Castlefield
Viaduct
Phase 2

Construction Management Plan
Phase 1 Welfare Hub Works

Manchester & Cheshire Construction

REV 0

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01. Introduction

This CMP relates solely to Phase 1 works comprising site establishment, welfare hub installation, temporary fencing/hoarding, utility connections and associated enabling works. Future construction phases will be subject to separate detailed construction planning and management arrangements.

This document is structured to include:

- Individual requirements of principle contractor and sub-contractors.
- Action to achieve procedural compliance.
- Action to minimise the risk of any contamination of the local environment.
- Actions and procedures in place to ensure a harmonious relationship with the local community during the period of work.

Manchester & Cheshire Construction will be acting as principal contractor throughout the entirety of the project. Manchester & Cheshire will always prioritise the safety of operatives and the wider community and promote best construction practices.

This construction management plan will be made available on site and will be referred to throughout the duration of the project to ensure best practices are being followed and socio - environment disruption is kept to a minimum.

02. Scope of Work

Following construction and operation of the temporary elevated urban park at Castlefield Viaduct that explored what may be possible by utilising an unused historic structure. The pilot provided 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 seeked input from local audiences and partners and test interventions enabling a decision to be made together how the main scheme shall 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.

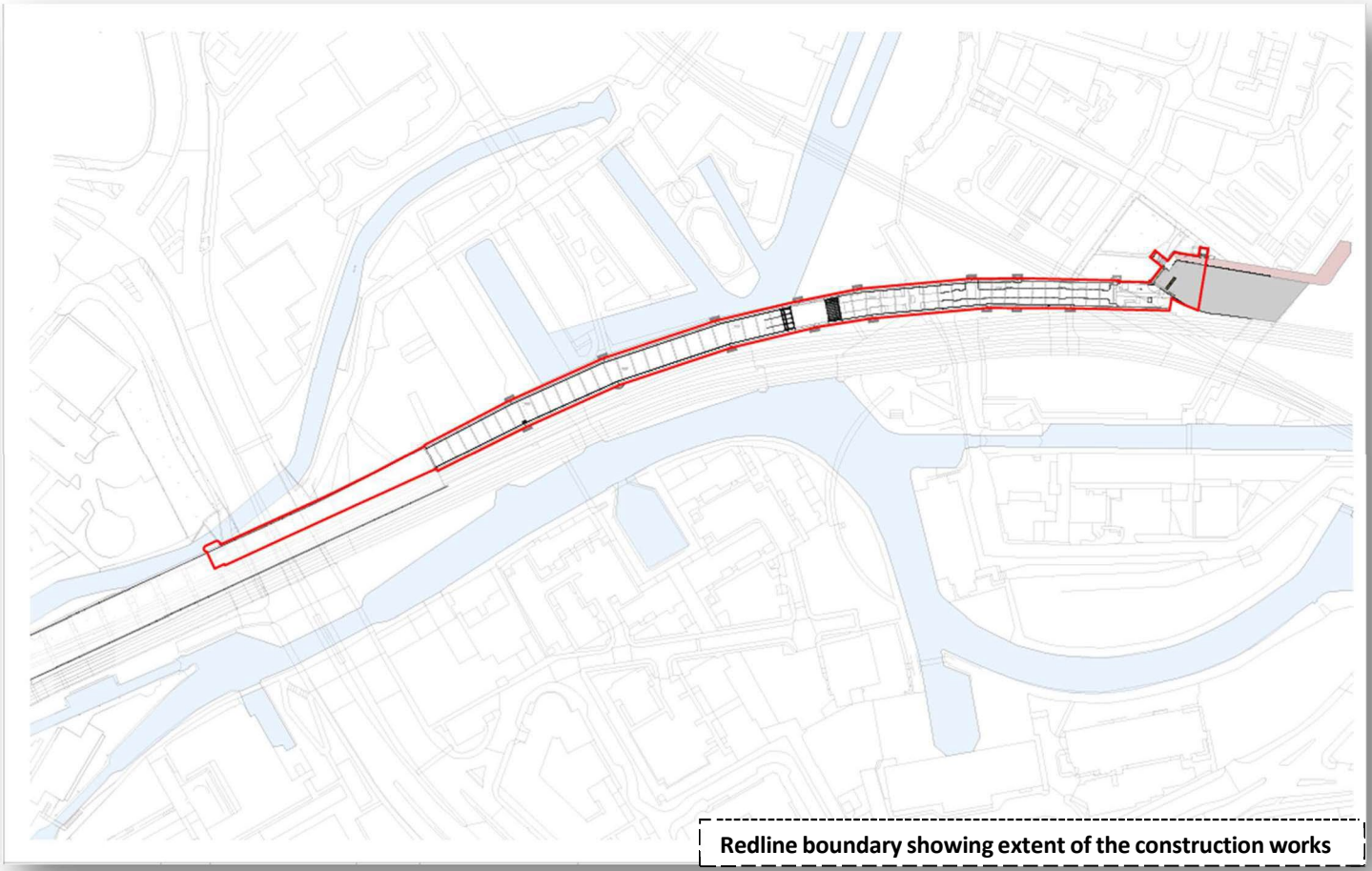
Phase One successfully delivered the desired outcomes set out below

- To temporarily reutilise an unused and currently inaccessible grey space for an elevated urban park 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.

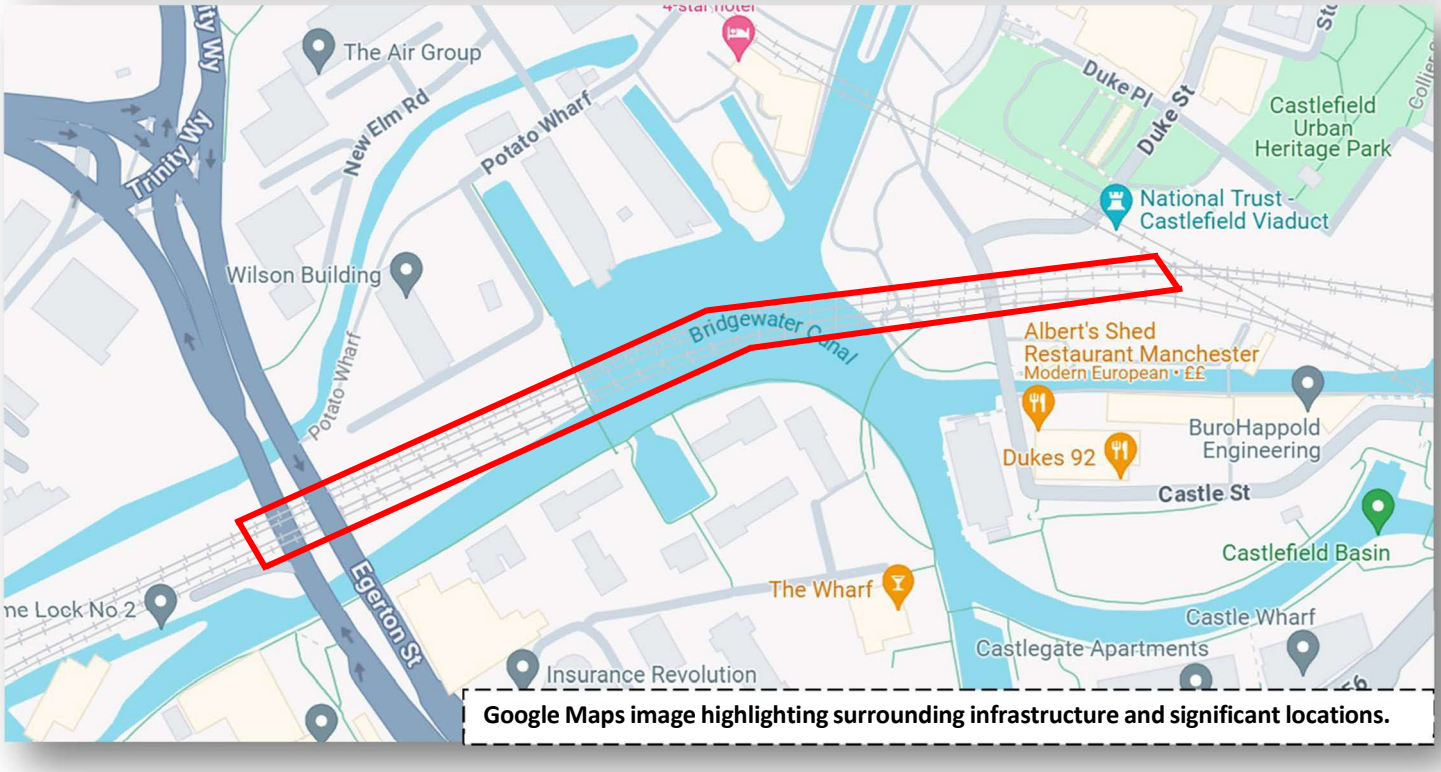
Following a successful pilot scheme the aim of the phase 2 project is;

• To create a new, high quality green and open space for the people of Manchester that is appropriate for 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.

03. Site Plan



Redline boundary showing extent of the construction works



Google Maps image highlighting surrounding infrastructure and significant locations.

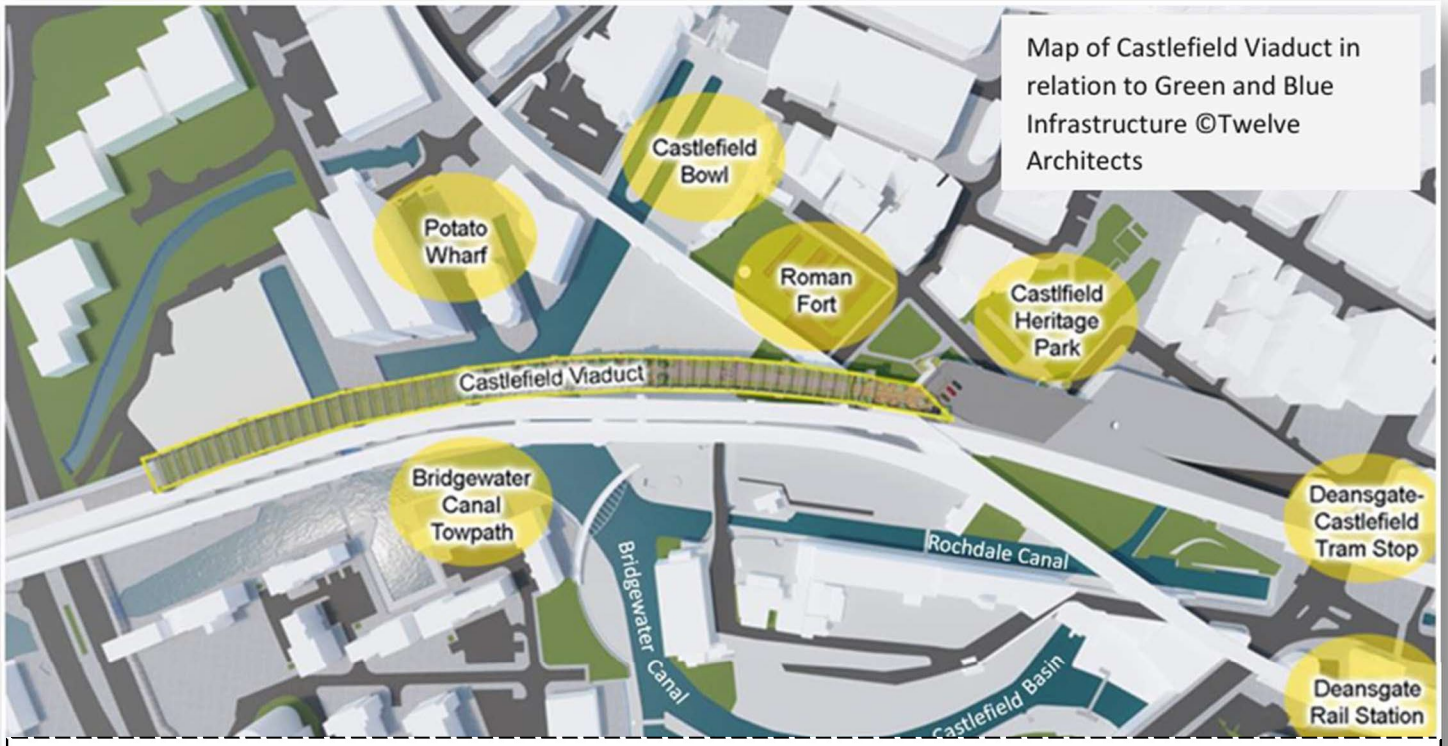


Figure 10 City Centre, pg. 30, Manchester's Great Outdoors – A Green and Blue Infrastructure Strategy for Manchester 2015 – 2025 (G&BIS)

The Bridgewater canal, running underneath and adjacent to the south of the site. Works in this location will require added planning and co-ordination to ensure towpath access is maintained as much as possible throughout the scheme. Diversions/restrictions will only be requested during phases of work where a significant risk to the public is posed due to the nature of the construction works such as crane lifts from Castlefield Bowl area. The canal and river trust will be consulted throughout the planning and development of the scheme.

Environmental control measures will be implemented to ensure no construction waste or run-off enters the water course. Existing drains will be sealed where possible on the viaduct, spill kits will always be present, drip trays will be provided for all plant and machinery onsite, and an environmental specialist will be consulted for expert advice along with delivering a toolbox talk to all operatives on site.

The site is in the vicinity of the Metrolink line; therefore, collaboration will be required with TfGM in the planning and construction of the works. Manchester & Cheshire Construction are familiar with working adjacent to Metrolink lines, have access to 'Working safely near Metrolink document' and have applied for and adhered to the blue permit control measures previously.

Manchester & Cheshire Construction have access to and are familiar with the constraints listed in the document titled 'B2.Asset protection Guidance Document v9' from Network rail.

04. Site Personnel & Visitors

Prior to arrival on site, all site personnel and visitors will need to have completed an online site-specific Manchester & Cheshire Construction induction. This will inform the individual of all the relevant information related to the site e.g., first aiders, welfare locations, site expectations, site hours, etc. Site personnel will be required to fill out an additional induction form to gather personal information such as emergency contacts, proof of competency, etc. A compulsory induction quiz is also added at the end to ensure that it has been properly read and understood. Refusal to complete said induction/quiz will result in individuals being refused entry onto site.

All visitors onto site will be required to adhere to standard PPE requirements (hard-hat, high-vis, safety boots), and additional PPE may be required where necessary (ear-defenders, safety glasses, etc).

A display board will remain prominently displayed within the site cabin for all site personnel and visitors, highlighting the nature of the works, contact names, telephone numbers/postal address and all relevant health & safety and legal documentation.

05. Surveys & Investigations

The following information has been received during phase 1, and any surveys and investigations that need updating will be performed during the site mobilization period.

- Various Royal Haskoning Reports:
    - Acoustic Assessment Phase 1
    - Services and Utilities Information
    - Phase 1 Contamination Assessment
    - Phase 2 Contamination Assessment
    - Drainage Assessment
    - Flood Risk Appraisal

- Working near Metrolink information document – issued by Transport for Greater Manchester
- Blue Permit request form
- National Trust "Guidance. General requirements for Building (Construction) work" document

Geology

No Superficial deposits recorded. Bedrock – Chester Pebble Bed Formation (Principal Aquifer). The only works that will affect the ground are to the west of the site adjacent to the A57 where the new staircase and lift are proposed.

