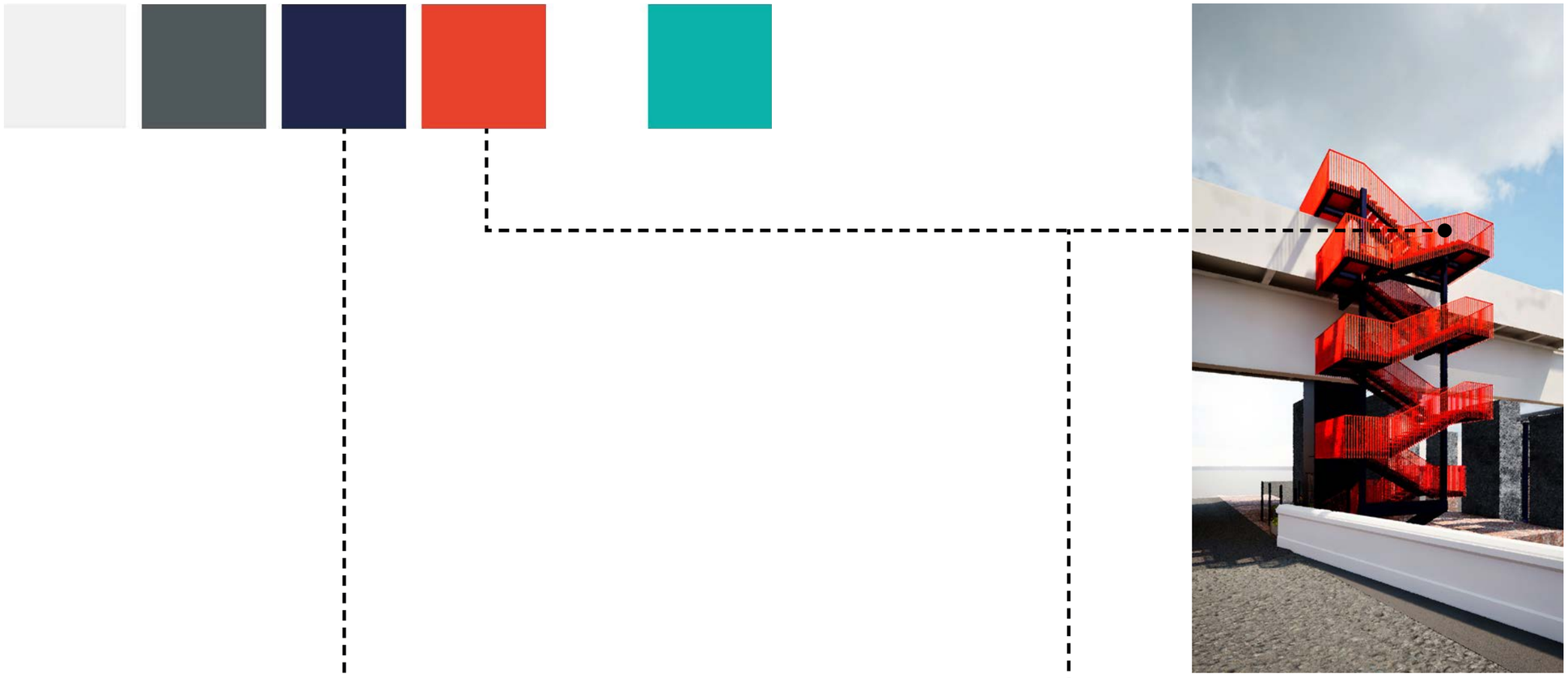
Option 3 - Preferred
Metal cladding

04 DESIGN RESPONSE

Egerton Egress | Stair & Lift finish

As part of the wider project, the Egerton Egress staircase and lift adopt the color palette developed in the National Trust Castlefield Viaduct Visual Guides. This palette is inspired by the local surroundings and draws references from local architecture and railway heritage.

To ensure color coherence with the existing blue brick of the masonry viaduct, the lift cladding and all egress steel structures will be painted in Dark Blue (HEX #4e575b). The staircase handrail, serving as a wayfinding device and a welcoming feature of the second access, will be painted in Rust Red (HEX #e8412c), reflecting the Cheshire red brick.



Indicative view of Egerton Street access

05 LANDSCAPE STRATEGY

05 LANDSCAPE STRATEGY
General planting strategy



05 LANDSCAPE STRATEGY
Planting Strategy

The Planting Strategy for Phase 2 proposes to create a range of soft landscape palettes which celebrate sustainability, seasonality, biodiversity, and bringing sensory excitement and wildlife to the Viaduct.

The 150m length of viaduct will provide a test bed that transitions planting themes for Phase 2, taking elements of the character areas proposed within the Masterplan Vision, using a central winding path to form the spine of the Gardens, and then applying 3 key themed Gardens around this. This includes the 'Meadow Mounds', 'WaterAid Garden' and 'Gravel Mosaic planting'.

The proposals will create a range of experiences with planting and will help National Trust gauge their success, for both visitor experience, community engagement and to test how maintenance regimes can flex according to the planting themes.

There will be 3 x (approx. 50m) zones, plus the spill out space from the central building, that encapsulate a sense of immersion through the WaterAid Garden, the seasonal sensory character of Meadow Mounds, whilst overlapping with and the openness and natural feel of the Gravel Mosaic planting.

Each character zone will have distinction in terms of species, and with it, a unique experience and micro-climate. A key component of each zone will be to:

Bringing a sense of seasonality and maximum interest from Spring to Winter;

Use plants in a variety of topography undulations and hollows to encourage variety in plant species, and to enable different interactions with the planting;

To create intrigue, frame views and encourage dwell time by creating a green oasis and refuge;

Use plants with purpose to create meaning for people and add value for wildlife;

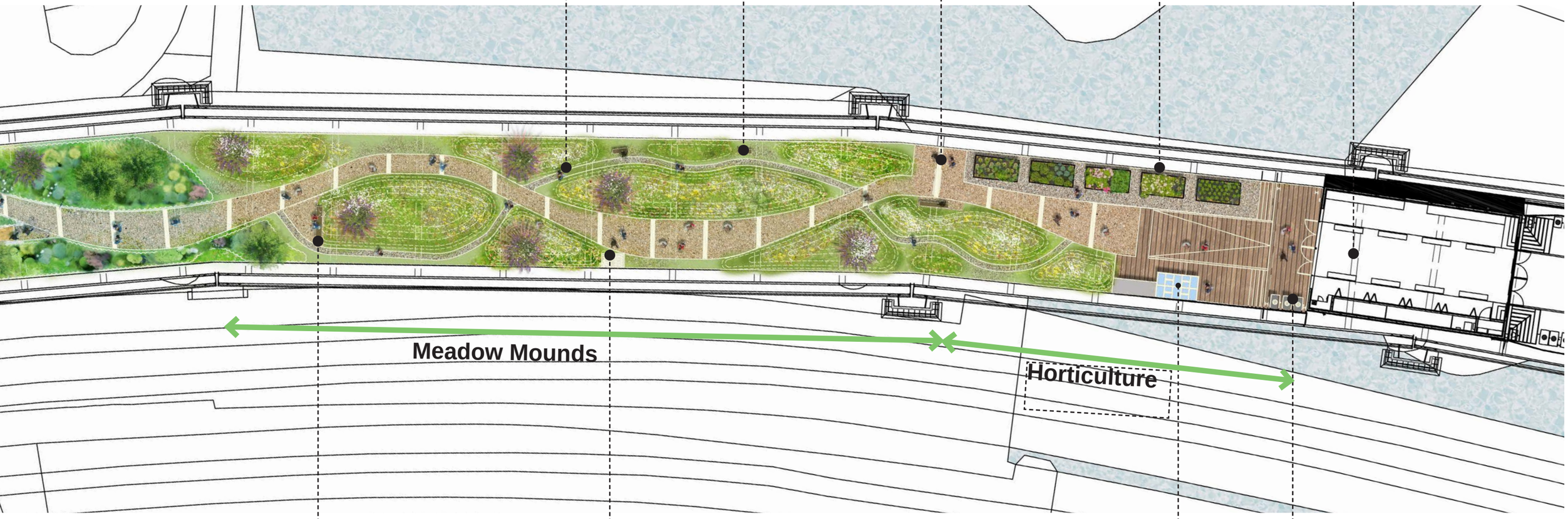
Include species which appeal to the senses;

Respond to the limited availability of water, soils, and anticipated maintenance operations.



Landscape Plan

0 2 4 6 8 10 20


Informal gravel paths through meadow mounds
Seating
Vantage point overlooking Castlefield bowl and the canal basin
Horticultural nursery beds and planting displays
Engagement Centre with accessible ramp down into the Viaduct Garden
Meadow Mounds
Horticulture
Seating within meadow mound, facing WaterAid Garden
Composting bins
Horticultural work space with greenhouse and tool shed
Water storage tanks, taking water from building canopy

05 LANDSCAPE STRATEGY
Planting zones

The proposed strategy is to create a planting design with synergy along its length, with the overarching theme of sustainability and water management at the core. Planting will transition between 3 key zones, with some species repeated throughout each zone for visual continuity. Focal points such as small multi-stemmed shrubs / trees and the sculpture within the WaterAid garden create points of intrigue and focus, encouraging people to explore.

Each zone represents a different strategy for dealing with shallow substrates, low water availability, and species adaption for climate change. Substrates will vary, using recycled / reclaimed aggregates, low-nutrient topsoils, and demonstrate innovative methods of shading and passive irrigation.

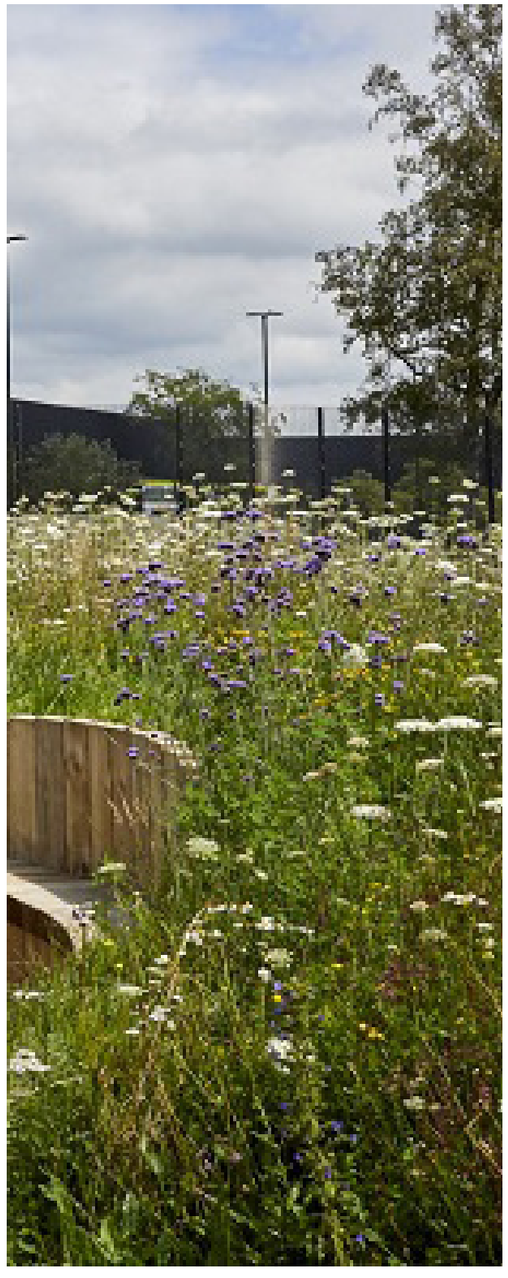
The strategy explores planting palettes in both natives and non-native species that can work with limitations on water usage and making use of sustainable attenuation methods.

The aim for Phase 2 is to create a water-smart sustainable planting solution, that can also continue to capture the imagination and align with the Viaduct 'Vision' and aspiration of the community stakeholders and future users of the Viaduct.

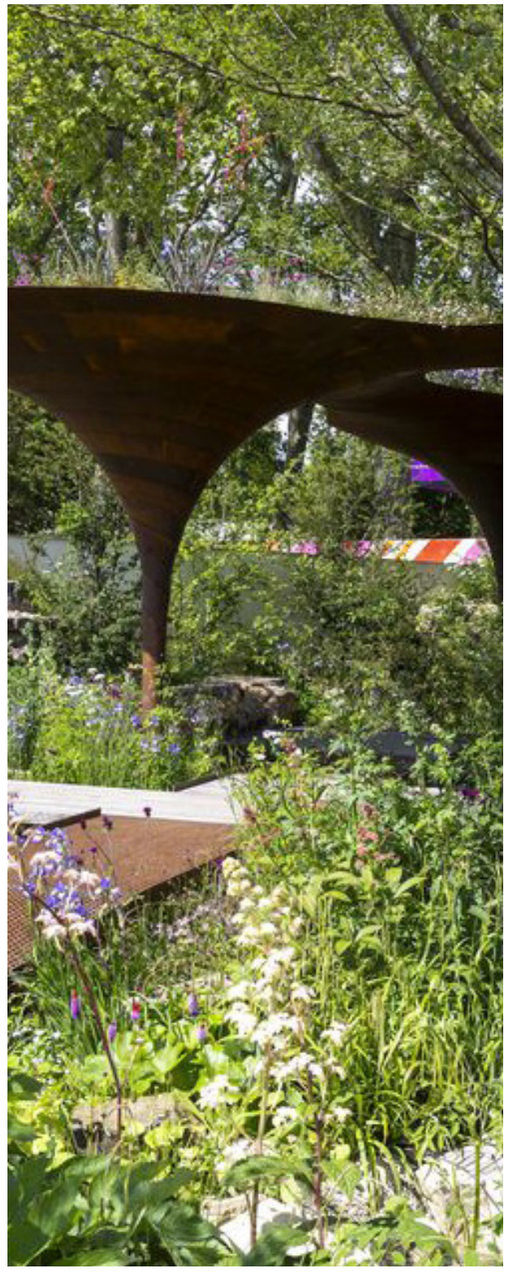
Within the Meadow mounds zone, planting will be selected to include local native species, supplemented with nectar-rich non-natives which will extend the flowering season and help provide winter structure. Planting as the areas move outward towards the open viaduct would become less water tolerant and adapted to more drought conditions, to sit alongside the philosophy of the WaterAid Garden and align with National Trust's policy and sustainability ambitions.

