

Manchester Victoria station redevelopment



TOTAL COST £44M
COMPLETED 2015
DURATION 1Y1M

RESPONSIBLE BUSINESS



Sectors

- Transport, Rail

Project profile

- The Redevelopment of Manchester Victoria station

Consultants

- Design - Hyder Consulting
- Architects - BDP

Client

- Network Rail

Stage

- In Progress

Highlights

- 5D BIM was used to provide design and

Project Description

Morgan Sindall Infrastructure and Network Rail worked together to create a modern station environment at Manchester Victoria, while retaining the building's Grade II listed features.

The scheme comprised the replacement of the station roof, and the installation of a new mezzanine access deck to the adjacent Manchester Arena plus a gateline, concourse flooring and external doors.

In addition to the new-build aspects of the project, parts of the existing Victorian building were restored and refurbished. These include an ornate Victorian stained glass dome over the current bar area, which was renovated with minimal impact on the retail operation below. There are also three war memorials within the station, which were sympathetically restored.

Improvements and additions were also made to the Metrolink tram stop with reconfigured track and platform layouts enhancing customer access and experience.

Responsible business

People



The project team required strong working relationships with a wide range of stakeholders, with more than 40 organisations involved in the project

Planet



The project involved the sensitive treatment of the River Irk, which was situated in a culvert under the site, 11 metres wide and eight metres high.

Challenges

It was vital to ensure that the station was kept operational throughout the construction works.

construction efficiencies and develop a value-adding approach to BIM in the rail sector

Partners

BakerHicks Watson Steel, Crossway Scaffolding, Forshaw Demolition, Bailey Rail, Van Elle Piling, Murraywood

Location

- North West

Project key facts

The new station roof consists of 15 1.2 metre-deep steel torus-shaped roof sections, the longest spanning 120 metres, supported on concrete buttresses and single cantilever columns on the station concourse.

The roof is covered with ethylene tetrafluoroethylene (ETFE) panels. A composite decked mezzanine structure provides enhanced access to the adjacent Manchester Arena as well as providing new retail opportunities.

The booking hall is dominated by a large hand-painted map on white glazed brickwork which displays the old Lancashire & Yorkshire Railway network.

Project contact

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Contact

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