Ground Stability

Site is not located within an area affected by historical coal mining. There are 19 records of surface ground workings on the land below the viaduct; these include 12 records of canals, four records of unspecified wharves, one quay, one unspecified and one timber wharf. An additional 24 records of surface ground working are located within 250m of the site.

Flood Risk

Ground Water vulnerability is high in the eastern half of the site and low in the western half of the site. Bridgewater canal and Basin are the nearest Surface water bodies extending to the North and South of the site. The land directly below the viaduct has a high risk of river flooding and is catagorised as flood zone 2. This area has a moderate to high risk of surface water flooding.

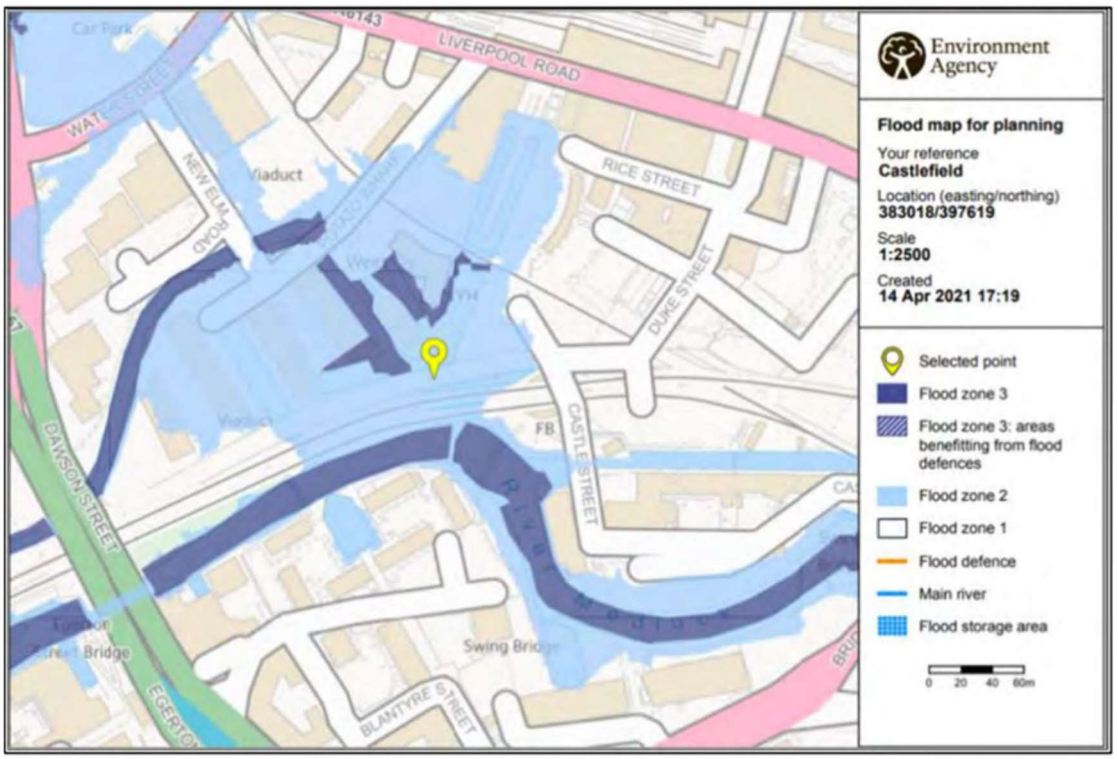


Figure 3-1: Flood Map for Planning (Source: Environment Agency)

The proposed re-development of Castlefield Viaduct relates to the structure that spans across the watercourses beneath and is situated at an elevation that is a minimum of 15m above the watercourses.
Subsequently, the existing viaduct is at low risk of fluvial flooding and would be considered to pass the Sequential Test should this be submitted to the Local Planning Authority.

The detailed flood model data from the Environment Agency includes results extracted from the Medlock SFRA 2011, which have been assessed at the access location onto the proposed elevated walkway.

As previously indicated, “Node 2” and “Node 3” are considered to be the most representative indicator of flood risk to the site. These are summarised below in Table 4-3.

Table 4-3: Maximum Undefended Modelled Flood Levels (Source: Environment Agency)

	Maximum Undefended Modelled Flood Levels (mAOD)				
Model Node	**4% AEP**	**1% AEP**	**1% AEP +35%CC**	**1% AEP +70%CC**	**0.1% AEP**
Node 2	25.53	25.70	25.92	26.16	26.35
Node 3	25.52	25.69	25.91	26.15	26.34

The proposed elevated walkway is to be accessed from the canal tow path beneath the viaduct. Following an assessment of the 25cm resolution topographic LiDAR data, the ground levels within this area range from approximately 25.50mAOD to 26.50mAOD (see Section 2.4 and Figure 2-4).

Furthermore, ground levels have been assessed at the specific proposed access point onto the elevated walkway. Here, the ground levels are approximately 25.70mAOD (Figure 2-5).

Potential flood depths have been calculated at the access location on to the proposed elevated walkway.

These have been determined by subtracting the average topographic level from the maximum modelled 1D flood level for each design event provided.

Table 4-4: Maximum Undefended Flood Depths (Calculation: Depths = Modelled Flood Levels – Average Topographic Level)

	Maximum Undefended Depths (m)				
Ground Level	**4% AEP**	**1% AEP**	**1% AEP +35% climate change allowance**	**1% AEP +70% climate change allowance**	**0.1% AEP**
25.70mAOD	0	0	0.22	0.46	0.65

Access onto the walkway is unlikely to be affected during the 1 in 25-year return period (4% AEP) and 1 in 100-year return period (1% AEP) storm event. However, depths of up to 0.65m could occur at this location during the 1 in 1,000-year return period (0.1% AEP).

The Environment Agency provided a historic flood extent showing the canal tow path historically flooded in December 1991 (Figure 4-5). As such, there is a risk of flooding from fluvial sources at the foot of the elevated walkway during the present day 1 in 1,000-year flood event or in the future when taking climate change into account.

Drainage strategy

The existing drainage strategy on the viaduct consists of a series of drainage grids covered with ballast, these are approx. 400mm in diameter, in a row with equal spacing in a north-south direction as below image.



These grids penetrate the viaduct deck, and the water is discharged via pipework into the adjacent water courses as below image.



Network Rail's historic engineering drawings of the viaduct confirm that the systems observed at the site are the main means of drainage for the viaduct. These are shown in Figure 3-3, Figure 3-4 and Figure 3-5, in which the drainage elements were highlighted in blue for clarity.

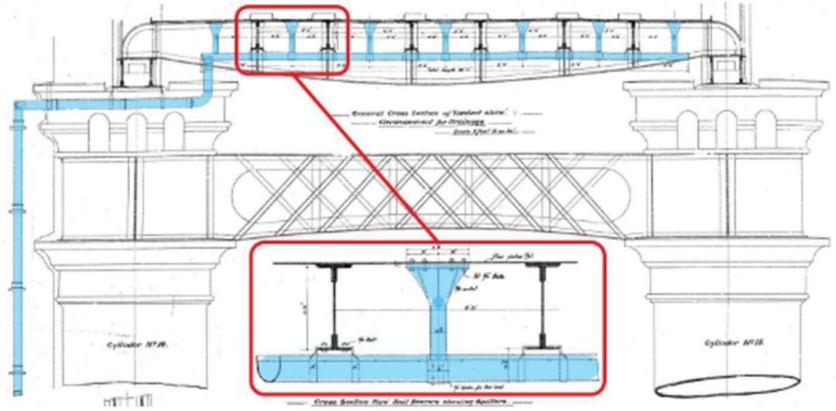


Figure 3-3: Section Through Viaduct with Drainage Inlet Detail

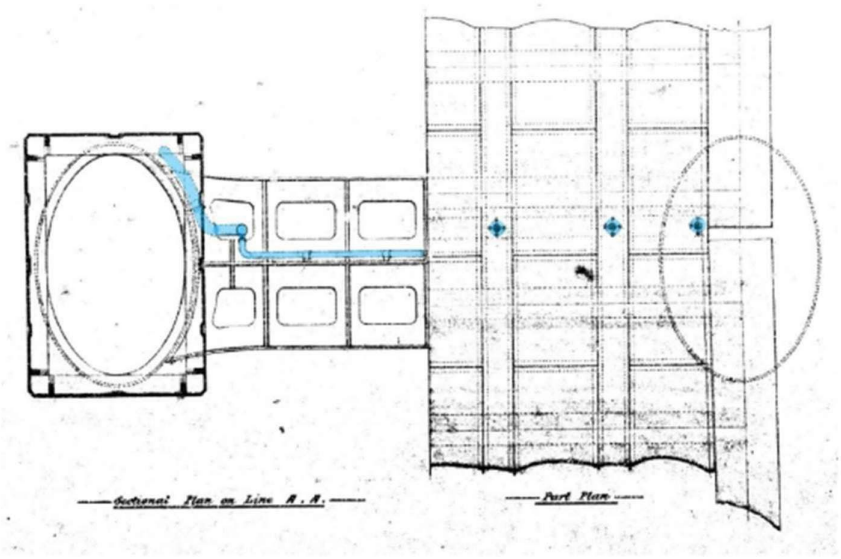


Figure 3-4: Plan View of Drainage Inlets at Deck Level and at the Underside of Deck Structure

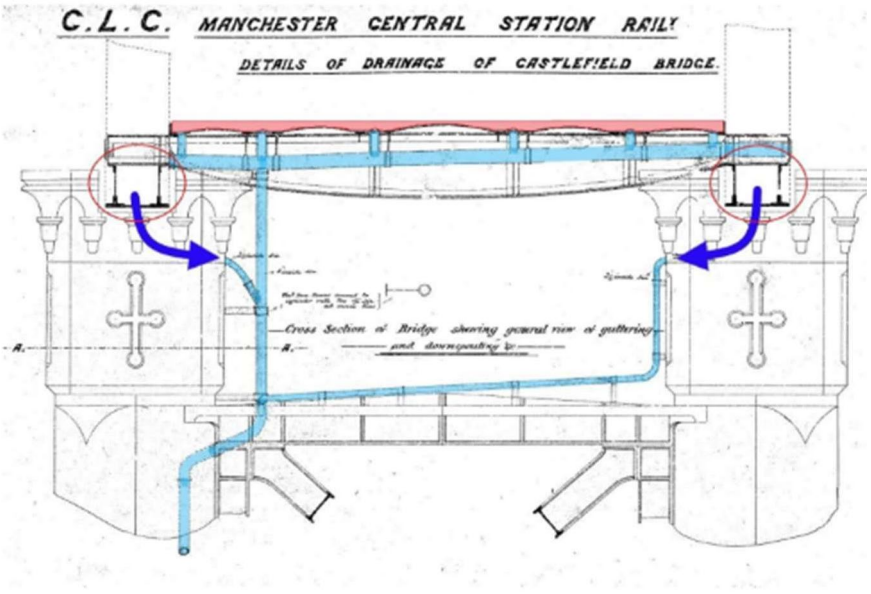


Figure 3-5: Section Through Viaduct with Additional Drainage Collectors Under Deck

The drainage strategy for the scheme will require allowance for attenuation of runoff at deck level. The strategy will be like the ones developed for green and blue roof solutions in buildings. These systems act as a runoff holding structure at high level that delay discharge into the receiving networks below. This will require creating an impermeable base in which to hold the water.

Noise

The measured data and subjective impression indicate that noise associated with Metrolink, and rail movements are the dominant noise sources at the site. Noise associated with nearby road traffic and leisure and entertainment facilities are not highly influential on the noise level incident on the site, over the noise associated with Metrolink and rail movements. The measured noise levels at the site are below the WHO recommended levels for leisure and commercial facilities, 70 dB LAeq,24hr and 110 dB LAFmax,24hr, and below the daily lower exposure action value, 80 dB LAeq, set out in the Control of Noise at Work Regulations 2005. It is considered that the WHO guidelines are relevant benchmarks for the assessment of noise associated with the proposed use of the Castlefield Viaduct, and that therefore the proposed use of the site as an urban park and transport hub will not present any significant noise effects to future visitors or employees at the site.

Ground Contamination

An intrusive ground investigation comprising the excavation of 10 hand dug pits, and 10 paint scrapes was undertaken on the 8th July 2021. The hand dug pits and paint scrapes were undertaken by Royal HaskoningDHV environmental engineers.

Summary of Field and Laboratory Work Service

Clearance

Intrusive investigation locations were positioned to avoid features identified on the service drawings.

Hand Dug Pits

Hand dug pits were excavated at 10 locations across the viaduct to a maximum depth of 0.3m below ground level (bgl). Each hand dug pit was backfilled with arisings to pre-excavation levels. The hand dug pits showed hydrocarbon staining as below table.

Exploratory Hole Location	Visual/olfactory evidence of contamination	Strata
HP101	Oily/greasy feel on soil. Some hydrocarbon staining on track ballast.	Made Ground
HP102		
HP103		
HP104		
HP105		
HP106		
HP107		
HP108		
HP109		
HP110		

Paint Scrape Samples

Paint scrape samples were collected from ten locations across the viaduct. Paint samples were collected from each paint scrape location. Paint samples for laboratory analysis were obtained by scraping the paint flakes off the viaduct using a stainless-steel paint scraper. The stainless-steel paint scraper was cleaned after each sample was collected to avoid cross contamination. Paint samples were placed into appropriate sample jars as provided by the laboratory. Sample jars were filled with a minimum of 5 g of paint as specified by the laboratory. The sample jars were labelled and dated upon completion of each sample collection, and the containers were placed in a cool box to maintain their temperature for transportation to the laboratory.

The lead and zinc content in the paint could be a health risk during the work and for any follow-on maintenance, all personnel working with the existing paint are to be skilled, competent workers who have been provided with the correct PPE for the task.

Determinands	Total Number of samples	aGAC (mg/kg)	Data range (min-max) mg/kg
Cadmium	10	12,000	<0.20 – 10
Chromium	10	N/A	110 – 310
Lead	10	N/A	55,000 – 66,000
Nickel	10	N/A	12 – 30
Zinc	10	N/A	1,200 – 6,500

Soil Logging

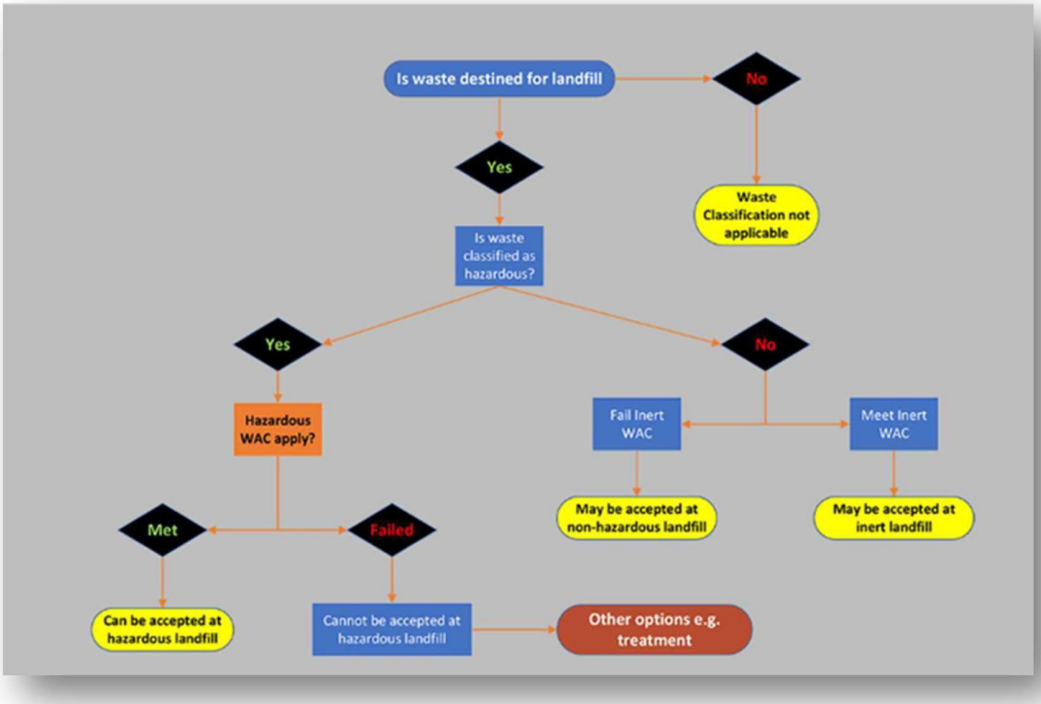
At each hand dug pit location a description of the soils, total depth of the location and differences in soil type or strata was recorded. Soil logging was undertaken in general accordance with BS 5930:2015 + A1:2020 and Eurocode 7.