The detailed choice of species and planting plans will be further shaped alongside National Trust and community stakeholders to define the character areas of the Viaduct 'Gardens' alongside the WaterAid Garden, to maximise Biodiversity Net Gain and be responsive to local flora and fauna.

Meadow mounds — **WaterAid Garden** — **Gravel Mosaic Planting**



Immersive/ Colour/ seasonal



Sustainable/ educational



Naturalistic / Native / Open

05 LANDSCAPE STRATEGY
Planting zones

Zone 01

Horticulture and Meadow Mounds





Zone 02

WaterAid Garden

Zone 03

Gravel Mosaic Planting

05 LANDSCAPE STRATEGY
Zone 01 | Horticulture and Meadow Mounds

Horticulture
A 'live' working space for growing plants / composting / tool storage, water storage will be created next to the central exhibition building, using rain-water harvesting from the roof and canopy of the building. This is where the National Trust can engage with the community in horticultural activities, and to have an operational area to help maintain the gardens as they grow, with a greenhouse and tool shed.

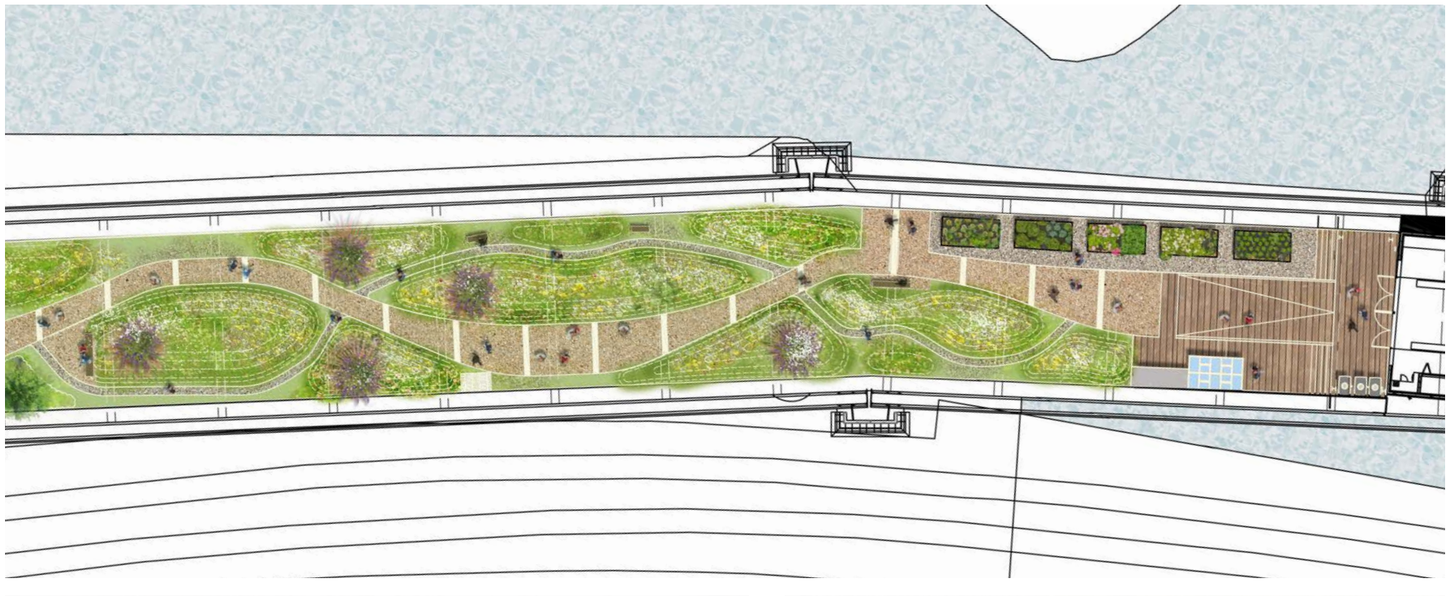
Meadow Mounds
Creating a sense of discovery and transition through the meadow mounds with raised planting, helping to frame and reveal views toward the WaterAid Garden.

Secondary informal, narrow gravel paths wind through in between the mounds, to create a choice of routes, and add a sense of exploration and journey to the Viaduct experience.

Swaying grasses, soft textures and natural feel with native wildflowers, supplemented with nectar-rich plug planting will evoke the character of a flowing meadow with enhanced biodiversity, ecological value, and catching the light and breeze.

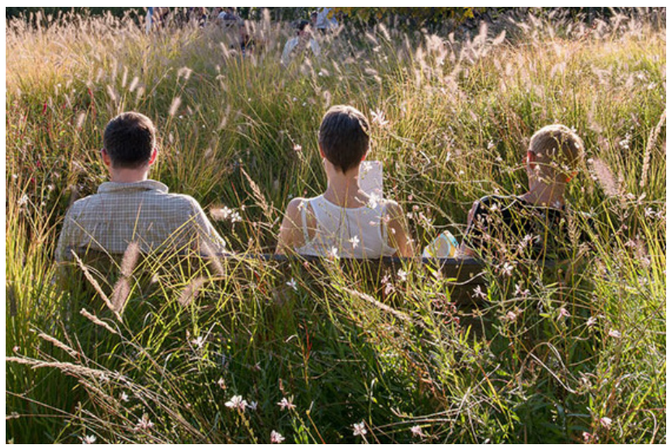
A combination of wildflower turf and seed will be used over the mounds, and will be designed to add ecological value, supporting a variety of beneficial insects and butterflies. A general wildflower landscape mix will be used, with potential to include seed collected from areas of the existing viaduct to create a mix which is local and meaningful to the viaduct.

Through the use of supplementary plug plants of perennials and grasses, the season of interest and colour will extend, and structure and rhythm will be created, providing a sensory experience for people to enjoy.









05 LANDSCAPE STRATEGY

Zone 01 | Celebrating Seasonality

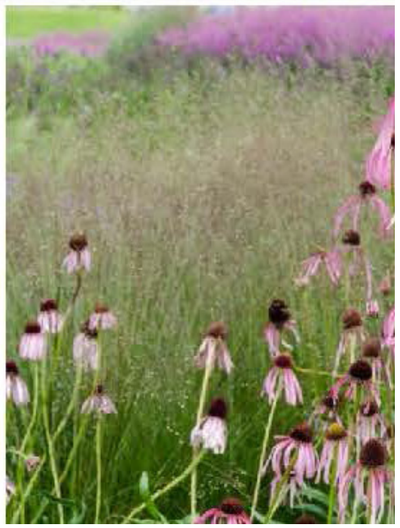
Spring / Summer











Autumn



Winter



05 LANDSCAPE STRATEGY

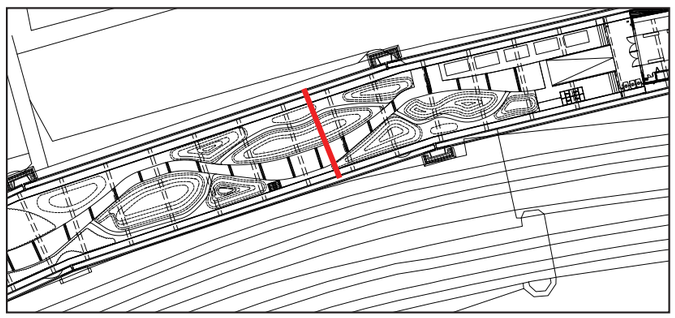
Zone 01 | Varying Planting Heights

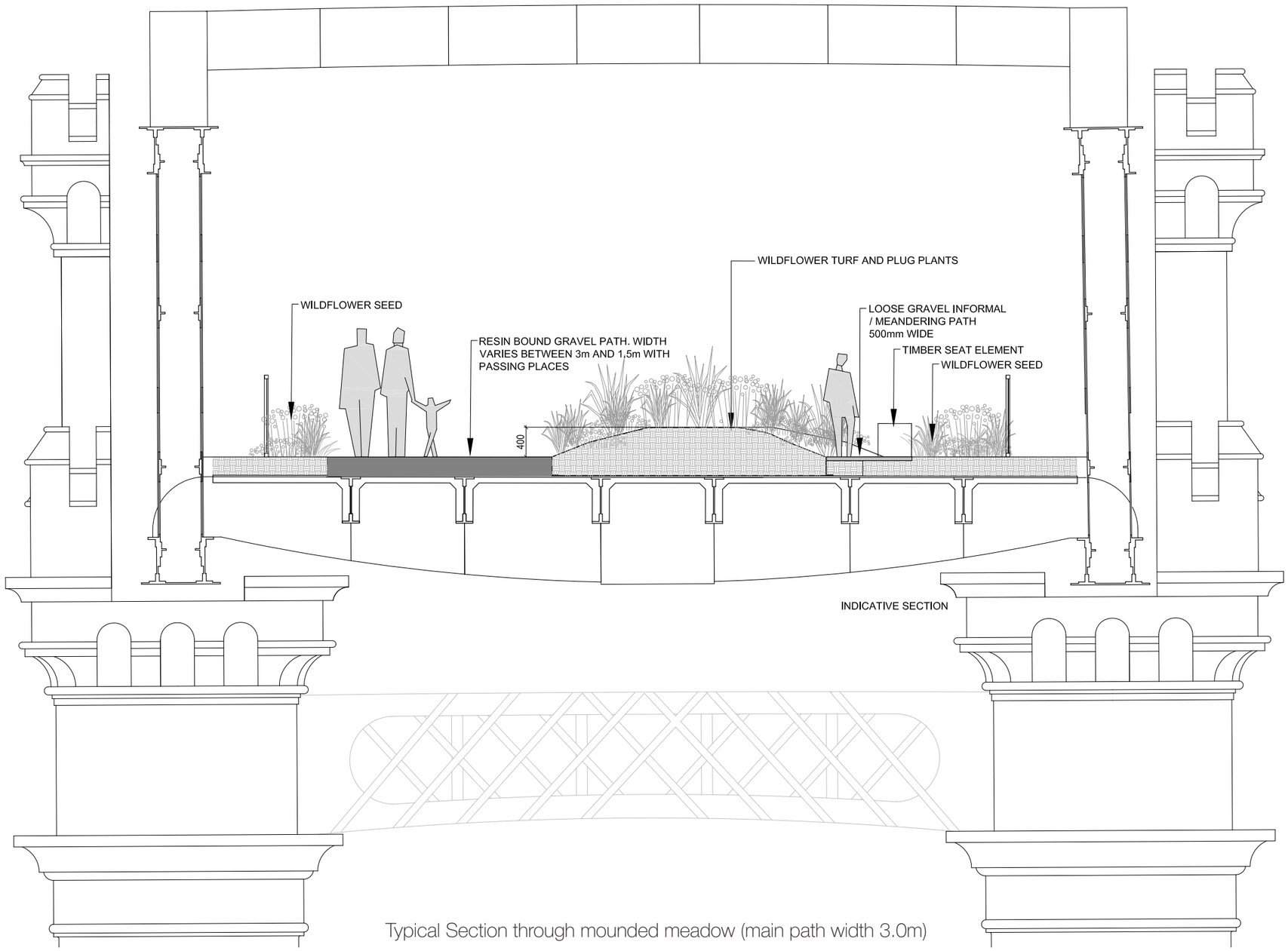
The typical cross sections in the adjacent images shows the intent to create a mounded terrain within the wildflower zone, to support the planting arrangement above and create more interest, dynamics and intrigue to the journey along the viaduct.

The sections through the Meadow Mounds illustrate how having a raised profile can create a sense of immersion and exploration, creating a more tactile and sensory environment for people to move through and interact with. Bringing plants up towards eye level enables visitors to encounter flowers, butterflies and nature at a closer level of detail, which in turn imparts a sense of wellbeing and relaxation as people slow down their pace to engage with their environment.

The removal of the existing gravel ballast and replacing with light-weight fill and growing medium enables planting to be at the same level as the paths. A combination of different shaped mounded soils create deeper pockets for larger specimens, which will be strategically positioned over the stronger beams of the viaduct structure.

The primary path width varies to reinforce a sense of discovery, and create a more interesting experience for people. The path width varies from 3m wide to 1.5m wide with passing places, located where key views]have been identified within the 'Viaduct Vision' scheme.

