

This document provides an overview of the framework and principles that will be taken forward to produce a Construction Management Plan and Construction Waste Management Plan conforming with policies DM1, SP1, EN19.

1. Overview

1.1 Headline vision: To construct and operate a temporary elevated urban park at Castlefield Viaduct that explores what may be possible by utilising an unused historic structure. This pilot provides a platform to facilitate consultation with local communities, enabling the project to deliver something of, for and by Manchester in the long-term. The pilot will seek input from local audiences and partners and test interventions so we can decide together how the main scheme will ultimately look, feel and work most successfully to improve the cities green and blue infrastructure and offer a new heritage attraction supporting the local economy.

1.2 Objectives:

Phase One (subject of this application)

- To temporarily reutilise an unused and currently inaccessible grey space for an elevated urban park at to test and codevelop a long-term scheme that maximises benefits for both communities and biodiversity.
- To test design elements and make sure the urban park becomes a high-quality nature and heritage space in the long term.

>> All feeds into viable Phase Two main scheme (long-term objectives below)

- To create a new, high quality green and open space for the people of Manchester that is appropriate to its location.
- To create a destination park for onward and active travel.
- To create sense of Mancunian ownership and sense of place for the viaduct.

Please refer to the Design and access statement for architectural designs.

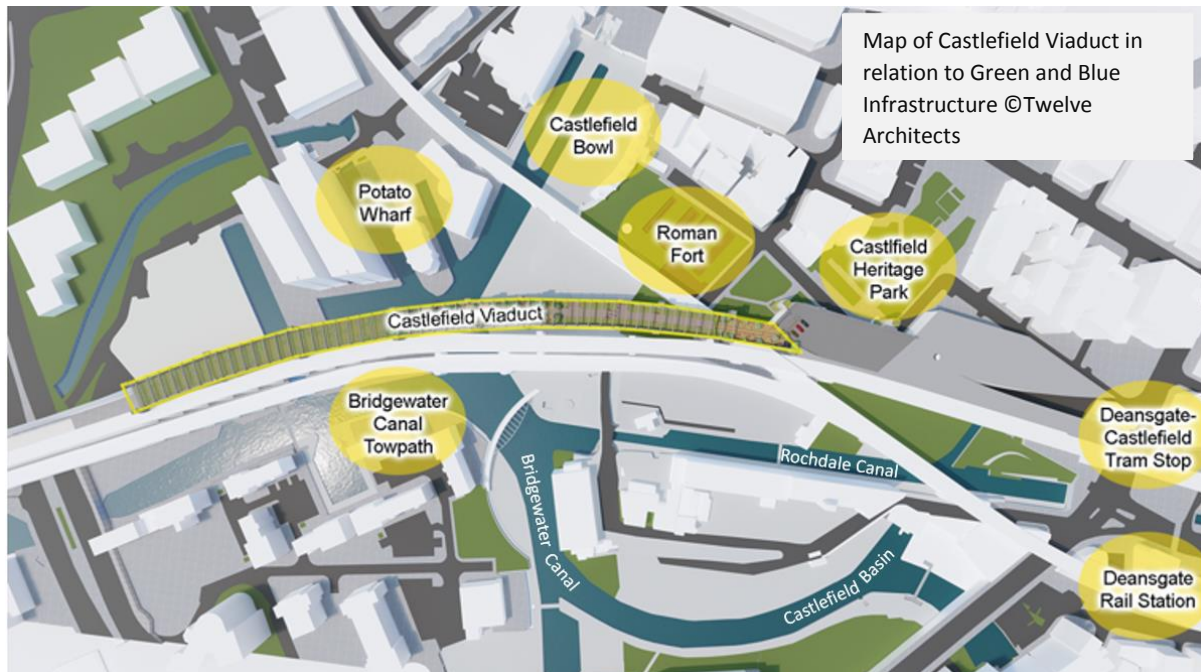
2. Location

The Castlefield Viaduct is located in the historically significant area of Castlefield, characterised by the criss-crossing network of transport infrastructure, two historic canals and canal basin, a river overlaid with railway lines and surrounded by historic warehouses. The blue and green infrastructure of Castlefield is linked to its heritage, with the Bridgewater and Rochdale Canal and towpaths, alongside the Urban Heritage Park and Roman Fort Gardens with the viaduct right in the centre.

The city centre of Manchester, of which Castlefield forms a part, is identified as a distinct area in the city with relatively low levels of green and blue infrastructure provision as a densely populated area¹. The viaduct itself provides an opportunity to create new green infrastructure through the development of a disused asset that complements the green blue infrastructure in the immediate area including the Urban Heritage park, Roman Gardens and

¹ Figure 10 City Centre, pg.30, *Manchester's Great Outdoors- A Green and Blue Infrastructure Strategy for Manchester 2015-2025 (G&BIS)*

Canal basin. There is also the potential in the longer term to work with partners to enhance the canal corridors and urban street networks through active travel and/or wider initiatives.



3. Construction Principles

The following principles will guide construction

- Construction contractor will be procured ‘traditionally’ based on RIBA4 designs.
- All materials will be demountable and removable aligned to the temporary nature of the development,
- Where possible, materials utilised will be reusable,
- Materials will be sourced sustainably aligned to National Trust sustainable procurement policy
- Construction will minimise impact on the core, listed, historic asset
- The heritage fabric of the structure will be respected
- Pre, during and post construction work constructively will key neighbours and stakeholders, including
 - Transport for Greater Manchester regarding the proximity of the tram line and ownership of the Metrolink car park to the east of the site
 - Manchester Central concerning access to the site through the Metrolink car park to the east of the site, particularly during the construction phase
 - Network Rail, engaging with the local ASPRO team concerning any impact on the live railway line that passes underneath the site,
 - Residents immediately north of the site in apartment blocks and any broader residents impacted by construction traffic

4. Proposed Scope of Construction Management Plan

- Hours of site opening / operation
- A Site Waste Management Plan
- Air Quality Plan
- A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction
- The parking of vehicles of site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Construction and demolition methods to be used, including the use of cranes
- The erection and maintenance of security hoarding
- Measures to control the emission of dust and dirt during construction
- A scheme for recycling/disposing of waste resulting from demolition and construction works
- Details of and position of any proposed cranes to be used on the site and any lighting
- A detailed programme of the works and risk assessments
- Temporary traffic management measures to address any necessary bus re-routing and bus stop closures
- Details on the timing of construction of scaffolding
- A Human Impact Management Plan
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times
- Waste Management Plan that demonstrates how both construction and demolition waste would be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user would be met.

5. Key dates

- September 2021 – Planning Application Submission
- October 2021 – Finalise RIBA4
- October 2021 – Contractor selection commences
- January 2022 – Select contractor
- February 2022 – Contractor mobilisation
- March-May 2022 – Construction
- June 2022 – Site opens to the public