Soil and Soil Leachate Sampling

Soil samples were collected from each exploratory hole location in accordance with BS 10175:2011 + A2:2017 'Investigation of Potentially Contaminated Sites'. Sampling was informed by visual and olfactory indicators of contamination. Soil samples for laboratory analysis were obtained from the arisings of each exploratory location by hand. Disposable nitrile gloves were worn during sampling, with a clean pair of gloves used for each sample to avoid cross contamination. The soils were separated from the track ballast and placed into appropriate sample tubs and jars as provided by the laboratory. Sample jars intended for volatile organic compounds (VOC) testing were filled with as much material as possible to reduce void space / trapped air. The sample jars were labelled and dated upon completion of each sample collection, and the containers were placed in a cool box to maintain their temperature for transportation to the laboratory. From the lab findings it is evident the soils contain levels of lead and Zinc, any soils that are to be taken from site are to be suitable cleaned to enable re-use.

Waste Disposal

The vast majority of waste generated from the construction works would be suitable for disposal in a non-hazardous waste landfill. The existing ballast and soil on the viaduct that is to be removed containing Lead and Zinc, however, will likely require disposal to a stable non-reactive hazardous waste landfill, where it can be treated and reused. All material sent to landfills will be accompanied by the appropriate duty of care documentation and the relevant chemical data will be forwarded onto the respective landfill prior to the arrival of the waste.



Protected Species

Great Crested Newt – No ponds exist on site, nor within a 250m vicinity. The adjacent canal is not considered suitable breeding habitat for the newts and is a conservable distance from the viaduct on a vertical axis meaning Newts would not have direct access to the construction zone. The assessment concludes that no suitable Great Crested Newt habitat exists on the site or on the adjacent canal.

Bats – There are no buildings within the proposed site boundary that are suitable habitats for bats. No evidence of bats was found within the site on the phase 1 project. Further assessments will be carried out prior to construction activities commencing.

Badgers – No badger setts were located within the site boundary or the adjacent canal. No evidence of badger activity.

Water vole & otters – No suitable habitat for water vole or otters were found to exist on site. Similarly, no evidence of water vole or otters were found along the canal adjacent to the site and 30m on either side of the site.

Nesting birds –No bird nesting habitats exist on site other than the man-made habitats placed on Phase 1 of the viaduct project, at the time of writing these habitats are empty of nesting activity and they will be temporarily relocated during traditional nesting season whilst construction activities are ongoing. Likewise, the adjacent shrubbery does not offer a suitable habitat.

Invasive Species

No invasive or non-native species were found to be dwelling within the site boundary or immediately adjacent to the site boundary.

06. Protection of Environmental Features

We are committed to minimising our impact on the environment through continually improving our environmental performance. Effective environmental management is critical to the overall success of the project as well as the overall improvement of the business.

We will:

a. Meet the requirement of ISO 14001 through operating an effective environmental management system that covers our activities, products, and services.
b. Act in a socially responsible manner.
c. Comply with relevant legislation, guidance and industry codes of practice and be aware of future requirements.
d. Establish standards of our own where regulations or codes do not exist.
e. Ensure that our staff have a good understanding of the environmental impact of our business and what they are expected to do to minimise these impacts and help adapt and mitigate climate change, prevent pollution, protect biodiversity and ecosystems.
f. Eliminate, reduce, and minimise waste.
g. Identify and apply environmental best practice.
h. Conserve natural resources, energy, and water.
i. Minimise environmental impact of business transport and travel.
j. Responsibly select, procure, and manage sub-contractors and materials.

This policy is regularly reviewed to ensure our objective and performance remains appropriate and more often if performance or operating context demands.

This policy will be displayed on site, made available at request to any party and will be issued to staff, subcontractors, and suppliers.

07. Waterways & Drainage Systems

To protect the adjacent Bridgewater Canal, all works will be undertaken in accordance with the project Pollution Prevention Plan. Plant refuelling shall take place in designated areas away from canal edges and drainage systems. Spill kits shall be maintained at all work locations, and all operatives shall receive environmental awareness briefings.

Any pollution incident shall be immediately reported and managed in accordance with MCC Environmental Procedure EOP002 Spillage Management. Appropriate debris containment measures shall be implemented where there is a risk of materials entering the canal

All existing drains within the proposed site area will be stopped up and sealed where appropriate using drain bungs to ensure that no silt-laden runoff or other harmful substances leak into the surrounding drainage systems. A drainage system plan will be made available on site, outlining a detailed map of the drainage system of the site and the surrounding area.

To minimise the risk of any hazardous material run-off, activities that have the potential to cause spillages or leakages, such as plant refueling or chemical storage, will be conducted as far away as feasible from any drainage systems, as well as the adjacent public highways and canal, ensuring both public safety and limiting the possibility of discharge into the canal/drainage systems. Any plant refueling will be conducted by a competent individual who has been briefed on the appropriate techniques and precautions.

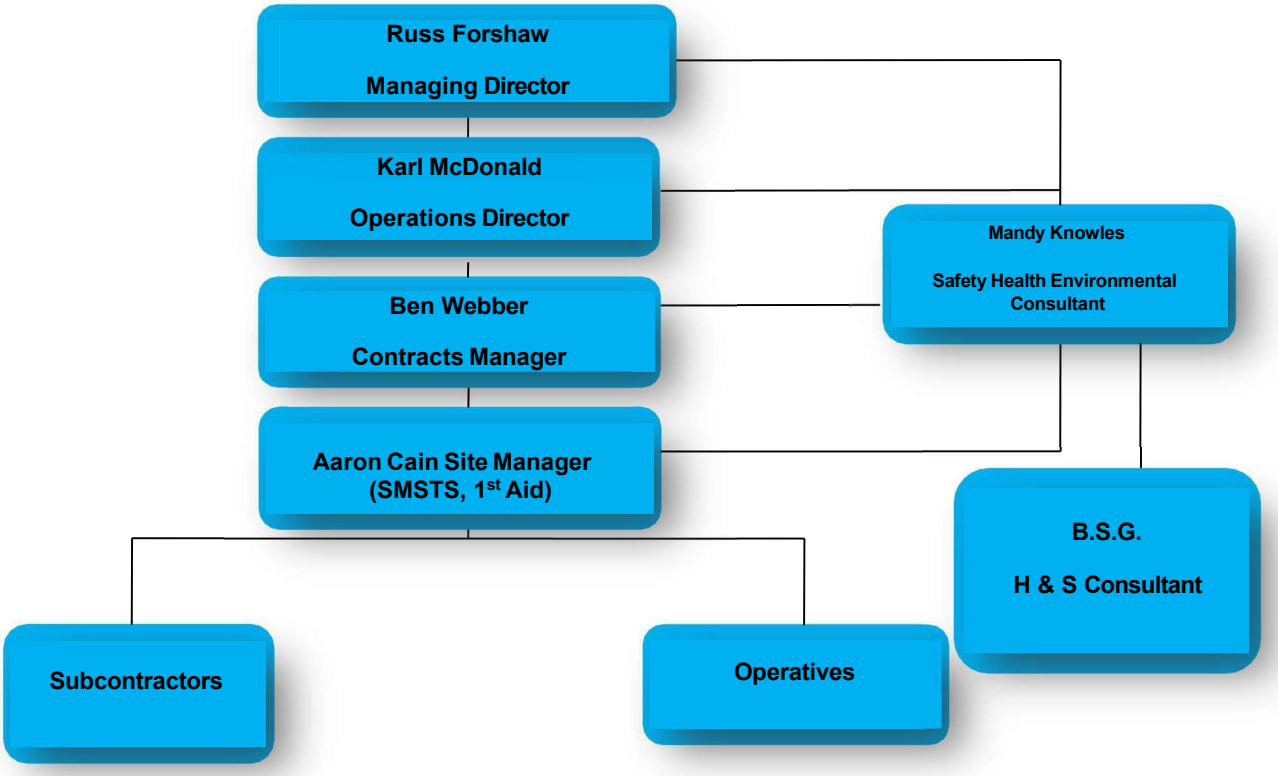
Spill kits and drip trays will be made readily available, and all MCC operatives and sub-contractors will be briefed on best practices around the issue prior to the commencement of work on site. All site drainage plans will be made available on site and kept up to date. A competent spill response contractor will also be engaged prior to work starting so that, in the event of a severe spill, action can be taken quickly.

Chapter 8 Barriers and Heras fencing will be erected around the site to ensure that, in the unlikely event of any falling material, the likelihood of said material falling out of the site boundary lines and into the canal or surrounding area is diminished.

08. Roles & Responsibilities

In the event that an operative or member of the public needs to get in touch with site management, contact details for all Manchester & Cheshire staff appointed to the project will be made available around the site and at the site entrance.

Notable staff:



Russ Forshaw (Managing Director): [redacted]

Karl McDonald (Operations Director): [redacted]

Ben Webber (Contracts Manager): [redacted]

Mandy Knowles (Safety, Health, and Environment Consultant): [redacted] Aaron Cain

(Site Manager): [redacted]

Mark Jamieson (Assistant Site Manager): [redacted]

Contracts Manager: Responsible for overall oversight of the project and liaison with client and other relevant bodies. Ensures both legal and environmental compliance with relevant legislation and statutes. Deals directly with any contract variations and similar contractual matters.

Site Manager Responsibilities: Typical responsibilities include day-to-day management of works on site, reviewing RAMS, quality, progress and safety checks of works, daily progress reports, coordination and management of trades on site, proactively programme and manage safety on site, toolbox talks, order materials, make sure all

relevant permits are in place, etc.

Assistant Site Manager: Provides general assistance to site manager and senior site manager on day-to-day site activities. Notable responsibilities will likely include dealing with sub-contractors to ensure work is complete, ensuring sub-contractors are inducted and RAMS have been read and acknowledged.

Specialist Contractor Supervisors: Specialist sub-contractors will likely deploy supervisors to site to ensure specialists works are being done to the expected standard and compliant with relevant legislation and regulations.

Emergency Contacts

- Emergency 999
- Police non-emergency 101
- Local Fire Station – 0161 908 9703
- Ambulance service 111
- HSE (for fatal & major injuries only – Mon to Fri 8.30am to 5pm) 0161 952 8200
- Electricity Northwest (Electricity Emergency)- 0800 195 4141
- Local Water Company (United Utilities)- 0345 672 3723
- Gas (National Gas Emergency Service) 0800 111 999
- Environment agency – 0161 973 2237
- BT (Openreach) – Virtual assistant online

09. Communication & Complaints Procedure

During the course of the entirety of the project, there will be regular progress meetings with all parties concerned to ensure not only that the project is running as programmed and is compliant with legislation and regulations, but also so that operatives can be given the opportunity to express any feedback or points of concern that may be affecting the works.

To ensure compliance with relevant Freedom of Information legislation and promote transparency around the proposed works, the Construction Management Plan will be available for any person to view via the Manchester City Council website.

Where significant disruptive works are planned, including crane operations, road closures or activities affecting pedestrian routes, advance notification will be issued to stakeholders and neighbouring occupiers where reasonably practicable. The detailed communication and stakeholder engagement strategy shall be developed by the Client Team in conjunction with the appointed Principal Contractor

Manchester & Cheshire Construction staff contact details will be made readily available so that any operative or member of the public can reach out to express any concerns or make an enquiry.

Manchester & Cheshire Construction and all relevant contractors wish to operate in an undisruptive manner, and as such, any complaints from members of the public or nearby businesses will be dealt with considerately and acted upon where appropriate. All complaints will be investigated, and appropriate actions will be taken to remediate the issue.

10. Construction Sequence

The construction sequence of the project will follow the issued construction programme.

General sequence of works for the project is as follows:

- Site set up and establishment
- Excavate existing ground to make way for formation
- Install formation for welcome units
- Construction works to events building including alterations
- Hard landscaping finishes to make good around welcome area
- Internal finishes to welcome building
- Clean site and test commission

11. Construction Activities – Risk Assessment

Manchester & Cheshire will conduct and provide risk assessments on forms of work that have a heightened risk. Types of work likely to possess increased risk are:

- Use of power tools
- Use of hazardous materials or substances
- Operation of heavy plant
- Storage of hazardous materials or substances
- Lifting activities
- Excavation

All battery-operated power tools will possess up to date PAT tests. Likewise, all mains operated power tools will possess up to date safety certificates to ensure the safety of all operatives and compliance with the Provision and Use of Work Equipment Regulations (PUWER). Battery powered tools will be preferred and used where possible to reduce noise emissions and prioritise the safety of operatives.

No hazardous materials or substances will be used on site without prior approval from the site management team. All operatives handling said materials and substances will be equipped with the correct PPE and fully trained in the correct process for handling the material and substances.

All heavy plant and machinery brought onto site will possess valid Thorough Examination Certificates and weekly inspections and tests will be conducted to comply with PUWER. Operation of heavy plant or machinery will be conducted exclusively by a trained professional with the appropriate accreditations.
During operation of heavy plant or machinery, a member of site management will be present to monitor and supervise activities to ensure operative safety and health and safety regulation compliance. The use of hydraulic rather than pneumatic machinery will be prioritised to limit vibration disturbance to the surrounding area and protect operatives from harmful vibration related conditions. Where possible, efficient, low emission plant and machinery will be sourced to limit the project's carbon emissions. Outside of site hours, heavy plant and machinery will be securely stored on site, on stable ground.

Hazardous materials and substances will be stored together inside of secure drums in lockable porta cabins. Hazardous materials and substances will be stored away from any electrical equipment or heavy machinery, and spill kits will be readily available to ensure that in the event of a leak or spill, the substances can be safely contained.

To prioritise safety and promote best practices, all plant used to transport large amounts of material or rubble will be fitted with an automated sheeting system. This provides the safest and most efficient option for transporting material/rubble in and out of the site.

12. Health & Safety

We are committed to the health, safety and wellbeing of all employees and others who may be affected by our building or activities. We recognise success is underpinned by a positive health and safety culture, supported by top management, and promoted by effective communication and training, employee involvement and consultation.

We strive for continual improvement, basing how we manage health and safety on the principles of ISO 45001.