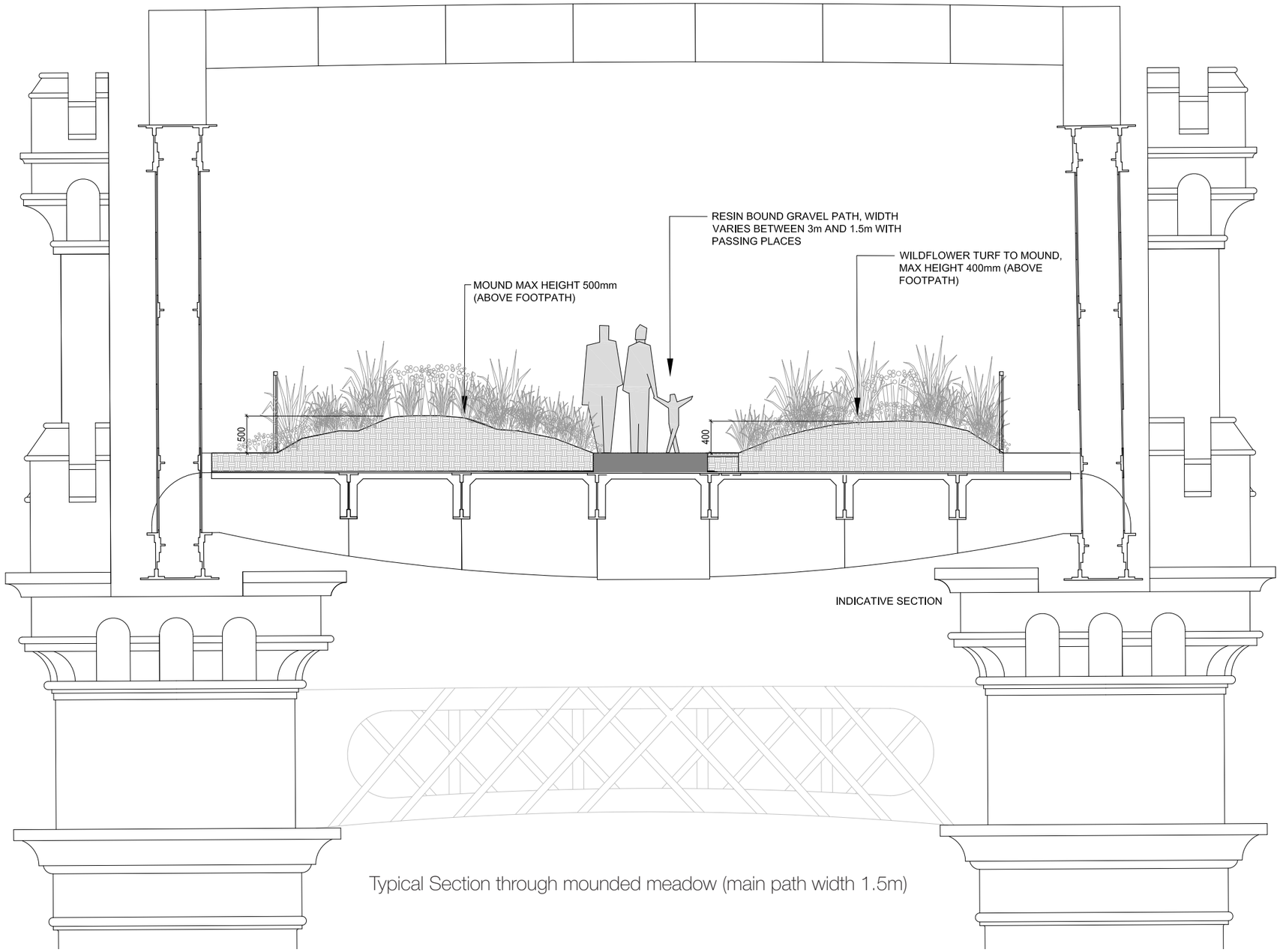




Typical Section through mounded meadow (main path width 3.0m)

05 LANDSCAPE STRATEGY

Zone 01 | Varying Planting Heights



Typical Section through mounded meadow (main path width 1.5m)

05 LANDSCAPE STRATEGY
Zone 02 | WaterAid Garden

The WaterAid garden appeared at the RHS Chelsea Flower Show in 2024, and was designed by Tom Massey and Je Ahn to harness the power of rainwater and highlight the importance of sustainable water management to combat the effects of climate change.

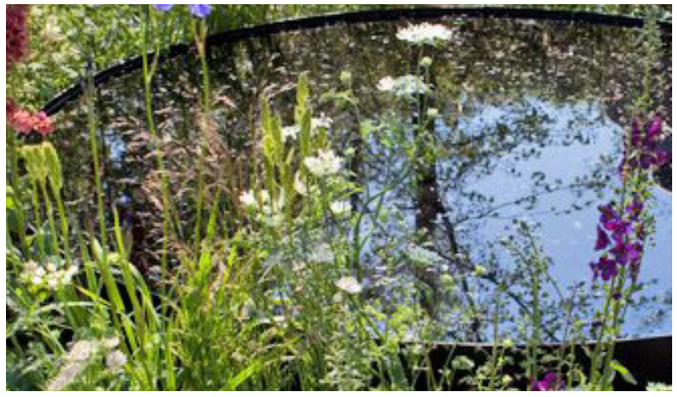
The garden will be re-located to the Castlefield Viaduct where the focus will be on sustainable water management. The centrepiece of the thought-provoking design is the rainwater-harvesting pavilion inspired by WaterAid's work with communities around the world to develop sustainable water solutions. The structure efficiently harvests rainfall, filtering and storing this precious resource for later use such as irrigating planting whilst also slowing flow and providing shade.

The roof of the structure will be planted with species tolerant of harsh dry and exposed conditions. The landscape below will be contoured to create low and high points. In the higher, dryer areas of the garden the planting will be tolerant of these conditions whilst in the lower depressions species that prefer wetter conditions will be selected.

Beneath the garden an innovative passive irrigation system will collect rainfall that lands on the structure and the garden and store it for later use. The system works by implementing a series of wicks in the storage tank, when the soil above is dry moisture is wicked from the tank up into the soil, providing a passive low input way of keeping the garden thriving.



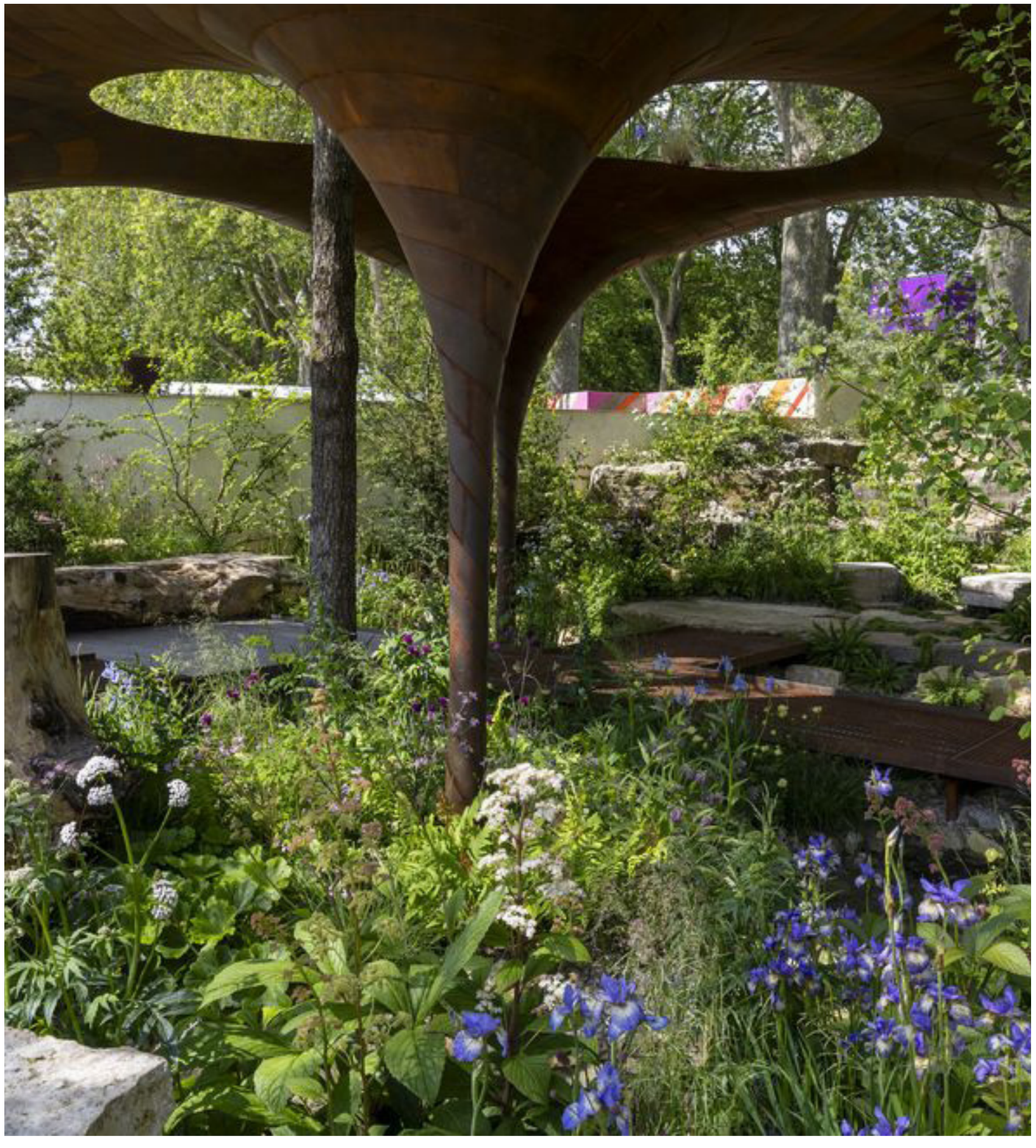






05 LANDSCAPE STRATEGY

Zone 02 | WaterAid Garden at Chelsea Flower Show 2024



Texture



Water resilience



05 LANDSCAPE STRATEGY
Zone 03 | Gravel Mosaic Planting

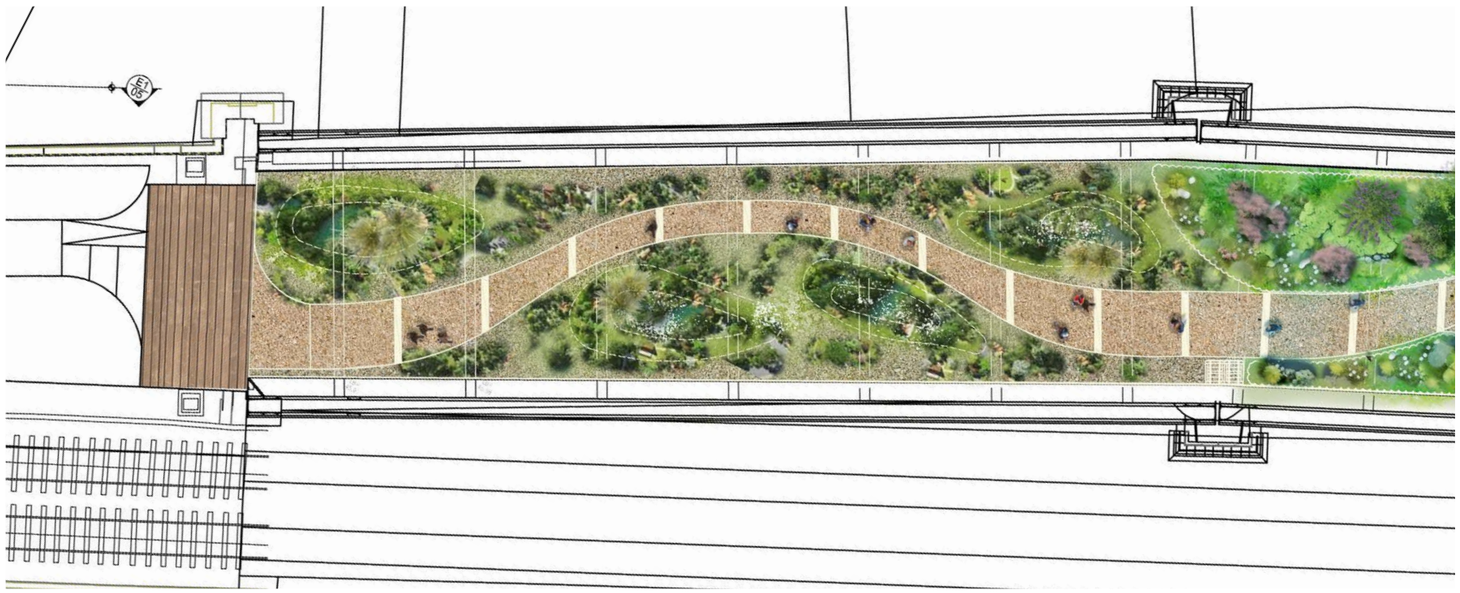
Zone 3, the Gravel Mosaic planting area is located to the west of the Water Aid Garden on approach to the Open Viaduct. Part of the process in creating this 'Garden' is a detailed botanical survey of the existing self-seeded plants and a strategy to make full of use the existing plants and seeds that have come to colonise naturally on the viaduct gravel ballast. To respond to future climate change and species adaption, the proposal is to curate a combination of native species and non-native drought tolerant species which will help extend the season of interest.

The philosophy behind the Gravel Mosaic planting area is to preserve much of the existing urban / open mosaic landscape typology, and the plants that have self-seeded naturally. Clean recycled substrates will replace contaminated ballast creating a variety of growing mediums into which particular species will colonise. The aspiration is to create a space which is rich with wildlife and has a diverse plant community.

Through translocation, a number of plants, shrubs and small trees from the existing viaduct will be lifted and re-planted, to create a richly biodiverse and sustainable environment which can evolve over time, through self-seeding. Existing Cotoneaster plants will be removed as they are named as invasive and non-native in Schedule 9 of the Wildlife and Countryside Act 2010. These will be and replaced with biodiverse species which are not invasive.

Working alongside Urban Green Ecologists and National Trust, the final matrix of planting will include both native and non-native biodiverse species which have been identified within gravel areas on the Phase 1 Pilot Scheme 'naked viaduct', and on the Phase 2 existing viaduct.

Undulations and hollows will enable species to populate according to their water demands, as can be seen on the current Phase 2 viaduct, with lichens and ferns growing in micro-colonies where small variations in water levels and soil / gravel depths make a difference to where the plants prefer to grow, creating a 'patchwork' arrangement of foliage amongst the gravel.









05 LANDSCAPE STRATEGY
Zone 03 | Gravel Mosaic Planting

Planting impressions











05 LANDSCAPE STRATEGY
Planting details | Ecology and Biodiversity

Planting Details
Due to the loading limitations of the viaduct structure, the importing of soils and materials is limited without strengthening the deck plates. By removing the contaminated ballast we propose to import clean recycled aggregates and soil up to a depth of 250mm. To gain height in the planting beds and meadow mounds, the strategy is to use a light-weight fill in layers, to bring the planting up to the desired height in order to create a more immersive and interesting experience.

By using a variety of substrate heights and a range of soils and gravels, the planting design is able to vary within each zone, and accomodate a wide range of species.

Using membranes and shallow permavoid tanks in key locations where water demand is likely to be higher, such as the WaterAid garden, a passive irrigation method of 'wicking' water creates a more sustainable re-use of rain water.

Ecology and Biodiversity
Urban Green have carried out Preliminary Ecological Assessment and BNG Assessment based on the existing site condition, and the proposed landscape interventions. Notable species include bats and birds, and recommendations for nest and roosting boxes to be fitted onto the side of the building, or the viaduct structure. The scheme achieves over 10% net gain, therefore offsite mitigation is not required.

A Habitat Management and Monitoring Plan will be implemented to ensure the long term success and monitoring of planting communities, habitats and wildlife.

A degree of flexibility is proposed in the Phase 2 planting strategy, to enable species to self-seed and colonise. National Trust also have a desire to involve the local community in the development of the planting as funds and projects become available. Any future developments to the planting proposals will follow the key principles of sustainability and supporting wildlife.

Zone 1 Horticulture
This zone will provide National Trust a flexible space for nursery bed stock and growing plants, and carrying out horticulural workshops with community groups. The beds may include a range of plants. It is proposed that some of the beds would be raised to facilitate access by wheelchair users.



Zone 1 Meadow Mounds
Typical species within the pre-grown wildflower turf and seed mix include:
Achillea millefolium
Allium scoenoprassum
Achinacea purpurea
Festuca longifolia
Leucanthemum vulgare
Petrohagia saxifraga
Silene maritima

Plug Plants / translocated plants include:
Verbena bonariensis
Rudbeckia columnifera
Buddleia



05 LANDSCAPE STRATEGY
Maintenance

Zone 2 WaterAid Garden
Typical species include:
Alnus glutinosa (Small / tranplanted)
Cornus sanguinea
Angelica archangelica
Valeriana officinalis
Cirsium rivulare
Fragariavesca
Echium vulgare
Sisyrinchium striatum
Erigeron karvinskianus
Hesperaloe parviflora

Zone 3 Gravel Mosaic
Typical species include:
Betula pendula (Small / transplanted)
Maindenhair spleenwort
Eupatorium purpurea
Angelica archangelica
Lysimachia atropurpurea
Smyrnium perfoliatum
Erigeron karvinskianus
Gaura lindheimeria
Yellow Toadflax
Verbascum olympicum





Maintenance
The approach to creating a 'water-smart' garden, reduces the need for high-maintenance associated with irrigation. Rainwater harvesting from the canopy of the building enables water to be stored in tanks for use in the higher demand spaces such as the horticulture area and nursery beds.

Within the WaterAid Garden the pavilion funnels help capture rainwater and slowly filter it through planting and substrates. The funnels also create cooler growing conditions to the planting beneath. The variety of water attenuation features and open 'ponds' through the use of punctured liners will make the Gardens self reliant, using sustainable passive irrigation methods, thus removing the need to use mains water other than in the establishment period.

Compost bins are strategically positioned along the viaduct, to provide extra capacity for plant waste to be re-cycled into compost, which can in turn be used in the horticultural area for propagating new plants.

Maintenance is anticipated to be relatively low, given the self-reliance of much of the planting, and the minimal woody material which will be generated. Seed heads and spent flowers are to be retained on the plants for winter interest and food sources, and will be trimmed back in early spring once new growth begins to emerge. A combination of National Trust staff and community volunteers will undertake general maintenance of soft landscape spaces.

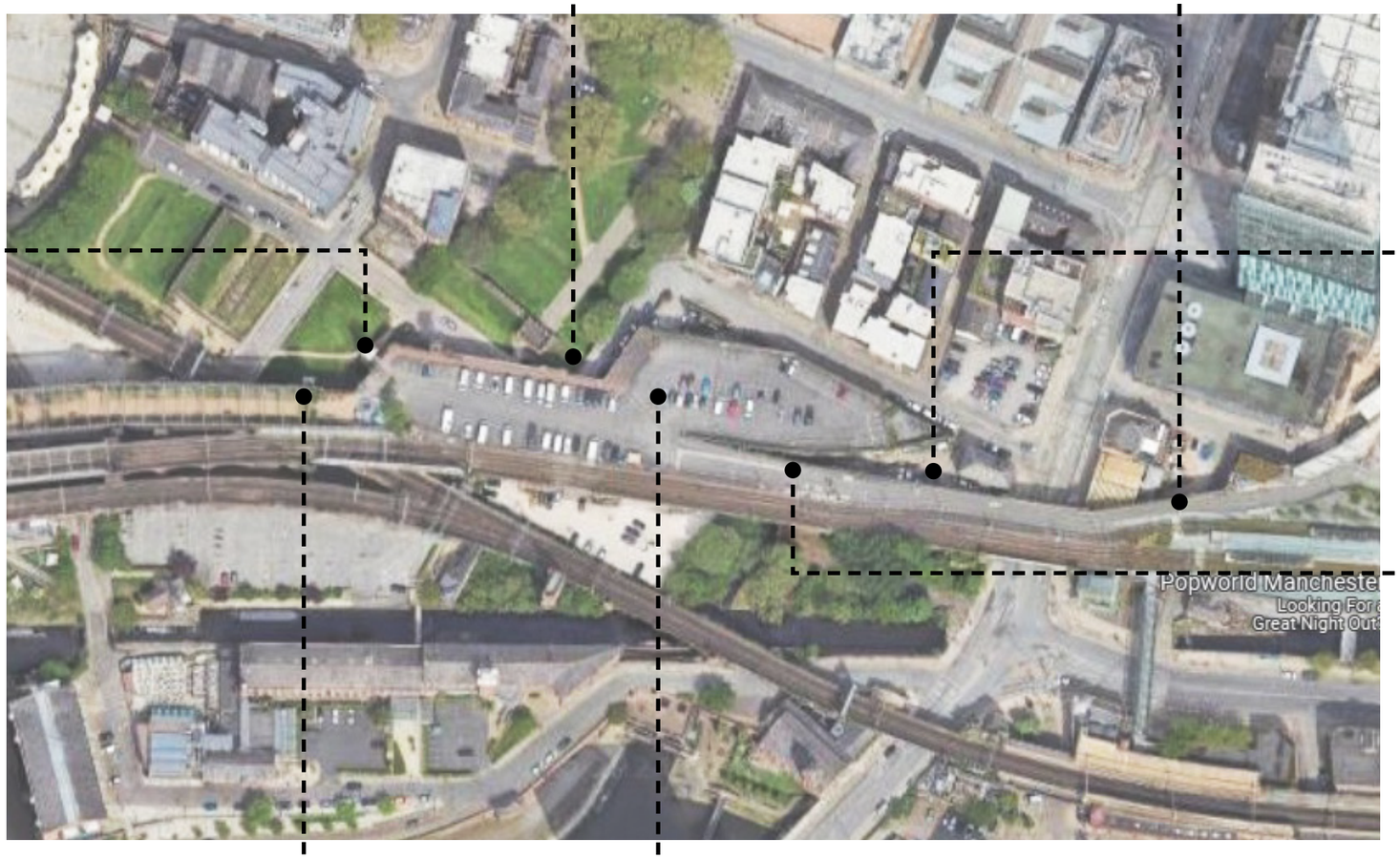
06 SERVICES AND STRATEGIES

06 SERVICES AND STRATEGIES

Access route from Deansgate - Castlefield













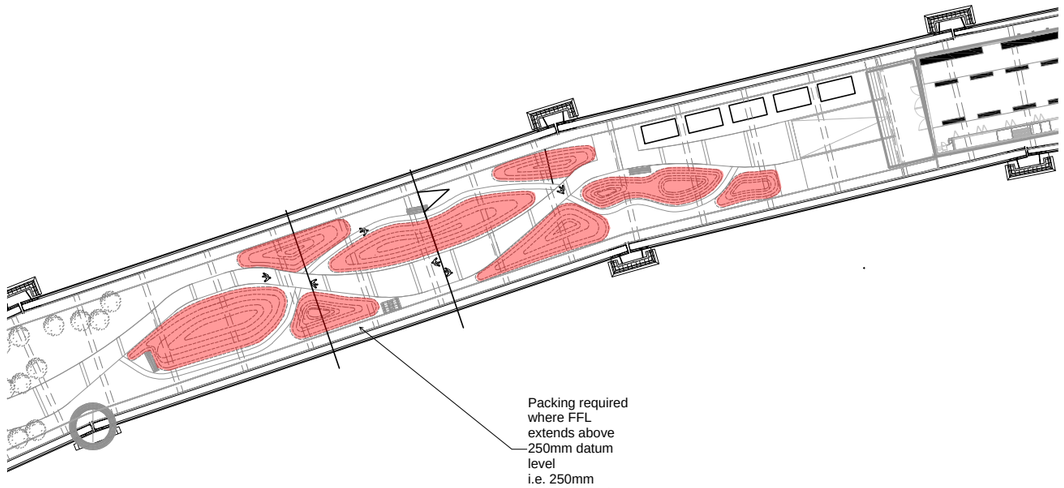


This diagram shows the pedestrian access route from Deansgate - Castlefield tram stop.
Refer to transport statement for more information.

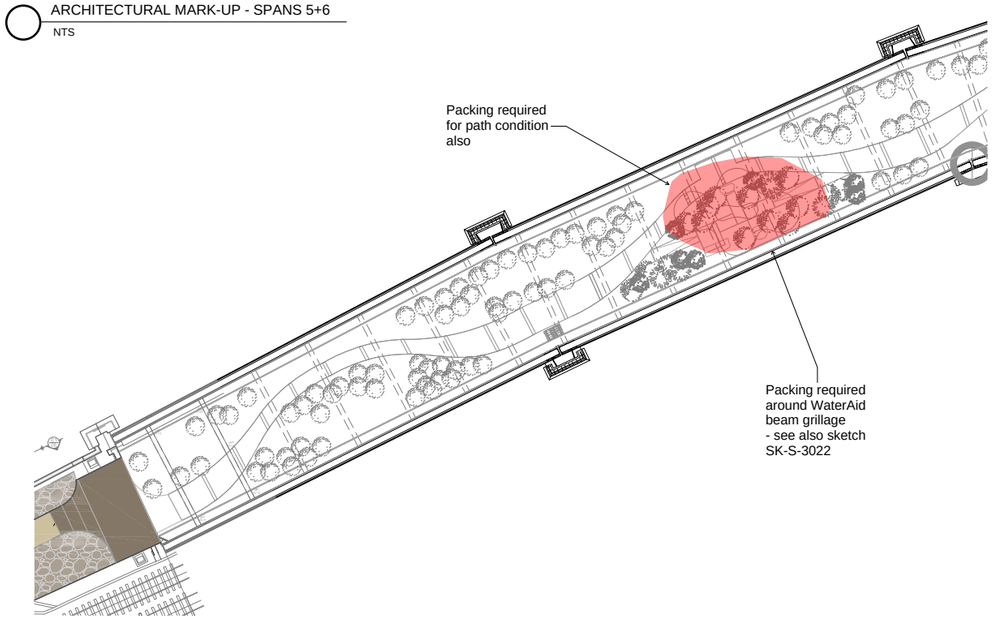
06 SERVICES AND STRATEGIES

Structural strategy | Meadow Mound reinforcement

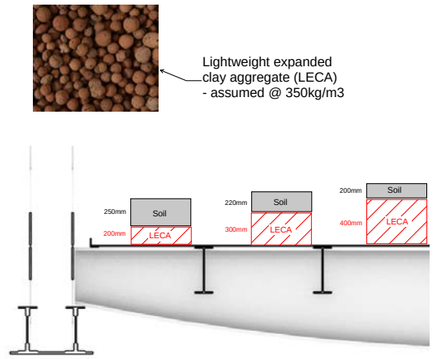
See ARUP's Structural report for further information



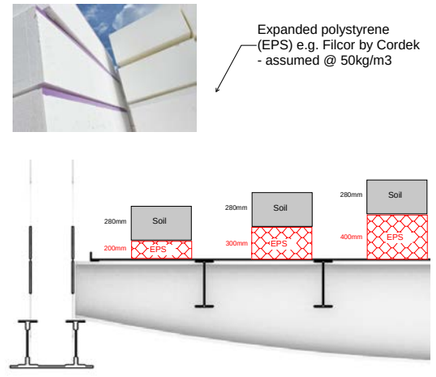
ARCHITECTURAL MARK-UP - SPANS 5+6
NTS



ARCHITECTURAL MARK-UP - SPANS 7+8
NTS



PACKING OPTIONS 1 - GARDEN - LECA
NTS



PACKING OPTIONS 2 - GARDEN - EPS
NTS

LEGEND:

Plan extent of structural packing required
- see options sketches for potential build-ups

NOTES:
1. Based on Twelve GA layouts 23/07/24, BDP cross sections + contours 25/07/24
2. Assumes no change to existing loads, assumed:
   - ballast @ 18.5kN/m3 x 250mm = 4.6kPa
   - pedestrian LL = 3kPa
3. Assumes no strengthening of existing deck plate

Structural Build-up Zones + Details

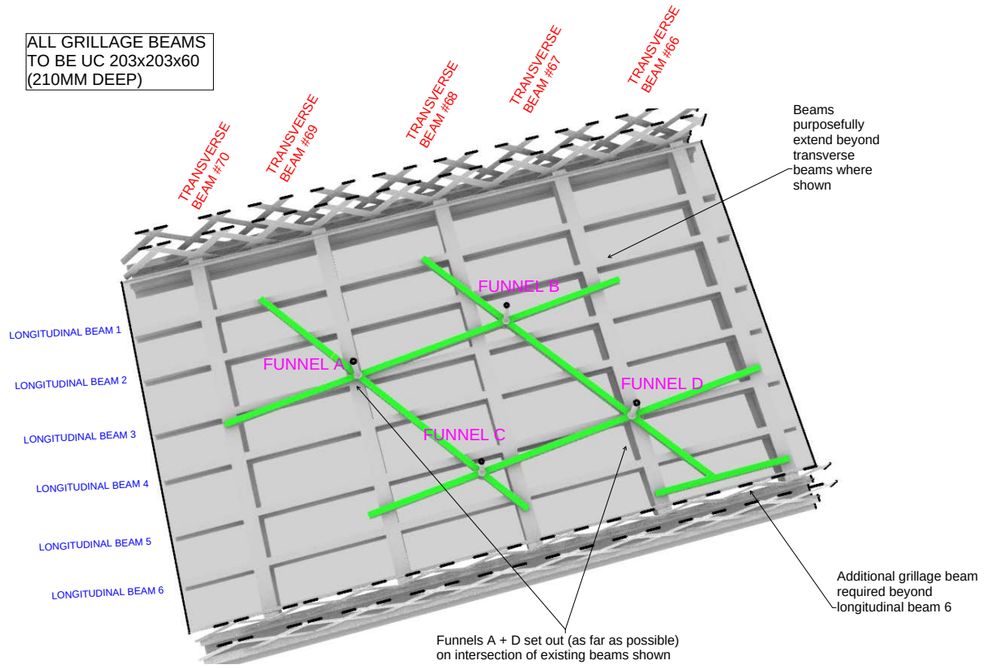
Castlefield Viaduct (282210)
01/08/24 | Issued for Information | RR
CVI-ARP-ZZ-ZZ-SK-S-3023

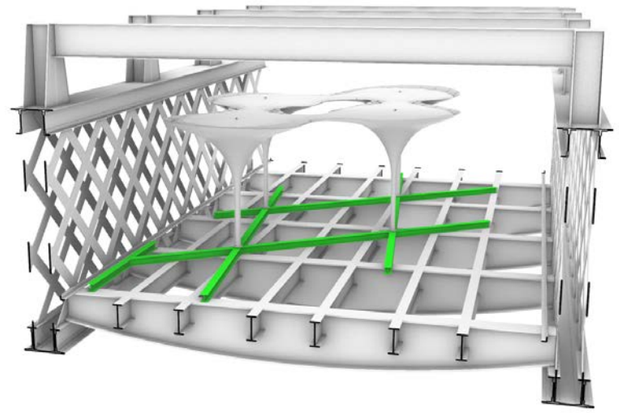
ARUP

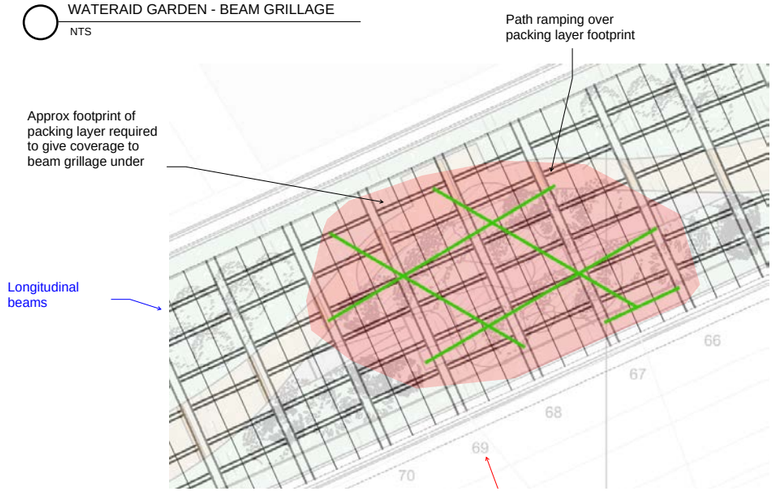
06 SERVICES AND STRATEGIES

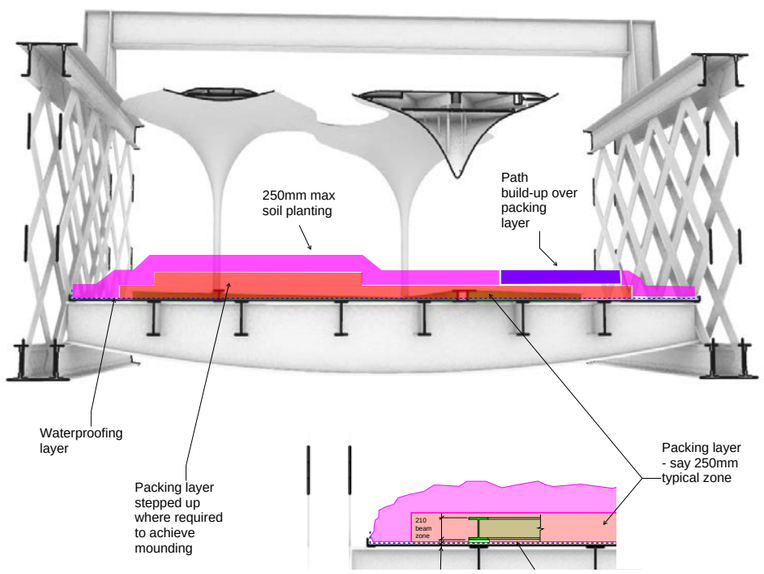
Structural strategy | WaterAid Garden installation

See ARUP's Structural report for further information









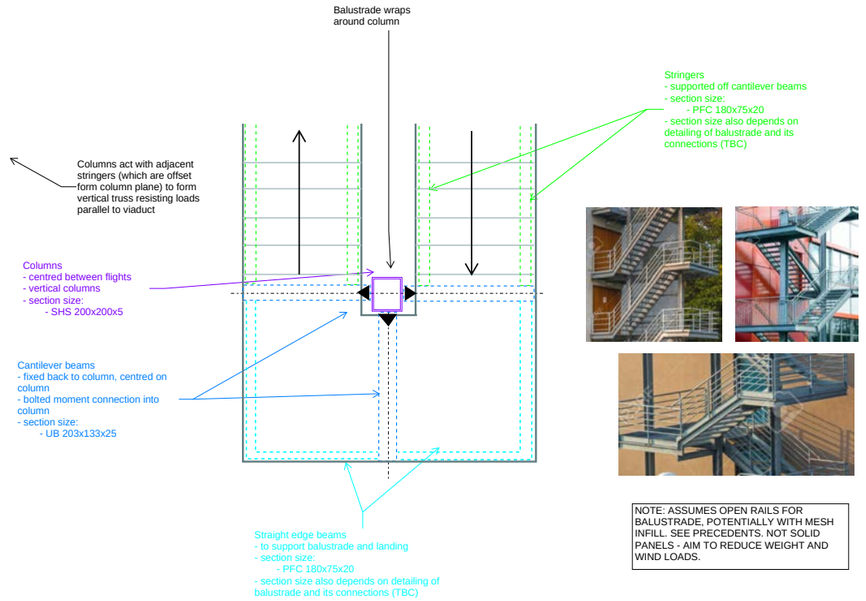
NOTES:
1. Based on Twelve GA layouts 23/07/24, BDP cross sections + contours 25/07/24

06 SERVICES AND STRATEGIES

Structural strategy | Indicative Egerton Egress stair construction

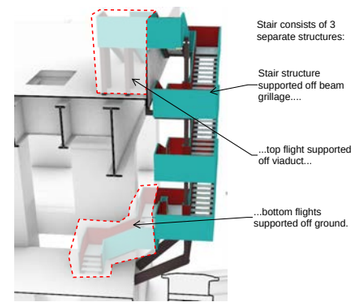
See ARUP's Structural report for further information

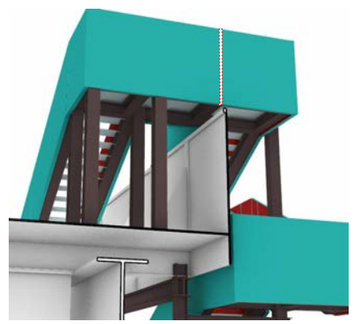


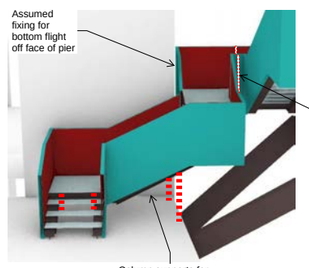


NOTE: ASSUMES OPEN RAILS FOR BALUSTRADE, POTENTIALLY WITH MESH INFILL. SEE PRECEDENTS. NOT SOLID PANELS - AIM TO REDUCE WEIGHT AND WIND LOADS.

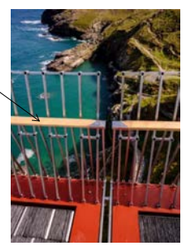
TYPICAL LANDING PRINCIPLES
NTS



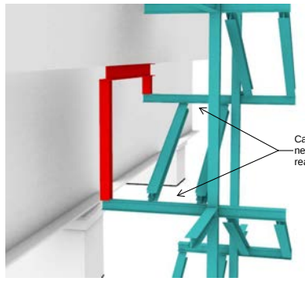


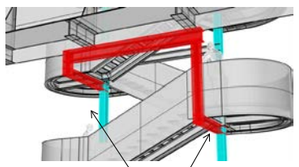


Movement joints in floor and balustrades
- to allow for relative movement between independent structures
- to ensure loads are directed into new structure and not into viaduct
- see similar detailing at Tintagel Castle bridge



NOTE: PIER FIXING TO BE AGREED WITH TFGM.

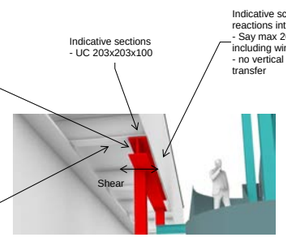


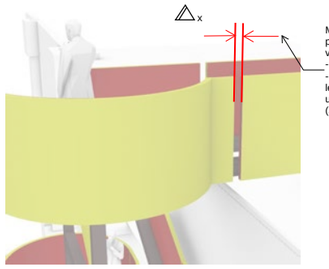


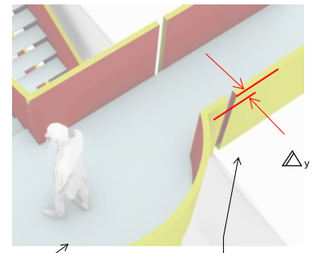
NOTE: TYING RESTRAINTS TAKE HORIZONTAL LOADS ONLY

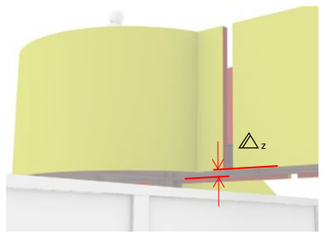
NOTE: TYING PRINCIPLES AND LOADS TO BE AGREED WITH TFGM.