We will ensure:

- The commitment of senior staff members through proactive and positive leadership.
- The promotion of a positive health and safety culture, where all employees lead by example, recognising the need for appropriate preventative and protective measures, that there are both workable and effective, encouraging safe and healthy behaviors.
- Employees are encouraged and empowered to take reasonable care for their own health and safety and that of others who may be affected by their work, and by co-operating with the company in any health and safety measures it adopts.
- Employees take ownership in identifying and managing risks and communicate any problems with health and safety, including reporting incidents, unsafe conditions and acts as soon as they become apparent. An open-door policy is encouraged, and employees should feel they can report any problems to any member of staff, including higher management. In support of achieving these goals the company will.
- Utilise expertise in health and safety to learn and improve our processes.
- Promote a positive health and safety culture throughout the company and responsibilities of all concerned.
- Provide resources for health and safety to ensure that this policy can be implemented effectively.
- Implement appropriate risk management systems to assess levels of risk to help fulfil our legal obligation under the Management of Health and Safety at Work Regulations.
- Provide staff with the necessary information, instructions, and training to carry out their duties in a safe and responsible manner.
- Provide property and safe work equipment, plant, and materials and where necessary adequate and suitable protective clothing.
- Observe and act upon advice and recommendations made by our health and safety support.
- Make provision for appropriate engagement and consultation between management and operatives, and where recognised trade union Safety Representatives / Committee are in operation, the management shall consult and provide the means for consultation with the above and staff forums.
- Make all arrangements necessary to meet the requirements of this policy and review the effectiveness of this policy through periodic consultation and revise as/when required.
- Provide each employee with a copy of this policy and ensure their understanding of their roles and responsibilities within it.
- Regularly review and update this policy to ensure its accuracy and relevance.

Safety is paramount for us, and as such, we will ensure that the requirements under the Health and Safety at Work Act 1974 and current Construction regulations are upheld throughout the entirety of the project.

A detailed fire safety plan will be developed, identifying any potential fire related risk and hazards, and outlining the most effective safety procedure to follow in the event of any fires on site.

Using details from the pre-construction information pack and the number of reports and surveys on the site, a detailed construction phase plan will be produced to identify all hazards associated with the works allowing us to effectively plan works throughout the length of the project.

A site-specific risk assessment and method statement (RAMS) document will be produced and distributed to all subcontractors outlining all potential risks and the measure being taken to mitigate against such risks.

All subcontractors will also produce their own risk assessment and method statement document which will be reviewed and approved by the site management team prior to work starting. Subcontractor proof of competency certification will also be reviewed and photocopied by the site management team to ensure all operatives working on site have the relevant accreditation for their respective role. Copies of plant and machinery inspections and examinations will be taken and reviewed to ensure all plant and machinery operating on site has been deemed in good, safe working condition by a professional. We will conduct weekly site meeting to discuss progress and safety. Subcontractor attendance will be mandatory.

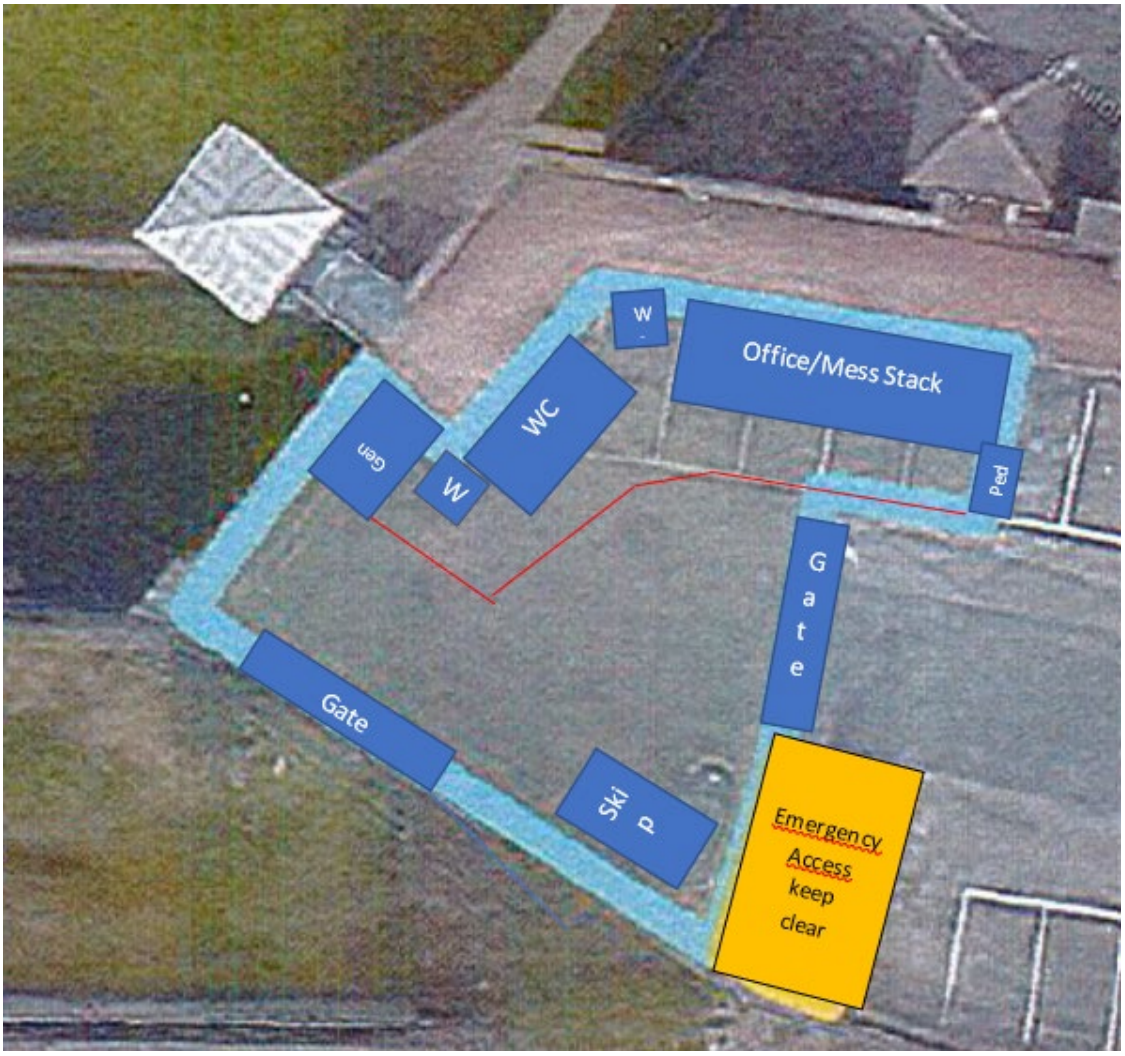
All site activities and works will be regularly inspected by site management team, and an external health and safety advisor will visit site on a monthly basis to ensure all works are compliant with HSE regulation and relevant legislation.

In the event that the measures within this Construction Management Plan are not being implemented, the offending party will be told to stop work, and the issue will be to their management. Once the issue has been acknowledged and correct procedure has been agreed, works can then resume. In the event that implementation is continually disregarded, the issue will be escalated further and alternatives will be discussed.

13. Site Establishment, Traffic Management, Parking & Security

The viaduct is approximately 15m from street level, accessed from either the pedestrian staircase or access road from Metrolink tram stop. A mobile welfare unit will be hired throughout the duration of the project for the use of site management staff, and all operatives and visitors will be sited in the car park at the viaduct. The welfare and storage unit will be secured with Heras fencing and lockable gates to prevent unauthorized access.

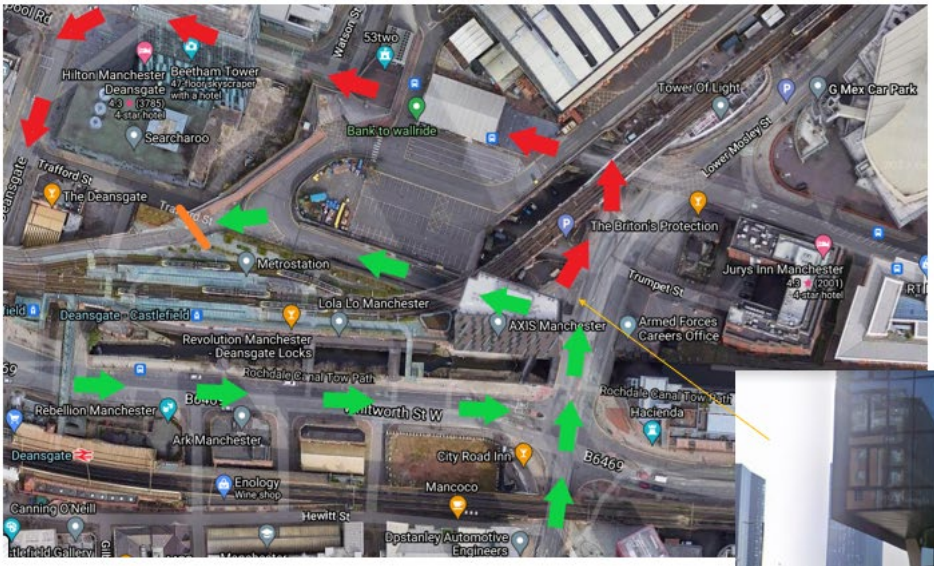
Compound Plan



All deliveries to the site will be pre-booked by the Site Manager and a delivery schedule will be issued to client Project Manager on a weekly basis. All deliveries will have an iHasco-trained banksmen present and additional operatives/ plant to safely unload the delivery. Due to the limited storage space within the site, smaller deliveries will be readily expected, and we will operate on an on-time basis, these deliveries will be made on vehicles around 7.5tonne weight limit. Larger deliveries, such as concrete wagons and 20 tonne bulk loads, will be less frequent but will require more preplanning to ensure there are no complications or holdups.

All deliveries to the site will follow the prearranged delivery route. Said delivery route will be made available within the site itself as well as distributed to delivery drivers prior to delivery when purchase orders are issued. The site compound is accessible via major road infrastructure, the main carriage way for use will be A57 or A56, vehicles will then approach via Whitworth Street or Albion Street before entering the service road adjacent to Axis Tower.

Site Access for deliveries

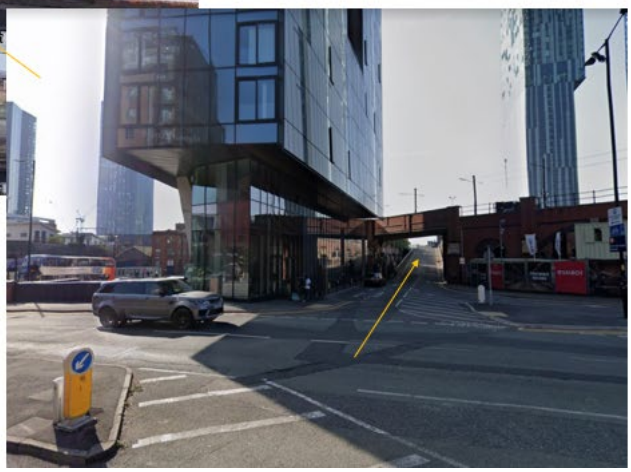


Driver Instructions

. Recommended access is via the south of the city M56 / Princess Parkway / A56

. When approaching the site via either Whitworth Street West or Medlock Street, turn left immediately Off Albion St up the ramp behind Axis Tower (Directly opposite the Armed Forces Careers Office) (Image below).

. At the top of the access ramp, head straight on towards the traffic control barrier directly in front of you (do not follow the ramp around to the right).



Key

Advised access route to site:

Advised egress route from site:

Site access barrier:



Key –

Site access control barrier:

Vehicle access route:

Compound

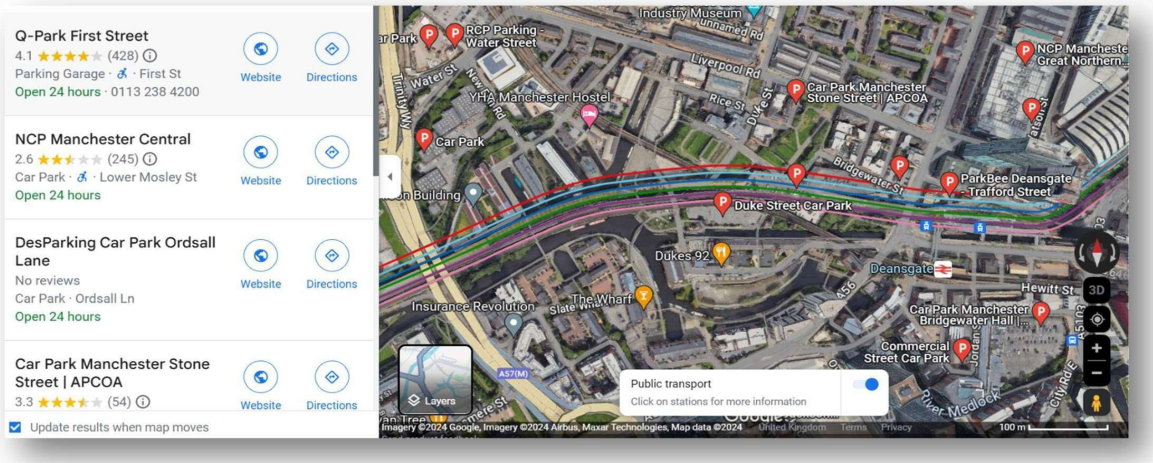
Site:

Swept path Analysis for vehicular access to site



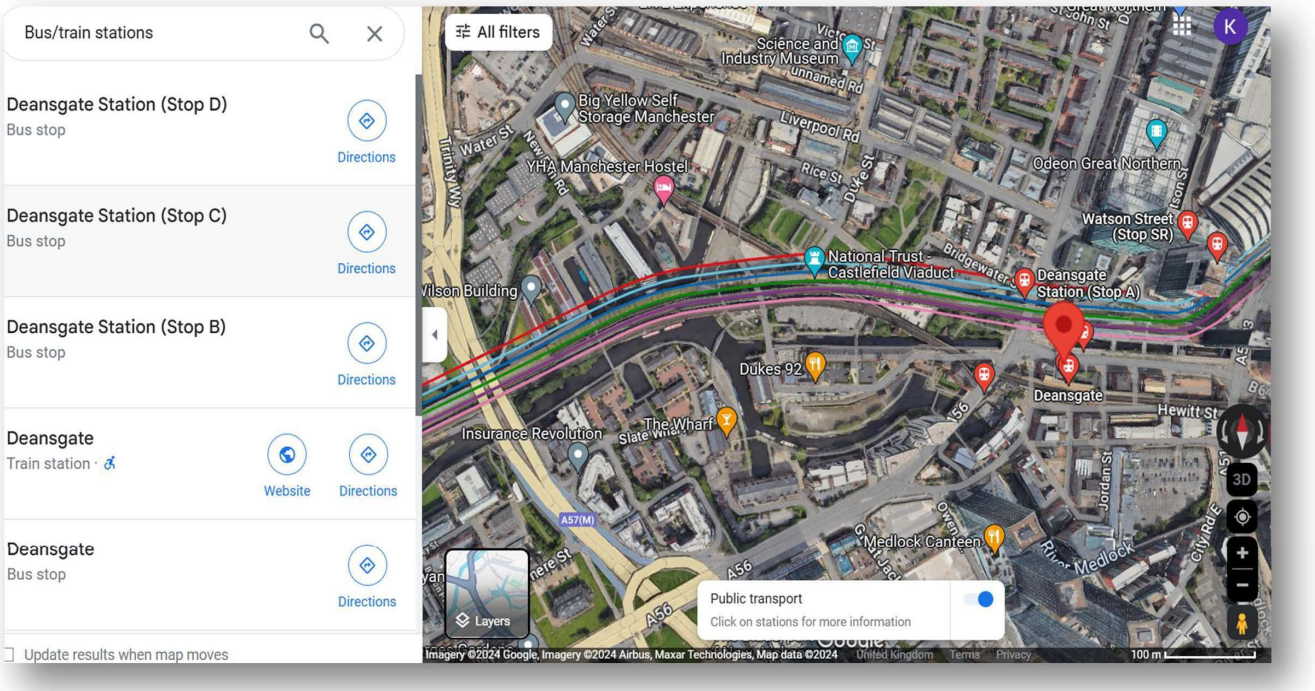
Car Parking

Car parking for up to eight vehicles will be made available on site for those who wish to commute by car. These spaces are shown in the compound plan. Where onsite car parking is at full capacity, sub-contractors, visitors, and other relevant people are to utilise the nearby car parking outlined in the logistics plan. Many subcontractors opt to commute in groups of two or three, so it can be expected that during peak times of the project (15–25 operatives per day), the total number of cars will be between eight and twelve. A map of local parking destinations can be viewed below.