NOTES:
1. Stair concept taken from Twelve Rhino sketch file 06/08/24
2. Connections between steelwork, steelwork levels, interfaces with treads/balustrades all shown indicatively

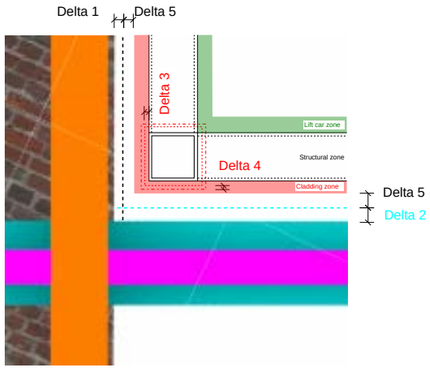
LEGEND:

Moment connection

06 SERVICES AND STRATEGIES

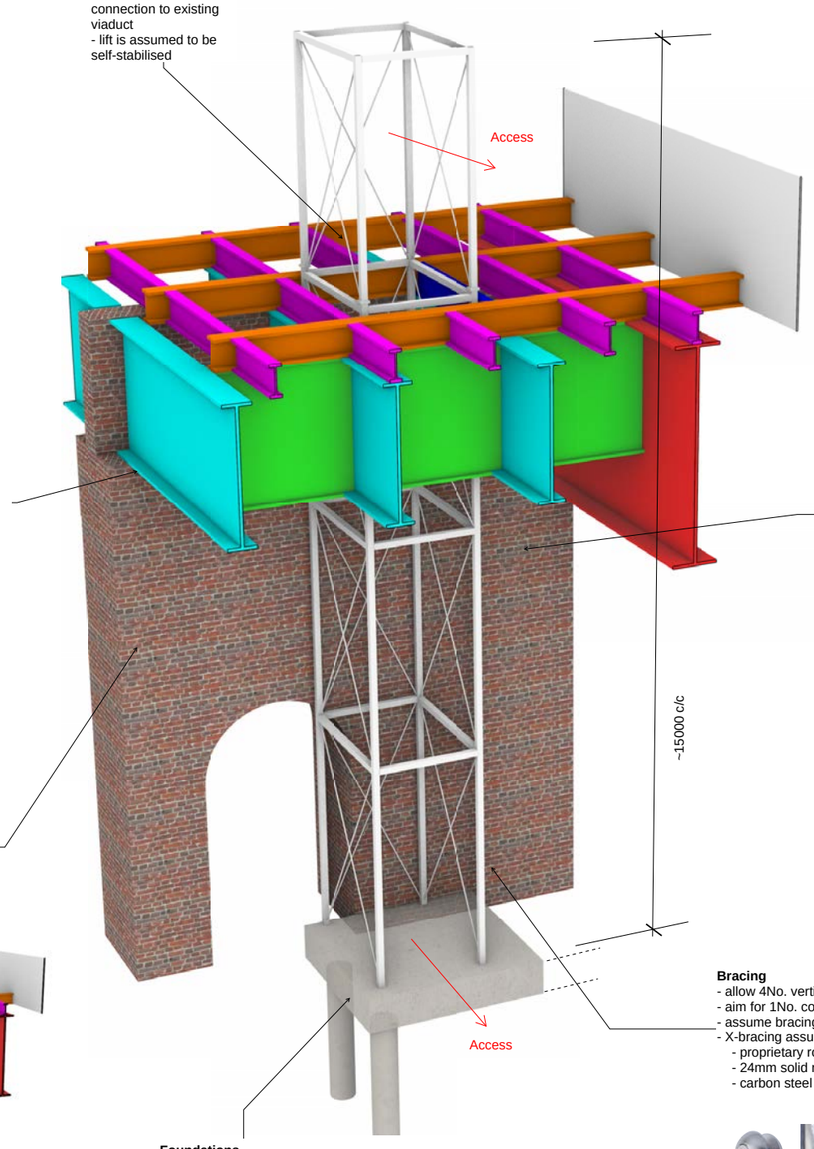
Structural strategy | Indicative Egerton Egress lift construction

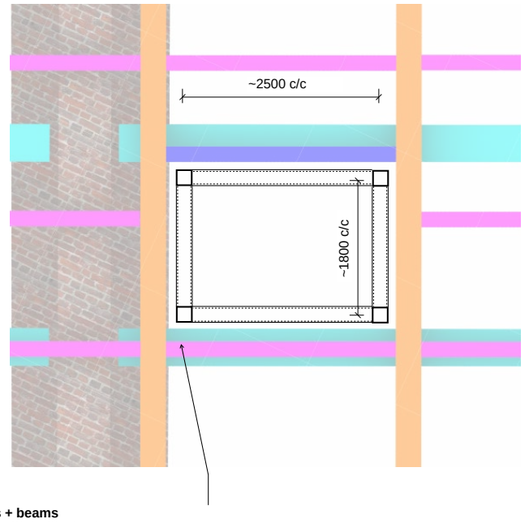
See ARUP's Structural report for further information



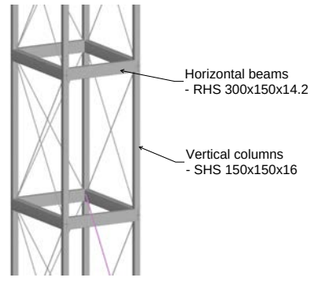
Construction tolerances, access, movement etc
- what structural zones are really available?
- what is the lift car zone and cladding zone?
- sketch above shows further items to consider as the design develops
- Delta 1 - tolerance on masonry wall
  - can't be expected to be truly plumb
  - will need measured survey up full height
- Delta 2 - tolerance on steel beams
  - blue beams might not be truly vertical
  - orange and pink beams are obscured
  - will need opening up at deck level and/or high level measured survey
- Delta 3 - construction tolerance on new lift construction
  - won't be truly vertical! Say +/-20mm?
  - to be reviewed with Contractor
- Delta 4 - lateral movement on new lift construction
  - can be minimised through design decisions
  - say +/-15mm in each direction?
- Delta 5 - construction tolerance (access) for installing cladding through bridge
  - to be reviewed with Contractor

Connection to bridge
- assumed no connection to existing viaduct
- lift is assumed to be self-stabilised

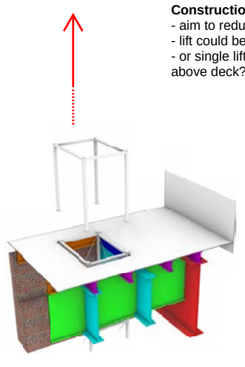


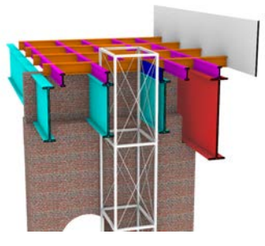


Columns + beams
- assumed CL to CL structural dimensions as shown
- aim to keep structural sections as narrow as possible to work within constraints of existing viaduct
- section sizes as below
- moment connections (welded or bolted) between beams and columns to allow additional stiffness alongside bracing



Construction
- aim to reduce time spent at proximity to Metrolink
- lift could be jacked up from below?
- or single lift of larger prefabricated elements above deck?





Foundations
- refer to notes on sketch SK-S-3019 Rev 3

Bracing
- allow 4No. vertical modules of ~3750mm c/c
- aim for 1No. complete module rising above deck?
- assume bracing on 3 sides (missing bracing on northern short side)
- X-bracing assumed as follows:
  - proprietary rods with fork ends and connectors
  - 24mm solid rods using Ancon 500 system
  - carbon steel or stainless steel TBC



Note: sketch considers structural elements of lift superstructure; refer to sketch SK-S-3019 Rev 3 for shared base with stair

Note: sketch not to scale!

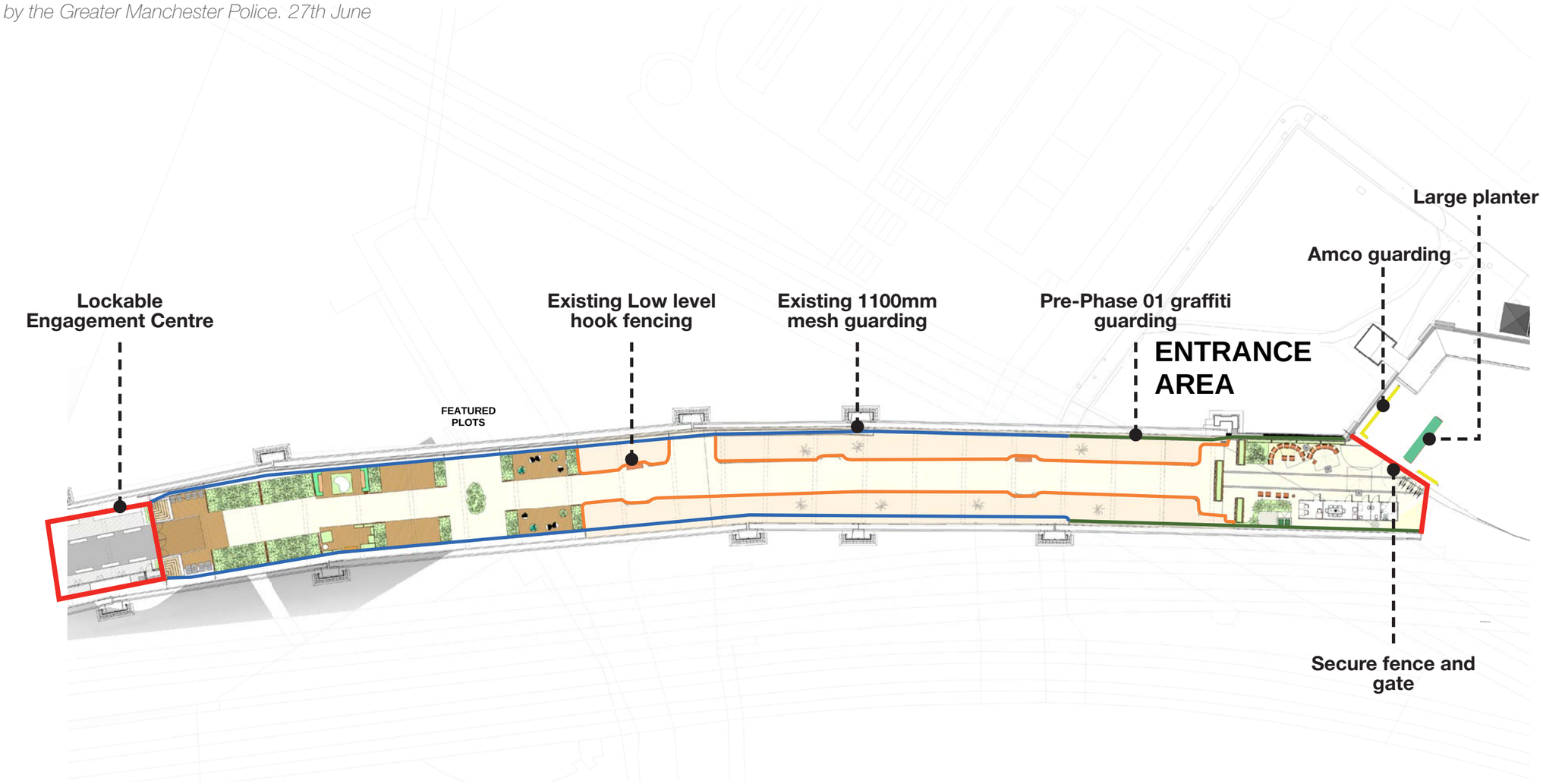
NOTES:
1. Existing structure taken from survey file and dims from J23417_03.dwg
2. Refer to sketch CVI-ARUP-ZZ-ZZ-SK-S-3001 for survey & mark-up of existing structure
3. Refer to sketch CVI-ARUP-ZZ-ZZ-SK-S-3002 for modifications to existing bridge structure to accommodate lift opening
4. Intent based on Twelve models/drawings from 25/07/24

06 SERVICES AND STRATEGIES
Secure by Design | Phase 01 Appraisal

Phase 01 appraisal

"The main entrance to the site is gated and locked when the park is closed. There are anti climb measures to prevent climbing over the gate and adjacent boundary, into the development. There is a large planter adjacent the entrance which will prevent vehicles from being driven towards the entrance, or into the park. Armco barriers have been installed to protect the adjacent boundary fence and the parapet adjacent the staircase. Access into the viaduct is restricted to those who have booked in advanced and there is a limited number of visitors allowed into the park at one time. There is a monitored CCTV system that covers the existing development."

Except from Crime Impact Statement by the Greater Manchester Police. 27th June 2024



06 SERVICES AND STRATEGIES

Secure by Design | Phase 02 Design proposal

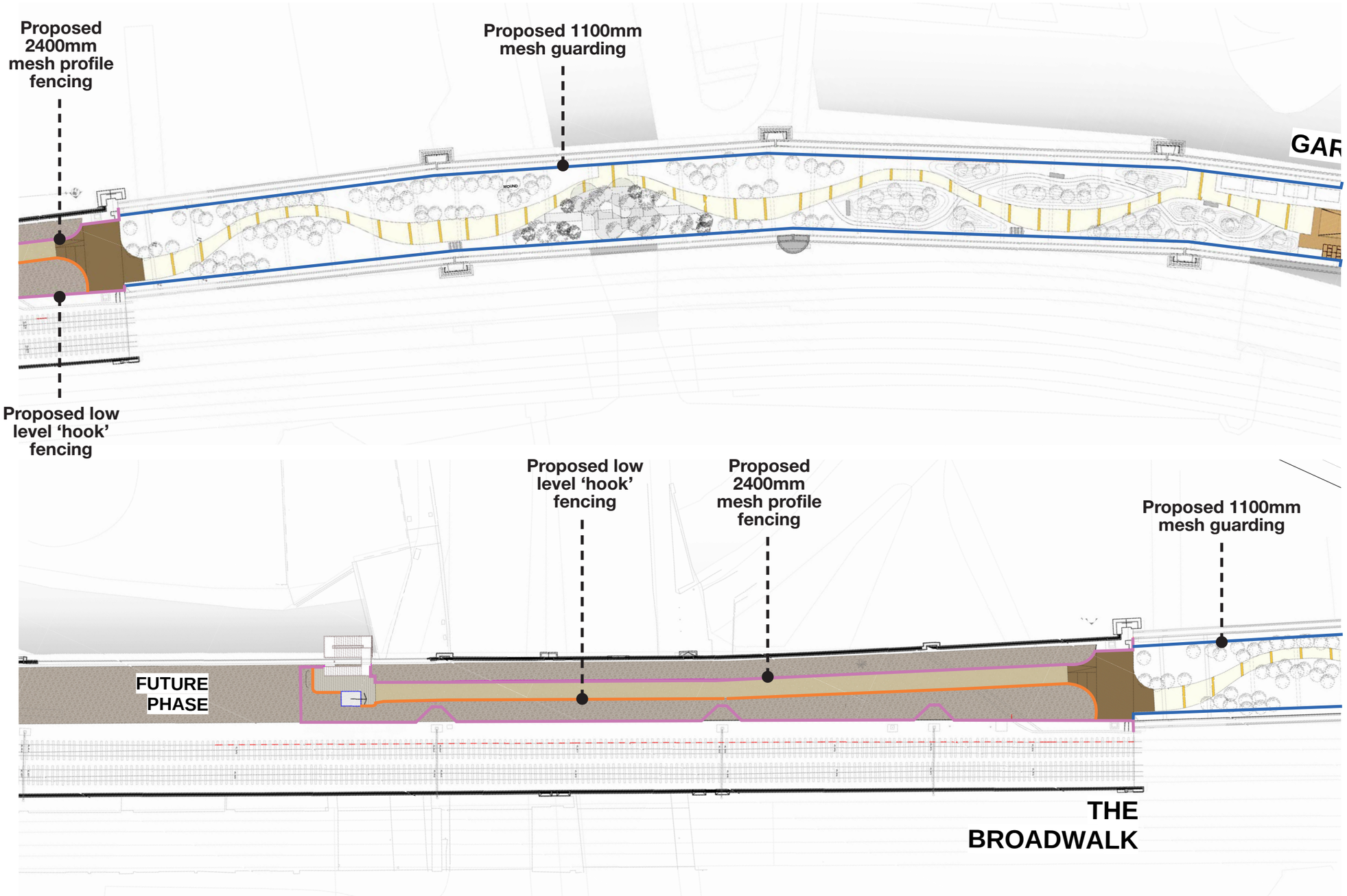
Phase 02 Design Proposal

1100mm high mesh guarding is provided through out the Garden area to prevent visitors to come in constant with and climbing on to existing lattice girder. On The Broad Walk (the masonry viaduct section) 2.4m high mesh profile fencing is provided to create an exclusion zone on Metrolink land to ensure day to day operation. As the Broadwalk is left as existing condition, existing ballast will be exposed thus low level hook fencing is provided to fence off these intended areas.

The curtain wall within the Engagement Centre (Central Visitor Building) facing Phase 2 will be replaced by two double doors, similar to those in Phase 01, to provide access to the horticultural zone and garden. All replaced doors will comply with Secured by Design standards and be certified to a burglary-resistant standard (PAS 24). The existing intruder alarm system will be inspected and updated as necessary. The new entrance opening to Phase 02 will be illuminated.

The CCTV system will be extended to cover the entire length of the Phase 02 development. It will be designed in conjunction with the lighting strategy to ensure sufficient illumination for monitoring while considering the well-being of plants and the natural biodiversity on site.

The planting strategy in Phase 02 will primarily consist of wildflowers on moderate mounds (maximum 500mm) to maintain sight lines down the entire length of the viaduct.



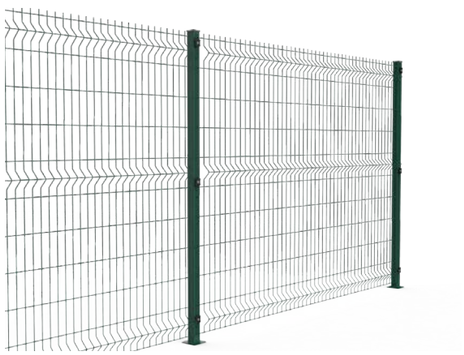
06 SERVICES AND STRATEGIES

Secure by Design | Phase 02 Design proposal

Phase 02 Design Proposal

With the extension of the site, a secondary access via staircase and lift is provided to Egerton Street to facilitate an escape route in the event of an emergency. Mesh profile fencing and a lockable gate are installed at the Egerton Street level to restrict access and prevent potential misuse outside of Viaduct opening times. Additional lightings and CCTV are provided to ensure sufficient illumination and security of the compound (Refer to ARUP lightting report for more information)

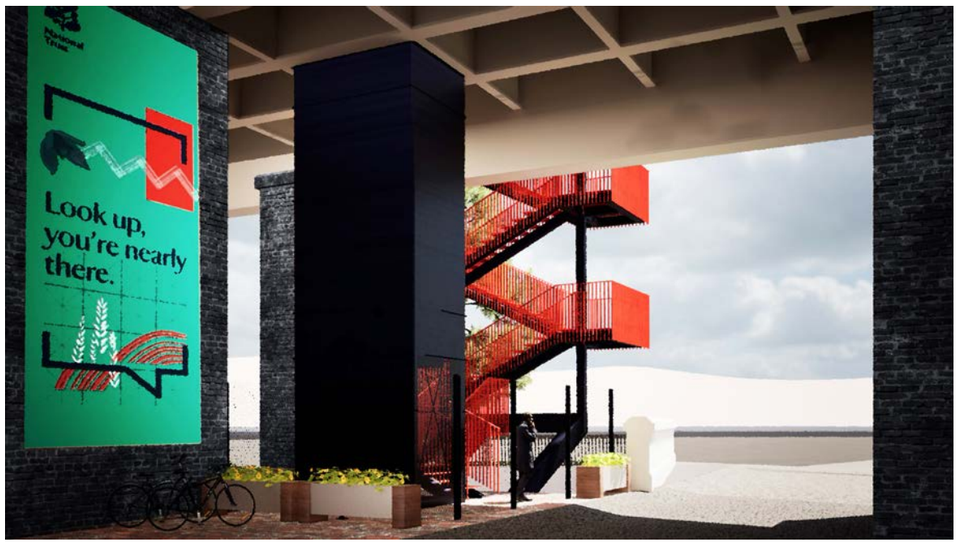




Mesh profile fencing



Mesh profile gate



Indicative view of vertical access on Egerton Street

06 SERVICES AND STRATEGIES
Waste management strategy

General
The design phase 02 has been designed with sustainability in mind. Materials aim be demountable and reused, either in future phase or elsewhere in the National Trust. WaterAid Garden relocation to the side is a prime example of how Castlefield Viaduct provides a permanent home for good quality design. Many plants and vegetation from phase 01 are to be propagated or transferred to Phase 02 for continuity. The project also encourages local involvement, further improving social sustainability and well being of the area. Materials will be sourced to meet National Trust criteria for responsible procurement and commissioned as accurately as possible to avoid wastage.

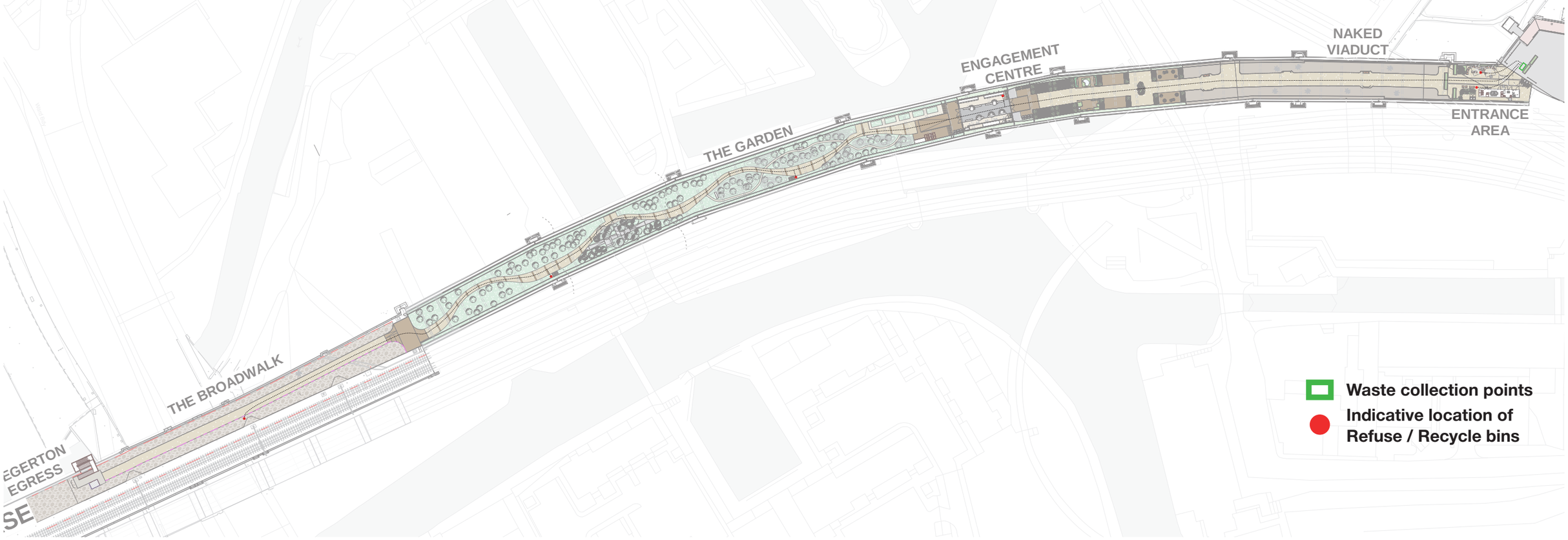
Construction
There will be very little construction on site and as much of the build as possible will be preassembled, to improve accuracy and efficiency of operations. No demolition to take place in Phase 02. What is surplus to requirement on site will be recycled wherever possible as detailed in the construction management plan. Existing ballast on historic steel viaduct is intended to be removed, cleaned and recycled on another site as well as crushed to be used as hardcore for pathways.

Operational
Sustainable waste management is integral at all of our National Trust sites and recyclable materials are used wherever possible. There will be very few public consumable available on site without a permanent Food & Beverage or retail offer, and our ticketing, feedback and surveys will all priorities digital options to minimise use of paper and printing. Where the public may have waste materials brought onto site, such as coffee cups or plastic food waste, we will offer small-scale public recycling bins and litter bins.

Landscape/ planting
Garden waste in Phase Two will be minimal and where possible we will compost and reuse on site. Additional 4no. compost bins have been located throughout Phase 02 garden to cater for the increasing planting in relation to Phase 0. Any green waste we cannot use on site will be collected in a garden waste bin and taken off site via a service contract from the front entrance.

Refuse storage on site
Placement and distribution of the refuse points have been closely considered based on the programme for each zone. Currently there are two mixed recycling / refuse bins in the welcome area, and one recycling / refuse bin in the events space. 3 more mixed recycling/ refused bins are to be provided with 2 in the Garden near compost bins and 1 in the Broadwalk.

A member of staff is to collect the recycling and refuse waste from all bins at the end of each day into the collection point staff facility



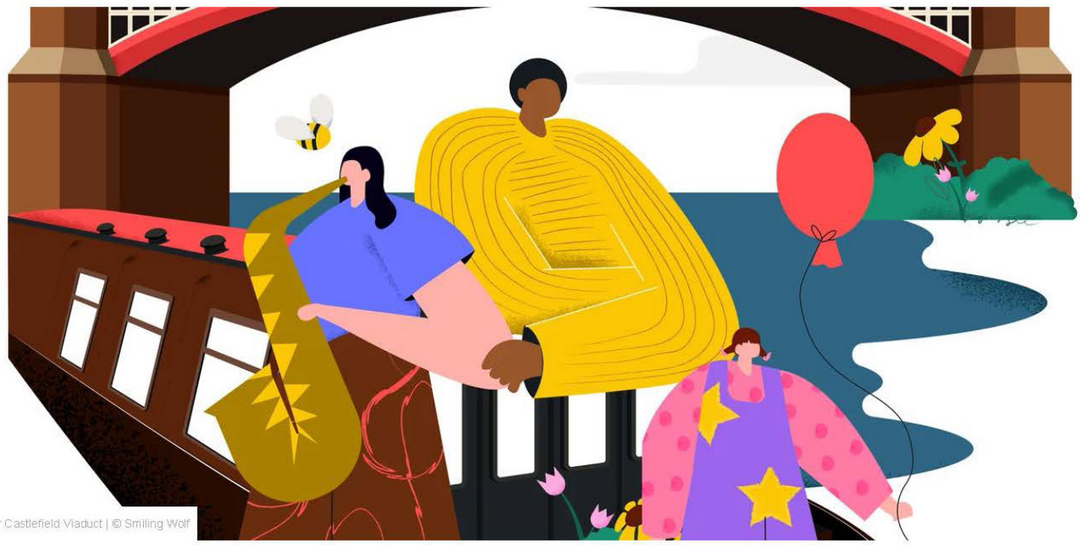
07 PUBLIC CONSULTATION



07 PUBLIC CONSULTATION
Next step for the Viaduct

Next steps for Castlefield Viaduct

Published: 29 May 2024



The vision for Castlefield Viaduct | © Smiling Wolf

In Autumn 2023, we asked the local community to help us imagine a future for Castlefield Viaduct. Now we would like to share the designs which have been developed with those ideas and update you on what's next for the viaduct. Whether you've visited the viaduct or not, this is your chance to take a look at the future of this iconic Mancunian landmark.

Over the last 2 years, we've been working with partners in Manchester to transform the disused Castlefield Viaduct into a green space for people and nature. Since opening in July 2022 the viaduct has welcomed over 100,000 visitors.

From the beginning we have asked visitors and the community to imagine what the future of the Viaduct could look like. A few months ago we commissioned BDP architects, Smiling Wolf, Deco Publique and Mott MacDonald to work with the local community to develop a future vision for the site. We listened to what the local community wanted and we're now excited to share the designs which have been developed. Watch the fly-through video here of what the future Viaduct could look like and view our vision document here.

In other exciting news, we're taking the next step towards delivering the vision - Phase Two. We're hoping to design and submit for planning this year with public opening from 2025. We continue to seek donations and investment to keep the viaduct open to the public.