Public transport Links

As the site is in a prominent City Centre position, various modes of public transport are available for use, this consists of trains, Metrolink, buses and e-bike hire. The various stops have been highlighted below although further information can be found here Maps | Bee Network | Powered by TfGM



Wheel Washing Facilities

The project is located within a predominantly hard surfaced city centre environment. Vehicles leaving the site will be visually inspected and any material likely to contaminate the public highway shall be removed before vehicles leave site. Road sweeping will be undertaken where necessary to ensure surrounding roads remain free from mud and debris. Should site conditions require additional controls, temporary wheel cleaning facilities will be introduced

.

14. Material Storage & Distribution

Construction plant, materials, fuel, and chemicals will be stored on site in an appropriate location to limit the risk of damage, theft, and disruption to the surrounding area and residents. Chemicals and fuel will be kept away from the adjacent canal and all drainage system to ensure no contamination of the respective canal. Smaller materials, fuels, and chemicals will be stored in secure, lockable porter cabins within a designated COSHH cabinet or purpose-built container. Hazardous liquids will be stored in secure drums that are sealable and in good overall condition with no leaks. All COSHH equipment will be stored in a metal container which will be located underneath the site cabins on the plan below (pink box).

COSHH assessments will be submitted by sub-contractors and approved by MCC, outlining the types of hazardous materials being used and the measures and precautions being implemented to ensure the substances are used and stored in a safe and correct manner. No hazardous materials or liquids are to be used without prior notification to site management.

Smaller building materials will be stored in secure storage cabins to ensure the security of the items and protect them from any adverse weather.

Larger items will be ordered on a just in time basis to limit the need for large semi-permanent storage units. In the event that large items of material, e.g. Welfare container, need to be stored overnight, a lay-down area will be established within the site. The materials will be securely covered by waterproof tarpaulin. It is important to limit the need for prolonged storage of larger materials so that cranes, excavators, etc., are not restricted in their operation within the site.

Large plant machinery, such as excavators, will be kept on site overnight. They're to be parked on the viaduct or within the nominated compound on the car park.and protective sheeting will be applied. Entry and exit of the site are only possible via the main entrance gates of the viaduct. Likelihood of theft and/or vandalism is generally considered low, therefore, further additional security measures to mitigate against the threat of theft or vandalism are not required at this stage.

15. Working Hours

Monday – Friday (08:00 – 18:00) Saturday

– Sunday (No works programmed) Bank

holidays (No works permitted)

Site operating hours will be kept between 7:30 and 18.00 during the week with noisy operations taking place between 8am – 5pm. Weekend works are not currently programmed. If weekend work is required, prior approval will be needed.

16. Sensitive Work

Sensitive works will be kept to the hours of 8:00 – 16:30. Prior to especially sensitive or disruptive works, residents and businesses will be consulted, to limit the disruptive effects. As mentioned, the use of battery- operated tools will be preferred.

The idling of machinery when not in use will be restricted to reduce noise pollution and carbon emissions. Operatives will be instructed to utilise battery-operated tools where possible to further reduce disruption. All vehicles, plant and machinery will also be fitted with silencers to further reduce noise emissions.

Due to the location of the works, the majority of the works taking place are not considered to cause additional noise pollution than the existing city Centre environment does.

17. Waste

Given the location of the site, with adjacent transport infrastructure and waterways, it is imperative that the site always remains clean and tidy and waste is disposed of regularly. We will always ensure that any waste or rubbish on site will be stored in a tidy manner, limiting any slip, trip or Environmental risk. General waste skips will be provided and located in the main compound. These are to be used by operatives for general construction waste. Waste that had been deemed to be contaminated will require disposal in a separate skip/wagon that will be collected and taken to a stable non-reactive hazardous waste landfill.

All subcontractors will be responsible for disposing of their own waste and will be encouraged to ensure that their work areas always remain clean and tidy. Subcontractor toolbox talks will be conducted where needed, to highlight the importance of a clean and tidy site.

Waste materials shall be segregated where practicable to maximise opportunities for reuse and recycling. All waste shall be managed in accordance with the waste hierarchy, with disposal to landfill being the last available option. Waste transfer documentation shall be retained on site and made available upon request.

18. Waterways & Drainage Contamination

Prior to work starting on site, a detailed pollution incident control plan will be developed to identify environmental risks and hazards associated with the works and the material being used. Having such a plan highlights the associated risks, allowing for effective planning, and thus effective actions of remediation in the event of an incident.

Procedures to manage the risk of pollution incidents:

- Details account of the incident itself
- Notification to relevant authorities e.g., Environmental agencies
- Notification to emergency services if required
- Easy access to contact details of relevant emergency service providers
- Easy access to spill kits and other pollution response kits

In the event of hazardous run-off and subsequent potential contamination, the site management team will be made aware of the incident, and measures will begin to isolate the spill. Onsite spill kits will be used to contain the spill. Following containment, an incident report would be made, and an assessment would be conducted on the severity of the spill and the subsequent consequences.

19. Pollution Control

Manchester and Cheshire construction identify the areas of potential pollution or contaminants on the project are likely to be:

- Concrete and cement
- Fuel
- Hazardous materials and substances
- Dust

Manchester and Cheshire Construction are committed to preventing pollution and contamination as much as feasibly possible and take all necessary steps to mitigate the likelihood of any event occurring. These steps are outlined below.

All cement mixing during the project will be conducted away from all drainage/water systems to ensure that in the event of an overspill, the hazardous cement does not enter any waterways or drainage systems. Spill kits and drip trays will also be made closely available to the mixing area to minimise damage in the event of a spill.

In compliance with Control of Pollutions Regulations, all drums containing fuel or oil will be stored in bunded areas, at least 10m away from any drainage or waterway systems. Said drums will be in good condition with the contents clearly labelled. Refueling of plant and equipment will only be conducted by trained professionals who have been briefed and understand the correct process.

Due to the adverse health risks of dust inhalation, any work on site that produces harmful amounts of dust will be conducted using a dust extractor and the necessary respiratory equipment for not only the operative operating the equipment but any operatives within the vicinity that may be at risk. Dust extractors and water suppression tools will limit the amount of dust escaping from the site into the canal and surrounding areas.

In the event that previously unidentified suspected contaminated areas were discovered during work, work would stop, the area could be cornered off, samples would be taken and only when sample results were received could work potentially resume. If the sample results confirm contamination, the contaminated area will be removed by a specialist contract and disposed of to a contaminated waste landfill.

MCC have Environmental operating Procedures in place to cope with such events – EOP 002 Spillage management, a copy of which is displayed below. In addition EOP's 005 Waste disposal, EOP 006 Control of Noise & EOP 007 Water usage in construction which will all apply to this project.

20. Purpose

To ensure employees are prepared for emergency environmental spill situations so that a quick response is given to minimise the impact on the environment plus damage to equipment and surrounding utility infrastructure.

This process deals with the effective management of an environmental spill situation, outlining actions to be taken in responding to and reporting of such incidents. Spill incidents include accidental release from a vessel; item of plant; item of equipment; operational activity or runoff; runoff from water used in fighting fires.

21. Roles and Responsibilities

Director/Site Management	Ensure spillage incidents are responded to effectively and lessons learned are implemented to reduce the likelihood of recurrence.
Employees and subcontractors	Follow systems and risk assessments to ensure safe working procedures are always adhered to.

22. Applicability to management systems / legislation / best practice guidance

Environmental Act 2021; Water Resources Act 1991; Water Industry Act 1991; Groundwater (England and Wales) Regulations 2009; Contaminated Land (England) Regulations 2006; Environmental Protection (Duty of Care) Regulations 1991; ISO 14001:2015 Clause 8.2; 9.1

23. Process

Process	**Responsibility**
Immediately stop works and prevent any more material spilling e.g., turn off machine, put upright, turn off taps, put suitable container under the flow	**FR**
Begin containing the spill using e.g., bunds of sand, earth, absorbent granules. Check and isolate drains using spill kits or contain the spillage if on a hard surface.	**FR**
Notify site supervisor/manager immediately including details of any risk of spillage entered or risk of entering drainage systems, watercourses, or any other risk to the environment; where the spillage is; the material involved; reason for the spillage; quantity of spillage	**FR**

Notify relevant authorities and company SHE Manager giving company, location of spillage, material spilled, quantity involved and reason for the spillage and if it has the possibility of causing damage to water causes, the natural environment or pollution. Authorities could include: Environment Agency, Emergency Services, Local Water Supplier, Health and Safety Executive, Specialist Clean-Up contractors. If spillage has entered fowl sewer contact the local sewerage undertaker.	**SM / EXT**
Remove the hazardous waste once the spillage has been absorbed and reported. Deposit into appropriate container and arrange disposal by licensed waste carrier. If contaminated land is being remediated by removal of land, permit to dig system must be used.	**SM / CM**
Check the effectiveness of the clean up once areas has been cleaned via visual inspection and any further instructions issued from enforcement agencies.	**SM / CM / EXT**
Complete incident and investigation report and share lessons learned with the organisation. Rearrange for top up of spill kit stock on site.	**CM / EXT / SM**

24. Records

COSHH Assessments

Incident Report and Investigation

25. Key

SM – Site Manager	EXT – External HSEQ Consultant
P – Procurement	CM – Contracts Manager
BS – Business Services	F – Finance Department
MD – Managing Director	FR – First Responder

Manchester & Cheshire Construction Site Rules

A. YOUR RESPONSIBILITIES

- Follow all instructions given by your supervisors and the Principal Contractor (PC).
- Co-operate with the PC and Site Management Team on all health, safety and environmental matters.
- Follow all site rules, RAMS, permits and induction requirements applicable to your work.
- Use all health, safety and environmental controls and equipment provided.
- Immediately report defects, unsafe conditions, accidents and near misses to the Site Manager.
- Take reasonable care for your own health and safety and that of others who may be affected by your acts or omissions.
- No person shall enter or remain on site under the influence of alcohol, drugs or substances that may impair judgement or ability.
- Any issues involving members of the public or airport users must be reported immediately to the Site Manager. Do not intervene directly.
- All operatives must sign in and out as instructed. Failure to do so may result in removal from site.
- Environmental rules must be followed at all times, including correct waste segregation and immediate response to spills or leaks.
- Safety-critical documentation, briefings and updates must be uploaded and maintained within Procore.

B. ACCESS

- Access to the site will be shown in your site induction and traffic management plan for site.
- Unauthorised access outside designated work areas is strictly prohibited and may result in removal from site
- Contractors must ensure that the Site Manager is notified in advance of any major deliveries.
- No vehicles are to obstruct the access or emergency routes at any time.
- DO NOT alter / amend fencing / barriers without permission from the site manager.

C. PERMIT TO WORK SYSTEMS

For All Sites, permits to works must be obtained from the Principal Contractor for the following operations:

- Asbestos
- Hot works
- Confined space work
- Service Connections / Disconnections
- Pressure systems
- Working at height
- Working adjacent to services
- Crane lifts
- Excavations
- Structural alterations
- Temporary Works

Additional permits may be required by the Client or third parties. All operatives must comply with such systems as briefed during induction or as issued during the works.

D. PARKING

- The sites parking arrangements will be explained in the site induction.
- No contractor shall leave vehicles blocking any footways, and emergency access routes failure to comply may resulting in vehicles being removed from site.

E. BEHAVIOUR

- Any contractor using foul and abusive language or acting inappropriately will be removed from site.
- Should you encounter any issues with members of the public, staff or other contractors report them immediately to the site manager. DO NOT ATTEMPT TO DEAL WITH THE SITUATION.
- Operatives must dress appropriately and wear PPE in accordance with site rules.
- The use of ear buds, headphones or similar devices are prohibited.
- Mobile phones must not be used in high-risk areas or while operating plant or tools.
- Contractors must not generate avoidable dust, noise or vibration and must use all control measures provided

F. WELFARE

- All contractors must use the welfare facilities and leave it clean and tidy after use.
- No food or drink is to be consumed in the site areas.

G. HOUSEKEEPING

- The site shall be maintained in clean & tidy conditions.
- All contractors must clear away all rubbish & debris created by their work. Contra charge notices will be issued and applied if warnings are unheeded.
- Any skip must be left secure.
- Waste shall only be removed from site by waste carriers who have been registered with their local waste authority.
- Poor house keeping may result in work stoppage or removal from site.
- No burning of waste or rubbish will be permitted on site.

H. METHOD STATEMENTS/RISK ASSESSMENTS

- All workers must read and sign the relevant task specific method statement/risk assessment prior to commencing work.
- Failure to produce an appropriate task specific risk assessment/method statement will result in contractors being refused admission onto the site.
- RAMs must be approved by the Principal Contractor prior to attendance on site.

I. P.P.E.

- Refer to the site induction and site signage for minimum mandatory PPE.

- All other P.P.E. appropriate to your task is to be worn as required and must comply with all current health and safety legislation.

J. PORTABLE TOOLS

- All power tools must be 110v or battery operated, suitable for site use and in good condition.
- Only trained operatives must use plant / tools
- H A V S exposure must be recorded and monitored using site approved systems.

K. SMOKING

- Smoking is only permitted in designated, signed smoking areas including vapes and similar products.

L. ACCIDENTS / NEAR MISSES

- All accidents and/or near misses must be reported to the site manager for inclusion in the online site project files.

M. FIRE

- All operatives are to read the evacuation procedure prior to commencing work.
- Hot works is only to be carried out under a Hot Works Permit and the control measures strictly adhered to.
- Contractors must provide appropriate fire extinguishers whilst carrying out hot works.
- The assembly point is shown on the traffic management plan.
- Hot works must cease at least 2 hrs before the end of the working day and permit signed off before leaving site.
- Where applicable all Operatives and Subcontractors must comply with the site fire risk assessment and arrangements.
- Fire exits and routes to be kept clear at all times.

N. FIRST AID

- The first aid kit is in the site office.
- The first aiders will be displayed on the site notice board.
- Further first aid guidance will be given during induction.

O. ASBESTOS – If Applicable

- Check all asbestos surveys before commencing works in any existing building.
- No works that may disturb the fabric of the building shall commence until asbestos information has been reviewed and communicated
- All operatives are to report any suspicious looking materials that they consider to be of asbestos to the site supervisor, who has been trained, in asbestos awareness.
- They must cease work and take advice from the site manager.