If you would like to know more about our work at Castlefield Viaduct and the vision please visit the Our Work page.

Find out what's next for Castlefield Viaduct

Join one of our events in-person or online to see the plans, experience a virtual walkthrough of the 'vision' for the viaduct, hear about the next steps for the project and share your views.

Please note: The previous events have been resheduled. The dates, times and locations below are the newly confirmed details as of 4 July 2024.

Close all

- Thursday 18 July, 18:00 -19:30, online via Microsoft Teams
- Monday 22 July, 16:00 - 20:00, drop-in event at The Castlefield Hotel
- Wednesday 24 July, 16:30 - 18:00, Castlefield Viaduct
- Wednesday 24 July, 18:00 - 19:30, Castlefield Viaduct

07 PUBLIC CONSULTATION
Consultation Events Feedback

Comment cards from viaduct event 24th July

- Castlefield Viaduct is great, and the plans will make it even better. You'll need to consider how to balance it as a transport route vs a destination – risk it is overrun by electric bikes to the detriment of other visitors. In general, I support the plans completely in my view this is exactly the sort of thing the NT should be involved with- much more reflective of UK history and people's experiences than stately houses (yawn). I like the work in partnership with other bodies, such as the RHS, MCC and GMCA.
- A well thought out proposal for phases 2 and 3, we fully support it! Castlefield Viaduct is one of the few reasons we have for visiting Manchester and when here we shop, lunch and try and take in a show. If Castlefield Viaduct wasn't here, we'd do none of that.
- Just the type of thing that the National Trust is for! More places like Castlefield Viaduct please!
- The new phase 2 and 3 plans look brilliant- very supportive! It would be good to see later opening hours e.g. till 10pm. More events too in evenings please!
- I love the viaduct garden! Today was really interesting to talk to one of the architects and NT staff about plans for extending the viaduct garden further. It is a lovely calming oasis in the city centre, and it feels special to be amongst nature, but also up high so you feel surrounded by sky. Keep up the good work!

Feedback via email from an attendee of the consultation event on 24th July

- I was very pleased to have attended the "next steps" event recently along with my work colleague/friend. I wanted to offer the following feedback/ thoughts.
- I note that on every visit, upon walking in, the energy is immediately calming, I note that my friend and I focussed our conversation not on work/ other issues but instead on naming herbs/ plants/ talking about the ambience/ other havens in the city centre
- It is always good to experience a space that allows you to release tension and breathe, this is an outlet both physically and mentally
- I clocked about myself that when walking to and from work/ nights out I am always rushing, sometimes when there is actually no danger of me being late, it's like I was programmed to rush but at the viaduct, I found myself taking things slowly
- If I have friends visiting from outside of Manchester, I will always have the viaduct as an option to visit- to showcase as it is unique and it is unlikely they have something like this where they live
- I love that you are in the heart of the city, but it feels rural
- It is a nice quiet space and would lend itself well to people eating their lunch/ tea
- I love the plans for extension and the extra entry and exit points
- I discussed how it would be good to take in the Viaduct on my way to work (instead of a straight walk from the big roundabout along Chester road/ Deansgate. I would consider walking along regent road (see attached image of Phase 1), but my concern would be re safety due to it being a very busy road traffic wise and also personal safety if the area is not well lit/ well signed.
- I discussed with a lovely lady there about Mayfield park, myself and some friends visited a fair while ago and whilst it is a great space, the signage was terrible, it was a bit out of the centre- more than we anticipated and at the time we visited there were no staff/ rangers. It felt eerie and we did not feel safe. All of us said we would not feel safe visiting again alone- I believe there may be rangers now but it is worth taking these concerns into account when you extend the viaduct
- My friend and I loved the look of the RHS water aid garden- aesthetically and design wise; it is tall and so it does not take up the walkway- meaning that accessibility is not compromised
- My biggest concern is that you start charging visitors to view the viaduct; this would only attract those that can afford it and would create a divide and marginalise groups in society

Castlefield Forum

- My only opinion is that the viaduct should be a full pathway- is pointless have the length of the bridge not in full use- if they can make a safety path to get out at Cornbrook station- that is the best solution. Also opening and encouraging people to have a walk back down the canals or getting the trams back from the station.

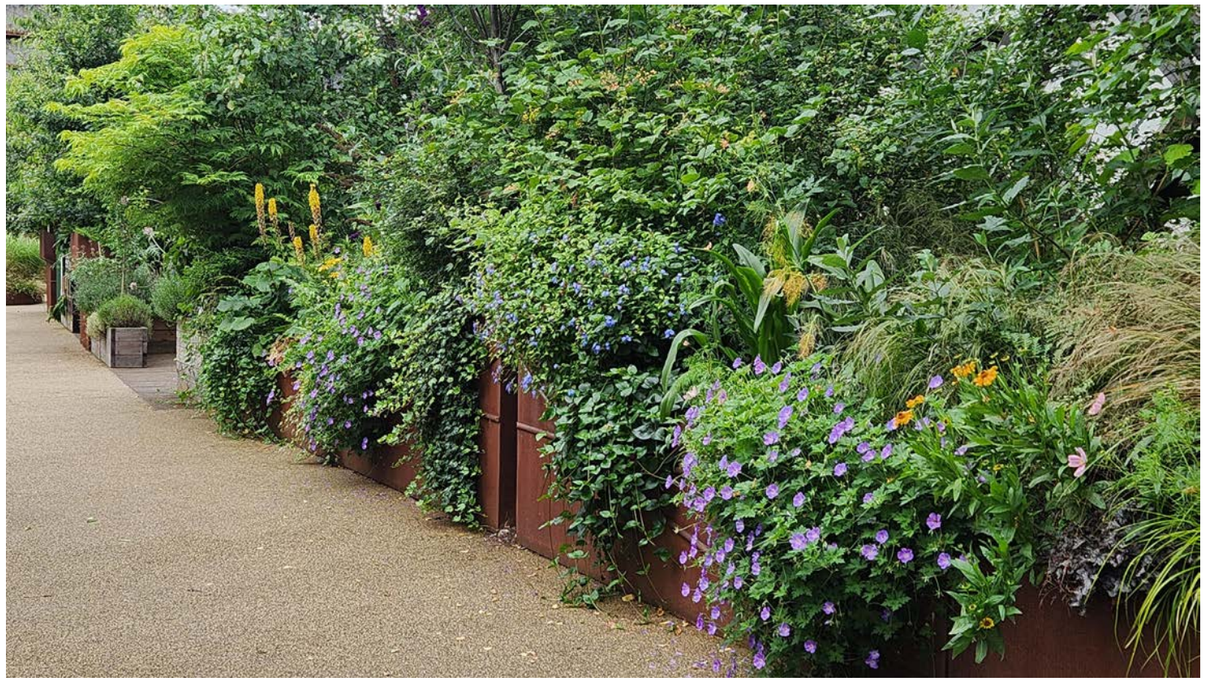
07 PUBLIC CONSULTATION

Event photos



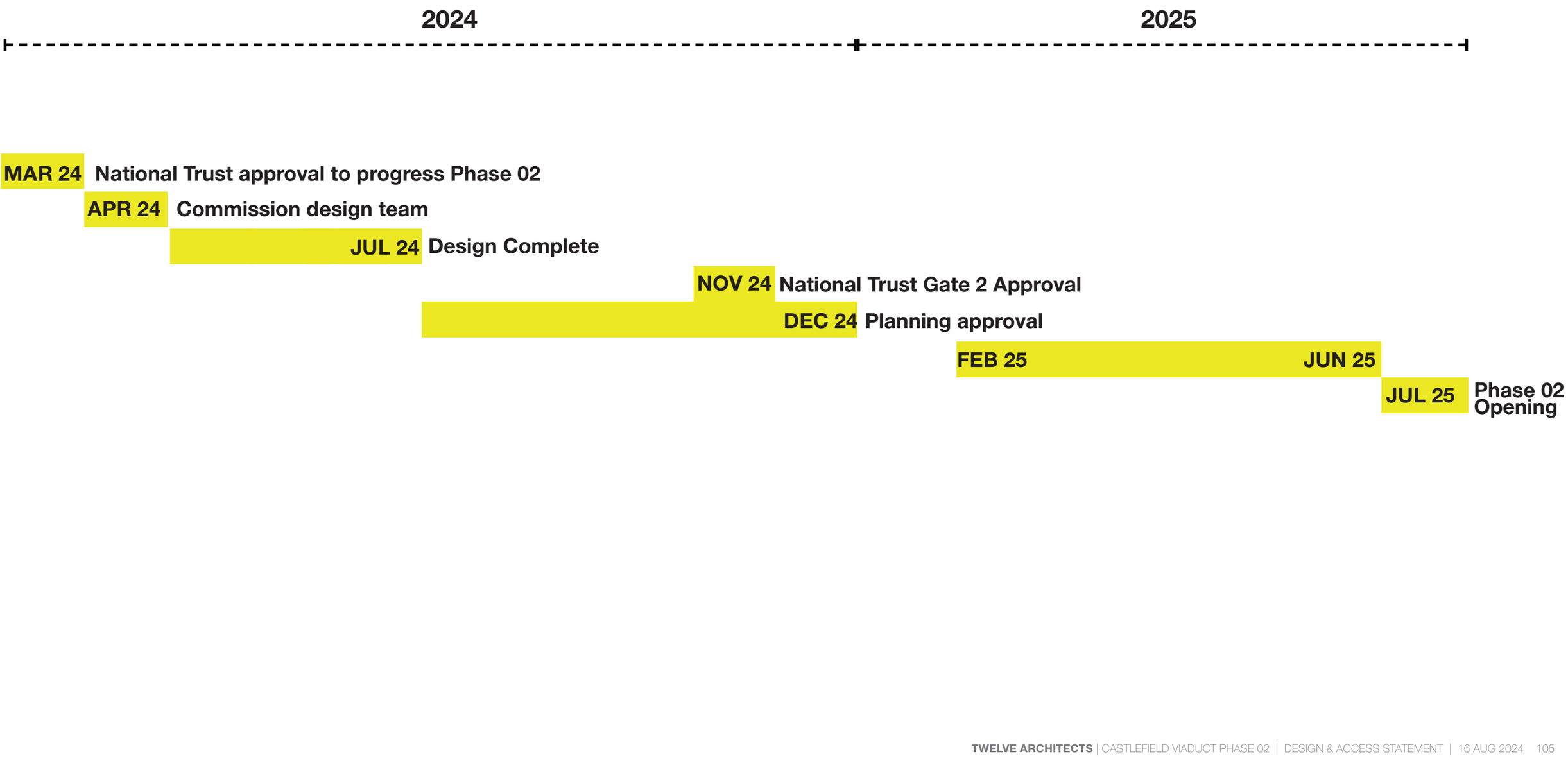






08 DESIGN PROGRAMME

08 DESIGN PROGRAMME
Project Time line

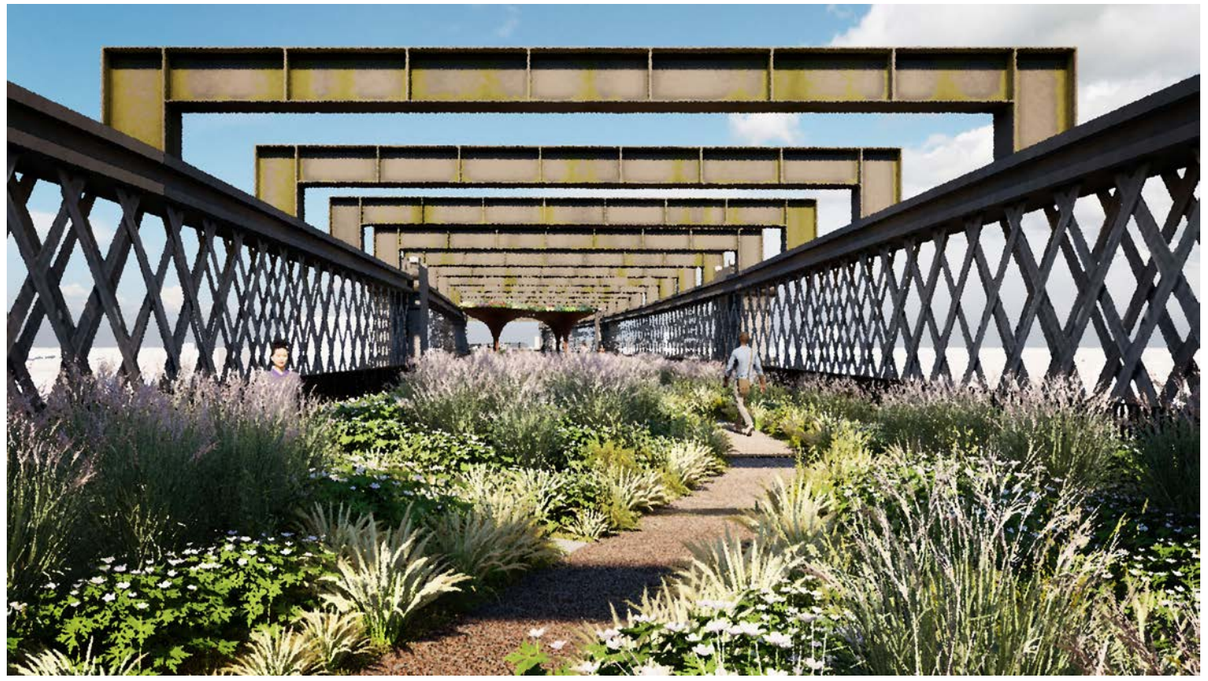


09 VISUALS








































Look up,
you're nearly
there.