P. DUST

- Prevent / minimise the production of dust.
- Use all engineering controls, equipment, including extract equipment, wet machines, and continue to wet down throughout the works.
- If you are working in a dusty environment, you must have face fit certification and the correct mask on to comply with COSHH regulations.

Q. GENERAL SAFETY

- All work at height must comply with the Work at Height Regulations 2005
- All working platforms must be fully boarded out.
- All platforms and walkways must have double guardrails and toe-boards.
- Never alter or remove any part of a scaffold unless you are a scaffolder.
- Step ladders are only allowed under a permit to work, for short durations and low risk tasks.
- All excavations must be adequately supported or battered to a safe slope and fenced off.
- Only use equipment/plant that you have been trained to use.
- All electrical equipment must be installed and maintained only by qualified electricians.
- All rules attaining to plant will be covered in site induction/method statements/risk assessments.

R. ENVIRONMENT

- All work must be completed in a manner that minimises environmental impact.
- Do not flush substances down the drains and watercourses.
- Report all spillages immediately.
- Use plant and equipment provided to minimise dust, noise, and vibration emissions.
- Bring forward suggestions on how we can continuously improve.
- Keep vehicle emissions to a minimum – no idling of vehicles etc.
- Put all waste in the correct skips provided

Appendix 2 - Dilapidation Survey



Description

Photo 131 - Evidence of surveys taking place on the footpath leading up to the pedestrian access staircase.

Taken date

24/09/2026 at 12:27

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 10:38

File name

19780F6D-D1DE-4ACD-A13C-019...

Album

castlefield Viaduct delapidation survey



Description

Photo 130- Access from the public footpath onto the gravel footpath leading to staircase. Footpath in poor condition, note a contractor h...

Taken date

24/09/2026 at 12:26

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:33

File name

3AD99960-4D6C-425F-8A42-76F...

Album

castlefield Viaduct delapidation survey



Description

Photo 129 - Showing pedestrian footpath route from the public highway leading to the pedestrian access staircase.

Taken date

24/09/2026 at 12:26

Uploaded by

Karl Mcdonald

Upload date

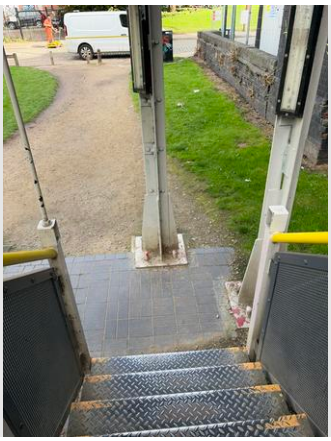
25/09/2026 at 12:22

File name

C5B73D31-D11D-459E-A64F-C36...

Album

castlefield Viaduct delapidation survey



Description

Photo 128- 12th landing to flight of stairs, paint damage to several areas and graffiti as shown in photos.

Taken date

24/09/2026 at 12:26

Uploaded by

Karl Mcdonald

Upload date

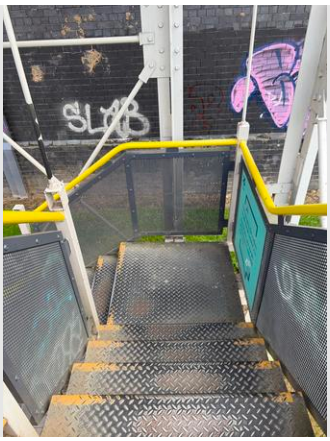
25/09/2026 at 12:12

File name

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Album

castlefield Viaduct delapidation survey



Description

Photo 127- 11th landing to flight of stairs, paint damage to several areas and graffiti as shown in photos.

Taken date

24/09/2026 at 12:26

Uploaded by

Karl Mcdonald

Upload date

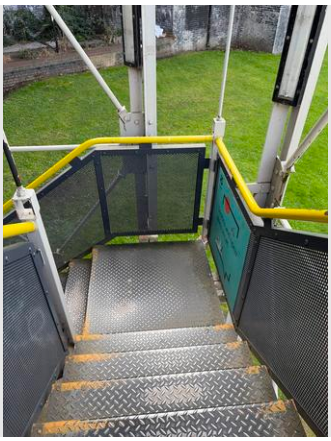
25/09/2026 at 11:46

File name

B5C6FAD2-99D6-4A86-9391-5DF...

Album

castlefield Viaduct delapidation survey



Description

Photo 126- 10th landing to flight of stairs, paint damage to several areas and graffiti as shown in photos.

Taken date

24/09/2026 at 12:26

Uploaded by

Karl Mcdonald

Upload date

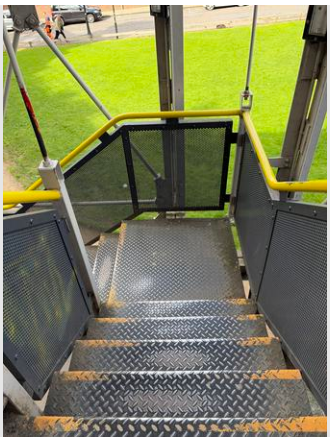
25/09/2026 at 12:27

File name

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Album

castlefield Viaduct delapidation survey



Description

Photo 125- 9th landing to flight of stairs, paint damage to several areas and graffiti as shown in photos.

Taken date

24/09/2026 at 12:25

Uploaded by

Karl Mcdonald

Upload date

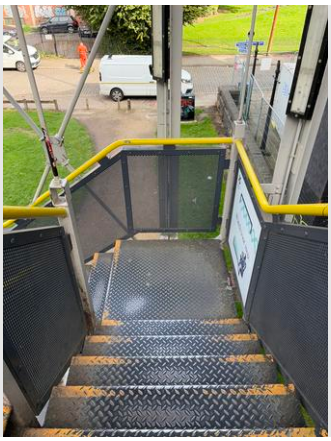
25/09/2026 at 12:17

File name

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Album

castlefield Viaduct delapidation survey



Description

Photo 124- 8th landing to flight of stairs, paint damage to several areas as shown in photos.

Taken date

24/09/2026 at 12:25

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:02

File name

35DDA165-32A8-4F0B-943B-DF2...

Album

castlefield Viaduct delapidation survey



Description

Photo 123- 7th landing to flight of stairs, paint damage to several areas as shown in photos.

Taken date

24/09/2026 at 12:25

Uploaded by

Karl Mcdonald

Upload date

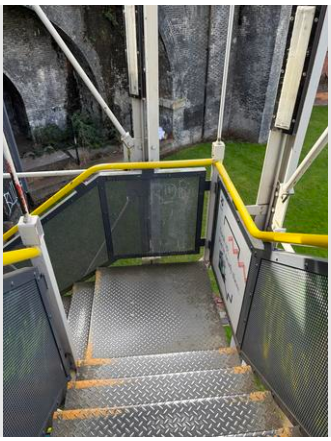
25/09/2026 at 11:52

File name

67825EA5-1446-4BEC-B7E7-8A49...

Album

castlefield Viaduct delapidation survey



Description

Photo 122- 6th landing to flight of stairs, paint damage to several areas and graffiti as shown in photos.

Taken date

24/09/2026 at 12:25

Uploaded by

Karl Mcdonald

Upload date

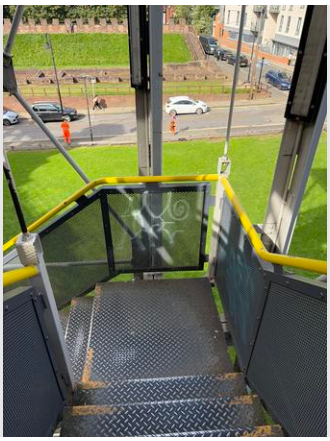
25/09/2026 at 10:38

File name

DA939581-0BB1-418A-9705-7FA7...

Album

castlefield Viaduct delapidation survey



Description

Photo 121- 5th landing to flight of stairs, paint damage to several areas and graffiti as shown in photos.

Taken date

24/09/2026 at 12:25

Uploaded by

Karl Mcdonald

Upload date

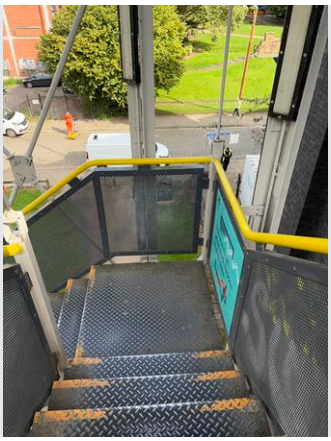
25/09/2026 at 11:49

File name

1F8277B7-8189-4F4B-A81B-EBD...

Album

castlefield Viaduct delapidation survey



Description

Photo 120- 4th landing to flight of stairs, paint damage to several areas as shown in photos.

Taken date

24/09/2026 at 12:25

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 11:57

File name

DC9728D1-87DA-46AB-9CF1-725...

Album

castlefield Viaduct delapidation survey



Description

Photo 119- 3rd landing to flight of stairs, paint damage to several areas and graffiti present as shown in photos.

Taken date

24/09/2026 at 12:25

Uploaded by

Karl Mcdonald

Upload date

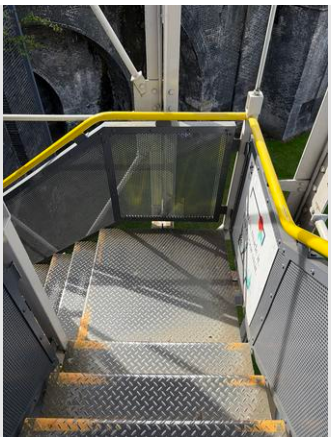
25/09/2026 at 10:38

File name

BFC82BF5-2794-4F53-B51A-3590...

Album

castlefield Viaduct delapidation survey



Description

Photo 118- 2nd landing to flight of stairs, paint damage to several areas as shown in photos.

Taken date

24/09/2026 at 12:25

Uploaded by

Karl Mcdonald

Upload date

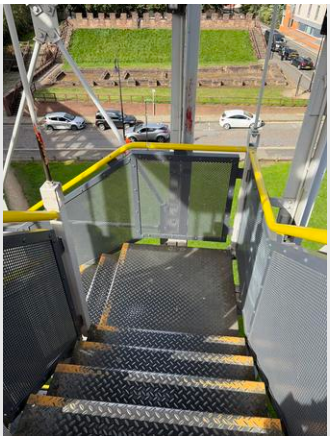
25/09/2026 at 11:56

File name

1C35EB8B-D605-4BE4-B288-E7C...

Album

castlefield Viaduct delapidation survey



Description

Photo 117 - Top flight of stairs, paint damage to several areas as shown in photos.

Taken date

24/09/2026 at 12:25

Uploaded by

Karl Mcdonald

Upload date

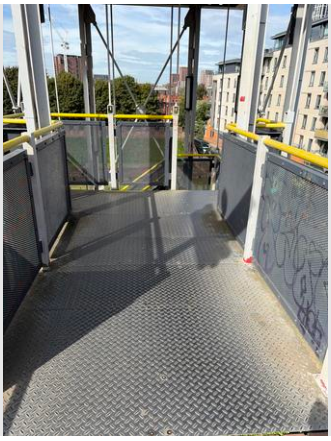
25/09/2026 at 12:05

File name

75A78FFD-D5E5-46E4-9406-6C3...

Album

castlefield Viaduct delapidation survey



Description

Photo 116- Progressive photos of the staircase leading from the top. Photos taken at every landing looking down the staircase. Graffiti p...

Taken date

24/09/2026 at 12:25

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:01

File name

CA18F701-E416-4ABB-899A-E4A...

Album

castlefield Viaduct delapidation survey



Description

Photo 115- Block paving missing with infill repair to top of the pedestrian access staircase

Taken date

24/09/2026 at 12:24

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 11:49

File name

59279E1E-16DB-4EE1-BADF-B16...

Album

castlefield Viaduct delapidation survey



Description

Photo 114 - Tarmac surface layer wearing away to entrance to the viaduct.

Taken date

24/09/2026 at 12:24

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:01

File name

3BDAD628-790E-420A-8910-97E...

Album

castlefield Viaduct delapidation survey



Description

Photo 113- Showing access to the top of pedestrian staircase leading to the viaduct entrance.

Taken date

24/09/2026 at 12:24

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 10:38

File name

5E155D43-BCD5-4166-9471-62A...

Album

castlefield Viaduct delapidation survey



Description

Photo 112 - Surface layer of tarmac wearing away and surface staining adjacent to planter at viaduct entrance.

Taken date

24/09/2026 at 12:24

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 11:56

File name

9BCA7513-29DE-49EC-A6AC-982...

Album

castlefield Viaduct delapidation survey



Description

Photo 111- Tarmac surface wearing away, staining to surface, vegetation overgrowth and some existing cones and contractor fencing left to...

Taken date

24/09/2026 at 12:24

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:07

File name

2F08529D-9E98-46F1-BC23-C3C3...

Album

castlefield Viaduct delapidation survey



Description

Photo 110- Surface layer of tarmac wearing away to parking bays on LH side adjacent to Metrolink line.

Taken date

24/09/2026 at 12:24

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:21

File name

893A30D5-37B1-4E2C-862A-2B3...

Album

castlefield Viaduct delapidation survey



Description

Photo 109 - View of remaining survey section outside viaduct access gates.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:18

File name

E092046B-4272-4A79-A533-65BE...

Album

castlefield Viaduct delapidation survey



Description

Photo 108- Surface damage to tarmac in central access section heading towards viaduct staircase.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 15:53

File name

E9EF94D2-E311-4059-8853-0033...

Album

castlefield Viaduct delapidation survey



Description

Photo 107 - Tarmac damage to parking bay to RH side adjacent to pedestrian access.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:28

File name

C4D89762-9997-416E-A8AC-EE8...

Album

castlefield Viaduct delapidation survey



Description

Photo 106 - Vegetation present in central road gully.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 23:56

File name

5BDE2BC1-312B-4792-8795-99D...

Album

castlefield Viaduct delapidation survey



Description

Photo 105 - Signs of surface depressions in parking bays on RH side. Vegetation present along kerb line.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:33

File name

B4B6FDD7-24A7-454A-AD9B-7DA...

Album

castlefield Viaduct delapidation survey



Description

Photo 104- Potholes visible to central road area adjacent to parking bays down the RH side.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 17:37

File name

0A154766-AD57-460F-995F-ADD...

Album

castlefield Viaduct delapidation survey



Description

Photo 103- Potholes visible in central area of road between parking bays.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 22:05

File name

ADB423B2-DD4A-47D1-B682-804...

Album

castlefield Viaduct delapidation survey



Description

102 - Road condition in central area showing pot hole and small concrete lump.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 23:55

File name

7207DD2C-9CD5-4BA0-B90F-AE0...

Album

castlefield Viaduct delapidation survey



Description

Photo 101 - Pot holes and gouges to road surface in central area.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 23:55

File name

DE75FC53-0500-421A-9FBF-CF7C...

Album

castlefield Viaduct delapidation survey



Description

Photo 100 - Heavy gouges and depressions to central road section adjacent to RH side parking bays.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 21:57

File name

FB32B771-B34D-4CE7-8EA9-FE6...

Album

castlefield Viaduct delapidation survey



Description

Photo 99- General condition of parking bays along RH side of carpark, adjacent to the public walkway leading to the staircase.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:33

File name

73300BCB-A73D-45B2-8410-38D...

Album

castlefield Viaduct delapidation survey



Description

Photo 98 - Parking bay surface depression with some vegetation growth.

Taken date

24/09/2026 at 12:23

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 22:21

File name

5023CEED-3573-454E-95B6-865...

Album

castlefield Viaduct delapidation survey



Description

Photo 97 - View of the remainder of the carpark to pedestrian staircase. Road gully has vegetation present.

Taken date

24/09/2026 at 12:22

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:19

File name

1BF0C997-C438-4965-A87D-7E5...

Album

castlefield Viaduct delapidation survey



Description

Photo 96- General condition of road surface condition showing heavy gouges in several locations.

Taken date

24/09/2026 at 12:22

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:19

File name

7443422C-B955-4655-BADD-07C...

Album

castlefield Viaduct delapidation survey



Description

Photo 95 - General condition of road surface in central area between the parking bays.

Taken date

24/09/2026 at 12:22

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 22:55

File name

57D9EF68-8B70-47C6-AA53-E00...

Album

castlefield Viaduct delapidation survey



Description

Photo 94 - Depressions to road surface in central area.

Taken date

24/09/2026 at 12:22

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:42

File name

BC3BDF81-55B0-4D29-A86A-F53...

Album

castlefield Viaduct delapidation survey



Description

Photo 93 - Scratches and gouges to road surface in central area.

Taken date

24/09/2026 at 12:22

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:35

File name

1FA294C5-5BA6-4F68-ADAC-57B...

Album

castlefield Viaduct delapidation survey



Description

Photo 92 - Gouges to road surface in central area.

Taken date

24/09/2026 at 12:22

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 23:55

File name

B33FFAC2-A240-4FC0-AECB-8A9F...

Album

castlefield Viaduct delapidation survey



Description

Photo 91 - wider view of the road capturing the next batch of photographs.

Taken date

24/09/2026 at 12:22

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 23:56

File name

D94098F0-A24F-4098-91B6-4A4B...

Album

castlefield Viaduct delapidation survey



Description

Photo 90 - Potholes present in the bays and road.

Taken date

24/09/2026 at 12:22

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:30

File name

416458F0-9147-4372-88D6-9703...

Album

castlefield Viaduct delapidation survey



Description

Photo 89 - General condition photo of the parking bays and access road. The next 26 photos are progressive carpark condition working towa...

Taken date

24/09/2026 at 12:22

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:28

File name

36E632D7-4BA3-45DF-A6A9-A93...

Album

castlefield Viaduct delapidation survey



Description

Photo 88 - Bay 3 has potholes present.

Taken date

24/09/2026 at 12:21

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 21:52

File name

D6647407-D707-43FC-81BC-893...

Album

castlefield Viaduct delapidation survey



Description

Photo 87- Road gully adjacent to bay 3.

Taken date

24/09/2026 at 12:20

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 23:56

File name

62CBC778-E4CE-4D84-9D2D-C07...

Album

castlefield Viaduct delapidation survey



Description

Photo 86 - Carpark bay 1, LH side on entry has potholes present.

Taken date

24/09/2026 at 12:19

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:29

File name

AA111B5B-81D1-4822-8554-954...

Album

castlefield Viaduct delapidation survey



Description

Photo 85 - Iron works in centre of road has vegetation growth. General photo of gully condition.

Taken date

24/09/2026 at 12:19

Uploaded by

Karl Mcdonald

Upload date

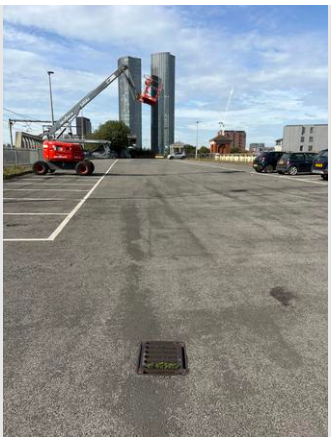
25/09/2026 at 23:56

File name

79C3A243-C456-4691-9744-E545...

Album

castlefield Viaduct delapidation survey



Description

Photo 84 - View of the carpark area from the end of the access road.

Taken date

24/09/2026 at 12:19

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:27

File name

03E25F61-9F9F-4346-988F-DEE4...

Album

castlefield Viaduct delapidation survey



Description

Photo 86 - RH side of access road on radius kerb bend, tarmac surface in poor condition, yellow lines faded, concrete infill present.

Taken date

24/09/2026 at 12:19

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 12:09

File name

32BD4971-F700-428F-9F27-E2AF...

Album

castlefield Viaduct delapidation survey



Description

Photo 85 - Services scaring crossing the road, infilled with concrete. concrete is cracking and road is generally in poor condition.

Taken date

24/09/2026 at 12:18

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:28

File name

87F74719-101B-4A36-9408-9AD...

Album

castlefield Viaduct delapidation survey



Description

Photo 84 - Concrete infill to RHS side of access road towards turning point into carpark. Tarmac abutment junction in poor condition.

Taken date

24/09/2026 at 12:18

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 10:28

File name

1E7E6FBF-A949-4F35-9A31-346A...

Album

castlefield Viaduct delapidation survey



Description

Photo 83 - Kerb infill detail to LH side of access road. Yellow lines faded, block paving showing vegetation growth.

Taken date

24/09/2026 at 12:17

Uploaded by

Karl Mcdonald

Upload date

25/09/2026 at 10:33

File name

13325150-58ED-4D93-B879-49C...

Album

castlefield Viaduct delapidation survey



Description

Photo 82 - Steel road plate installed in centre of the road, infill concrete around plate is deteriorating.

Taken date

24/09/2026 at 12:17

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:23

File name

AD71E035-5209-47EE-B201-A913...

Album

castlefield Viaduct delapidation survey



Description

Photo 81 - Ironworks raised, infill concrete and tarmac showing signs of cracking etc. RHS of access road.

Taken date

24/09/2026 at 12:16

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:23

File name

4DC6C658-297D-4A51-9152-66C...

Album

castlefield Viaduct delapidation survey



Description

Photo 80 - Double yellow lines faded along the kerb edge down LHS of access road.

Taken date

24/09/2026 at 12:16

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:23

File name

6E7EB95D-D066-4B7D-A852-8AE...

Album

castlefield Viaduct delapidation survey



Description

Photo 79- Infill detail present along kerb junction down the remainder of the LHS of the access road. Road surface generally in poor cond...

Taken date

24/09/2026 at 12:15

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:23

File name

A5FA117A-88DD-46FE-ABF7-0E64...

Album

castlefield Viaduct delapidation survey



Description

Photo 78 - Large concrete infill present along remainder of the kerb line along the RHS of access road.

Taken date

24/09/2026 at 12:15

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

37198FF3-524F-425F-891E-F0AA...

Album

castlefield Viaduct delapidation survey



Description

Photo 77- Concrete surround around ironworks is cracking to RHS of the access road.

Taken date

24/09/2026 at 12:14

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

38E19C14-05E1-4662-B831-2CCF...

Album

castlefield Viaduct delapidation survey



Description

Photo 76 - Concrete surround around ironworks to RHS of access road.

Taken date

24/09/2026 at 12:14

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

E1378F70-0EED-4AEB-B98D-E79...

Album

castlefield Viaduct delapidation survey



Description

Photo 75 - Large tarmac and concrete repair undertaken around manhole to LHS of access road.

Taken date

24/09/2026 at 12:14

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

8FF76FBF-D810-423E-91BF-0BF1...

Album

castlefield Viaduct delapidation survey



Description

Photo 74 - Ironworks are raised with tarmac surround installed. Signal cable present. some vegetation along kerb abutments.

Taken date

24/09/2026 at 12:13

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:23

File name

29502087-E85B-47B7-8EB6-0FD...

Album

castlefield Viaduct delapidation survey



Description

Photo 73 - Concrete surround around ironworks shown. Vegetation growth present. Kerb slightly damaged to RHS of access road.

Taken date

24/09/2026 at 12:13

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:23

File name

91318128-E492-4B2D-9639-40A...

Album

castlefield Viaduct delapidation survey



Description

Photo 72 - Concrete surround around ironworks to RHS of access road. Kerb damaged in front of tactile paving.

Taken date

24/09/2026 at 12:13

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:23

File name

40AAD48B-80B8-491A-A558-97A...

Album

castlefield Viaduct delapidation survey



Description

Photo 71 - Drop kerbs are damaged to LHS of crossing point. tarmac infill at kerb junction is deteriorating. road markings are faded.

Taken date

24/09/2026 at 12:12

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

3C8EFE85-85AC-4B41-A264-836...

Album

castlefield Viaduct delapidation survey



Description

Photo 70- Cracking to concrete surround around manhole in road.

Taken date

24/09/2026 at 12:12

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

8B7A522B-780C-4B77-8063-5CE...

Album

castlefield Viaduct delapidation survey



Description

Photo 69- View of section of access road to the carpark just before traffic lights/ crossing point.

Taken date

24/09/2026 at 12:12

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

67AA16EC-C457-476B-924D-24B...

Album

castlefield Viaduct delapidation survey



Description

Photo 68 - Raised ironworks with tarmac surround. Signal cable install. Infill detail to kerb and road junction visible.

Taken date

24/09/2026 at 12:11

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

A2F31CF5-0325-464A-88E6-17D4...

Album

castlefield Viaduct delapidation survey



Description

Photo 67 - Cracking visible to concrete surround on manhole in middle of the road.

Taken date

24/09/2026 at 12:11

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

4DE998F9-E32B-4AC4-B5F9-A303...

Album

castlefield Viaduct delapidation survey



Description

Photo 66- Damage to 5 kerbs along LHS of access road. Raised Aco drain shown with some vegetation in junctions.

Taken date

24/09/2026 at 12:10

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

8D9783F6-4317-495D-81B6-245...

Album

castlefield Viaduct delapidation survey



Description

Photo 65 - Damaged kerb, raised iron works and signal cable present to LHS of access road.

Taken date

24/09/2026 at 12:10

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:23

File name

42B4DB20-0A94-426B-85F0-F122...

Album

castlefield Viaduct delapidation survey



Description

Photo 64 - Concrete infills around manhole covers in the centre of the road appear to be failing with cracking visible. Concrete also dro...

Taken date

24/09/2026 at 12:09

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

F0B3E9DA-231C-405A-8545-7D7...

Album

castlefield Viaduct delapidation survey



Description

Photo 63 - Access road to carpark shown from opposite side of the bridge.

Taken date

24/09/2026 at 12:09

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

91263206-98CA-4F3D-809B-2A3...

Album

castlefield Viaduct delapidation survey



Description

Photo 62 - Infill present to kerb junction. Damaged kerb visible on LHS of access road.

Taken date

24/09/2026 at 12:09

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:23

File name

F9FF2B0A-373E-44F0-A3E7-0411...

Album

castlefield Viaduct delapidation survey



Description

Photo 61 - Vegetation present, kerb infill detail shown. Damaged kerb to LHS of access road.

Taken date

24/09/2026 at 12:08

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:23

File name

0B75816B-6017-419A-8A03-990...

Album

castlefield Viaduct delapidation survey



Description

Photo 60 - Vegetation present to kerb abutment. Iron works raised to LHS of road with tarmac surround installed.

Taken date

24/09/2026 at 12:08

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:22

File name

23E1FF57-0269-489C-BCC4-D700...

Album

castlefield Viaduct delapidation survey



Description

Photo 59 - Vegetation present along both edges of kerb & road abutments. Infill detail to LHS kerb continues further down the line. Signa...

Taken date

24/09/2026 at 12:07

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:07

File name

22990334-ABFA-4078-9798-8A9A...

Album

castlefield Viaduct delapidation survey



Description

Photo 58 - Steel road plates installed in the road, appear to semi permanent measure with tarmac installed to perimeter edges which is no...

Taken date

24/09/2026 at 12:07

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:08

File name

706E0D9A-683B-44F0-9761-8E29...

Album

castlefield Viaduct delapidation survey



Description

Photo 57 - View down access road to carpark from start of bridge junction.

Taken date

24/09/2026 at 12:05

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:06

File name

250A4E11-144F-4EB5-998A-4FB0...

Album

castlefield Viaduct delapidation survey



Description

Photo 56 - Damage to 3 kerbs, RHS of access road viewed from photo 44.

Taken date

24/09/2026 at 12:05

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:06

File name

165452C1-993C-4ED0-A241-9F7...

Album

castlefield Viaduct delapidation survey



Description

Photo 55 - Raised ironworks and tarmac surround showing signs of depression, viewed from photo 44. Continuation of infill material betwee...

Taken date

24/09/2026 at 12:04

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:05

File name

699838CD-C276-4FD4-A6A4-B67...

Album

castlefield Viaduct delapidation survey



Description

Photo 54 - Damaged kerbs to LHS edge of access road, viewed from photo 44. Continuation of infill material between kerb and road surface ...

Taken date

24/09/2026 at 12:04

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:05

File name

D0EB6A37-FCB6-4DEF-83C8-C58...

Album

castlefield Viaduct delapidation survey



Description

Photo 53 - Damaged kerbs to LHS edge of access road, viewed from photo 44. Continuation of infill material between kerb and road surface ...

Taken date

24/09/2026 at 12:04

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:05

File name

E11AF547-7385-4D3F-AFB1-6BA...

Album

castlefield Viaduct delapidation survey



Description

Photo 52 - Damaged kerbs to LHS edge of access road, viewed from photo 44. Continuation of infill material between kerb and road surface ...

Taken date

24/09/2026 at 12:04

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:05

File name

0590DDED-46D3-4A34-AB67-4F7...

Album

castlefield Viaduct delapidation survey



Description

Photo 51 - Damage to 3 kerbs along the RHS of the access road to the carpark, as viewed from photo 44.

Taken date

24/09/2026 at 12:04

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:04

File name

21C50536-F76E-4BDF-A7EB-1FDF...

Album

castlefield Viaduct delapidation survey



Description

Photo 50 - Damaged kerbs on LHS of access road as viewed from photo 44.

Taken date

24/09/2026 at 12:03

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:04

File name

76471AD7-7EB5-4E73-AEA3-712...

Album

castlefield Viaduct delapidation survey



Description

Photo 49 - Damage visible to kerb down RHS of access road, viewed from photo 44.

Taken date

24/09/2026 at 12:03

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:04

File name

7175CD63-C4BA-4CB9-BD5B-8EB...

Album

castlefield Viaduct delapidation survey



Description

Photo 48 - Continuation of different surface material, down LHS road surface to kerb abutment.

Taken date

24/09/2026 at 12:02

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:04

File name

FDB71585-E869-4C6C-A1DE-E71...

Album

castlefield Viaduct delapidation survey



Description

Photo 47 - Aco drain protrudes existing road surface along RHS side kerb line.

Taken date

24/09/2026 at 12:02

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:04

File name

6BD7D472-E9DC-4A06-BC8F-DD...

Album

castlefield Viaduct delapidation survey



Description

Photo 46 - Raised ironworks with concrete perimeter surround to RHS of service road, viewed form photo 44. Concrete appears to be crackin...

Taken date

24/09/2026 at 12:01

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:04

File name

FAC8A07B-3F69-48C0-AA40-0ED...

Album

castlefield Viaduct delapidation survey



Description

Photo 45 - Raised ironworks with tarmac perimeter surround to LHS of service road, viewed form photo 44. Different material also present ...

Taken date

24/09/2026 at 12:01

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:03

File name

629AB8E7-49C5-44BA-81B6-CF6...

Album

castlefield Viaduct delapidation survey



Description

Photo 44- View of the access road to the carpark from start of Aloft by Marriott hotel.

Taken date

24/09/2026 at 12:01

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:01

File name

A8506B05-A9F0-4411-A073-DF95...

Album

castlefield Viaduct delapidation survey



Description

Photo 43 - Kerb line on LHS of service road, viewed from image 38 shows infill material on abutment between kerb and road surfacing.

Taken date

24/09/2026 at 12:00

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:01

File name

F1248D23-EDBB-4F62-AFD2-74A...

Album

castlefield Viaduct delapidation survey



Description

Photo 42 - Vegetation present to kerb line along the RHS of service road, as viewed from photo 38. Ironworks are also raised with build u...

Taken date

24/09/2026 at 12:00

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:01

File name

0A5E0CDC-2B5D-460D-B11B-0F4...

Album

castlefield Viaduct delapidation survey



Description

Photo 41 - Concrete infill around the MH cover appears to be failing with cracking visible.

Taken date

24/09/2026 at 11:59

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:01

File name

7CEC54C2-BE2D-4480-A99E-CD1...

Album

castlefield Viaduct delapidation survey



Description

Photo 40 - Tarmac ramp installed to crossing is failing at abutment with main road surface to RHS of service road. Perimeter demarcation ...

Taken date

24/09/2026 at 11:59

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:00

File name

5C691733-70C1-4EAD-8FCD-904...

Album

castlefield Viaduct delapidation survey



Description

Photo 39 - Tarmac ramp installed to crossing is failing at abutment with main road surface to LHS of service road. Perimeter demarcation ...

Taken date

24/09/2026 at 11:59

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:59

File name

D7B4F9EF-9609-4CA7-81AF-1328...

Album

castlefield Viaduct delapidation survey



Description

Photo 38 - View from crossing point on access road to carpark area.

Taken date

24/09/2026 at 11:58

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:59

File name

170CA00E-617D-4143-A066-71D...

Album

castlefield Viaduct delapidation survey



Description

Photo 37 - RHS of service road viewed from photo 33 shows concrete surface repair that in cracking at corner junctions. vegetation also p...

Taken date

24/09/2026 at 11:57

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:59

File name

9BB3AF72-D469-40E9-80C8-7B9...

Album

castlefield Viaduct delapidation survey



Description

Photo 36 - LHS kerb line showing further evidence of vegetation, abutment infill and pot hole appearing.

Taken date

24/09/2026 at 11:56

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 12:00

File name

B26C9A49-337C-4817-9057-596...

Album

castlefield Viaduct delapidation survey



Description

Photo 35 - LHS kerb line viewed from photo 33 shows infill at junction of kerb and road surface. Vegetation present at abutment junctions...

Taken date

24/09/2026 at 11:56

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:59

File name

B11D0422-23B7-453B-914F-0FBF...

Album

castlefield Viaduct delapidation survey



Description

Photo 34 - MH cover to centre of the road sunken. Road surfacing to perimeter is deteriorating.

Taken date

24/09/2026 at 11:56

Uploaded by

Karl Mcdonald

Upload date

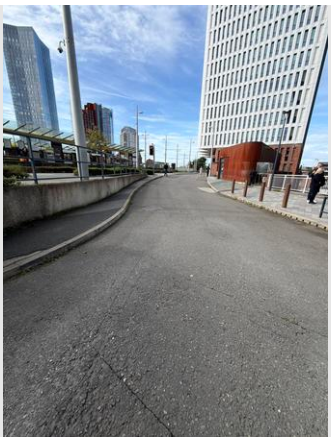
24/09/2026 at 11:59

File name

37267091-0942-426D-BE02-9694...

Album

castlefield Viaduct delapidation survey



Description

Photo 33 - View of access road to carpark from barrier junction.

Taken date

24/09/2026 at 11:55

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:56

File name

1A6B342A-86E6-4A27-A71F-A219...

Album

castlefield Viaduct delapidation survey



Description

Photo 32 - Some slight damage to the barrier. Service trench scaring along line of barrier present. Infill done with different surface fi...

Taken date

24/09/2026 at 11:54

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:56

File name

AFFECE65-BC2C-4D61-AD1F-222...

Album

castlefield Viaduct delapidation survey



Description

Photo 31 - General condition of the road surfacing is poor in front of the barrier system. Looks like a central island may have been remo...

Taken date

24/09/2026 at 11:54

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:55

File name

E11FAEB0-BFFF-4870-ACD9-2926...

Album

castlefield Viaduct delapidation survey



Description

Photo 30 - Yellow box junction to the top of the ramp is faded.

Taken date

24/09/2026 at 11:54

Uploaded by

Karl Mcdonald

Upload date

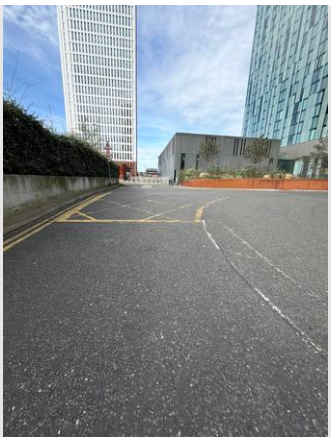
24/09/2026 at 11:54

File name

A246F4FD-4AB3-4DA2-9890-759...

Album

castlefield Viaduct delapidation survey



Description

Photo 29 - Photo at the top of the ramp section looking towards the barrier to narrow section leading to Castlefield viaduct.

Taken date

24/09/2026 at 11:54

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:54

File name

A3A7A2D8-7D3A-4E80-A31D-686...

Album

castlefield Viaduct delapidation survey



Description

Photo 28 - Service trench scaring across the full width of the service road at the top of the ramp section. Circa 3m from RH turn.

Taken date

24/09/2026 at 11:52

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:54

File name

F9636B1E-A3B1-4BE3-AEEC-3C7...

Album

castlefield Viaduct delapidation survey



Description

Photo 27 - Brick pillar to the top of the ramp on LH side viewed from photo 25 shows lead flashings missing to base of pillar. Service tr...

Taken date

24/09/2026 at 11:52

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:54

File name

54D9A734-39B9-49C4-9C05-39C...

Album

castlefield Viaduct delapidation survey



Description

Photo 26 - Road marking faded on ramp section.

Taken date

24/09/2026 at 11:51

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:54

File name

0FEA77B7-8B4E-4C79-88CE-F31E...

Album

castlefield Viaduct delapidation survey



Description

Photo 25 - View further up the service road. general condition of the road surfacing and road markings visible.

Taken date

24/09/2026 at 11:50

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:53

File name

61801188-BE84-41E8-8259-7E95...

Album

castlefield Viaduct delapidation survey



Description

Photo 24 - No parking sign damaged on RH side of the ramp, viewed from photo 23 direction.

Taken date

24/09/2026 at 11:49

Uploaded by

Karl Mcdonald

Upload date

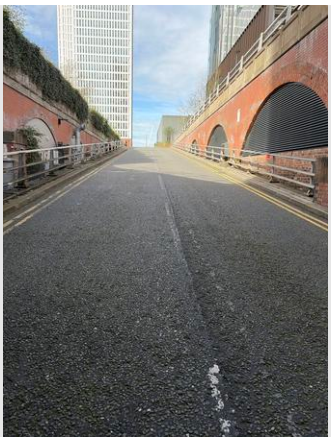
24/09/2026 at 11:52

File name

C450AA8F-30D2-4626-B2F2-B2A...

Album

castlefield Viaduct delapidation survey



Description

Photo 23 - View up the service road from bottom of ramp section.

Taken date

24/09/2026 at 11:49

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:50

File name

FAAE5231-8906-4AA5-8C96-7E51...

Album

castlefield Viaduct delapidation survey



Description

Photo 22- Sunken MH in centre of the service road. Service trench scaring visible and white lining fading.

Taken date

24/09/2026 at 11:48

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:50

File name

50AF2382-1745-4534-968D-AA1...

Album

castlefield Viaduct delapidation survey



Description

Photo 21 - Kerb damaged to RH side of road viewed from photo 17.

Taken date

24/09/2026 at 11:47

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:48

File name

2C565E2F-C644-4906-9FAD-6DE...

Album

castlefield Viaduct delapidation survey



Description

Photo 20 - Kerb damaged and vegetation present to kerb/ road abutment to RH side of service road, viewed from photo 17.

Taken date

24/09/2026 at 11:47

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:48

File name

CC62EAF8-D945-48A1-9E69-CA6...

Album

castlefield Viaduct delapidation survey



Description

Photo 19 - MH / Inspection cover has depression around the perimeter.

Taken date

24/09/2026 at 11:47

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:48

File name

BD65039D-C14B-4652-8285-38A...

Album

castlefield Viaduct delapidation survey



Description

Photo 18 - Service trench scaring to main road. Loading bay markings fading.

Taken date

24/09/2026 at 11:46

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:48

File name

09A7D836-D208-4FD3-B9EE-FE9...

Album

castlefield Viaduct delapidation survey



Description

Photo 17 - View down the service road. General condition of the road surfacing is poor, vegetation present at kerb abutments and line mar...

Taken date

24/09/2026 at 11:46

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:46

File name

D6D6E6E1-C3D0-47E8-AC89-737...

Album

castlefield Viaduct delapidation survey



Description

Photo 16 - Damaged kerbs to RHS of exit service road.

Taken date

24/09/2026 at 11:45

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:46

File name

D25FE3E3-9C3B-43A7-BF0E-5B7...

Album

castlefield Viaduct delapidation survey



Description

Photo 15 - General condition of the tarmac finish to the island is showing signs or wear. Cracking and depressions are present throughout.

Taken date

24/09/2026 at 11:43

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:46

File name

72D73D4C-7CFB-40A5-911F-9C0...

Album

castlefield Viaduct delapidation survey



Description

Photo 14 - Tarmac on the island is showing visible signs of cracking and areas have sunk in several places.

Taken date

24/09/2026 at 11:43

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:46

File name

66EB8ED3-BE47-43DE-A5B6-7C0...

Album

castlefield Viaduct delapidation survey



Description

Photo 13- point of the junction is damaged on radius kerb and adjacent kerbs on both faces.

Taken date

24/09/2026 at 11:43

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:46

File name

3AF2289E-2276-4E21-A5BF-443E...

Album

castlefield Viaduct delapidation survey



Description

Photo 12 - Shows photo of exit road junction to main carriageway. MH cover to Albion Rd has dropped with cracking of road surface visible.

Taken date

24/09/2026 at 11:43

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:46

File name

A820F01D-A07F-43F1-AA6E-FF4A...

Album

castlefield Viaduct delapidation survey



Description

Photo 11 - Inspection chamber to the footpath on LHS of service road, viewed in direction of photo 6 has sunk.

Taken date

24/09/2026 at 11:42

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:43

File name

ECE53ECE-B227-496F-BBE3-0391...

Album

castlefield Viaduct delapidation survey



Description

Photo 10 - Sunken kerb line, possible drop kerb crossing point along LHS of service exit road, viewed from photo 6. Pavement infill sunke...

Taken date

24/09/2026 at 11:41

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:44

File name

7AAE6CF9-8A23-4B42-A60C-4B7...

Album

castlefield Viaduct delapidation survey



Description

Photo 9 - Sunken kerb to RHS of exit road, viewed from photo 6 position.

Taken date

24/09/2026 at 11:41

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:43

File name

A3EBC31F-130A-4F07-A8FD-844A...

Album

castlefield Viaduct delapidation survey



Description

Photo 8 - Service trench scaring to main footpath along full length. Vegetation to perimeter edges.

Taken date

24/09/2026 at 11:40

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:43

File name

E6412825-DDB1-45C3-A6B0-A5D...

Album

castlefield Viaduct delapidation survey



Description

Photo 7 - Separation line in tarmac at the junction.

Taken date

24/09/2026 at 11:39

Uploaded by

Karl Mcdonald

Upload date

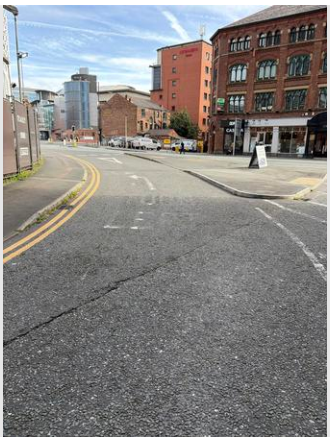
24/09/2026 at 11:43

File name

6DE2A894-9F92-4AB1-BF30-2E62...

Album

castlefield Viaduct delapidation survey



Description

Photo 6 - Exit side of the service road onto junction with main carriage way on Albion street. General condition shows vegetation to kerb...

Taken date

24/09/2026 at 11:39

Uploaded by

Karl Mcdonald

Upload date

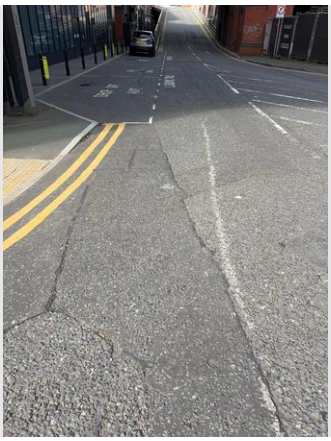
24/09/2026 at 11:43

File name

6901A106-427B-48C0-8675-5732...

Album

castlefield Viaduct delapidation survey



Description

Photo 5 - General condition of the road upon entry at main junction. Service installation scaring to the road surface and fading white li...

Taken date

24/09/2026 at 11:38

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:38

File name

9BB30924-F30E-4243-807E-9FCC...

Album

castlefield Viaduct delapidation survey



Description

Photo 4 - Depressions in tarmac to north of traffic island, viewed from direction of photo 1

Taken date

24/09/2026 at 11:37

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:37

File name

1A43D9BB-CDDD-46CA-9FA5-A9...

Album

castlefield Viaduct delapidation survey



Description

Photo 3 - Tactile paving damage to crossing point, RHS viewed from direction of photo 1

Taken date

24/09/2026 at 11:36

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:37

File name

12157907-A833-4A40-97DF-C536...

Album

castlefield Viaduct delapidation survey



Description

Photo 2 - Tactile paving damage to crossing point, LHS viewed from direction of photo 1

Taken date

24/09/2026 at 11:36

Uploaded by

Karl Mcdonald

Upload date

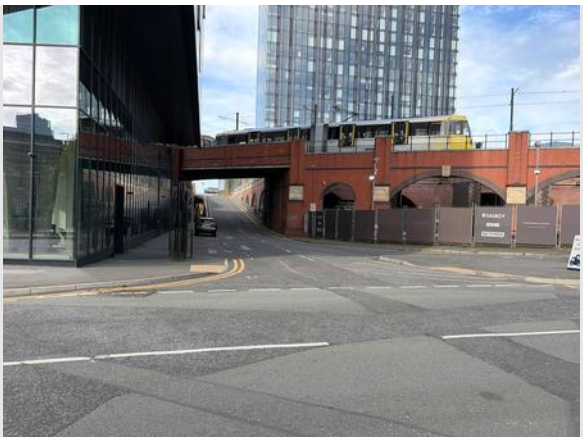
24/09/2026 at 11:38

File name

0ECFBD60-9886-469F-B064-47B7...

Album

castlefield Viaduct delapidation survey



Description

Photo 1 - View of main junction on Albion Street to service road

Taken date

24/09/2026 at 11:34

Uploaded by

Karl Mcdonald

Upload date

24/09/2026 at 11:36

File name

1739F0E0-007D-45A9-8856-6106...

Album

castlefield Viaduct delapidation survey