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REF: I002507
VIA PLANNING PORTAL

DISCHARGE OF PLANNING CONDITION 4 (CONSTRUCTION MANAGEMENT PLAN), 14 (WASTE TANK), 27 (WELFARE CENTRE) AND 28 (WASTE TANK SCREENING) OF 145024/JO/2026 (PREVIOUSLY 140875/FO/2024) AT CASTLEFIELD VIADUCT, BETWEEN BEAUFORT STREET AND EGERTON STREET, MANCHESTER, M3 4PU

Iceni Projects Limited ('Iceni') is submitting this planning application to Manchester City Council ('the Council'). on behalf of our client, the National Trust ('the applicant'). It is for the discharge of conditions 4, 14, 27 and 28 of approval 145024/JO/2026 at Castlefield Viaduct.

Proposal

In September 2024, planning permission was granted (ref: 140875/FO/2024) for:

"Use of Castlefield Viaduct Phases 1 and 2 as an urban park (Use ClassF2(c)), including installation of stair and lift access to Egerton Street."

Following this, a variation of Conditions 3 (Drawings), 18(a-d) (BNG and HMMP) and 32 (Repairs) of that approval was sought and approved in January 2026. The latest version of the consent is found under reference 145024/JO/2026.

It is now proposed to discharge the following conditions:

- Condition 4 (Construction Management Plan); this is the last condition required to be discharged prior to commencement of Phase 1.
- Condition 14 (waste tank); drainage details of the tank shown on approved drawing 12.2413 (PL)100E.
- Condition 27 (welfare centre); final details of all external materials, product specifications and samples of the welfare centre shown on approved drawing 12.2413 (PL)301D.
- Condition 28 (waste tank fencing); details of the fencing that screens the drainage tank referenced in Condition 14 and approved drawing 12.2413 (PL)100E.

Condition 4 – Phase 1 Construction Management Plan

Condition 4 is worded as follows:

"Prior to the commencement of alterations within Phase 1, a detailed construction management plan outlining working practices during development and including safe methods of working adjacent to the Metrolink overhead line equipment and other Metrolink infrastructure shall be submitted to and approved in writing by the local planning authority.

For the avoidance of doubt the construction management plan shall include:

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Identification of the vehicular access points into the site;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- Dilapidation survey with photographs and commentary
- Engagement with Metrolink;
- Works affecting Metrolink infrastructure;
- Protection of Metrolink equipment;
- Monitoring and mitigation measures to Metrolink infrastructure
- Retention of 24 hour unhindered access to Metrolink equipment;
- Construction and demolition methods to be used, including details of the use of lifting equipment or cranes (which shall not oversail the tramway or overhead line equipment);
- The erection and maintenance of any security hoarding (please note this may require an electrical isolation of the Metrolink overhead wires); and
- Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place.
- Detailed measures for protection and prevention of pollution to the adjacent canal

Main Phase 1 alteration works

MC Construction have produced a Construction Management Plan ('CMP') for Phase 1 of the Castlefield Viaduct project. Its purpose is to acknowledge and outline the potential impacts of the proposed work on surrounding receptors and propose actions and solutions, including the requirements of the principal contractor and sub-contractors.

Appendix B of the CMP outlines how the CMP responds to the specific requirements of Condition 4; this has been summarised in Table 1. Where elements are listed as "N/A", it may be that they are instead applicable to Phase 2 only, which is covered under Condition 5 and will be subject to a separate discharge of condition application in the future.

MC Construction are the Principal Contractors; a separate contractor has been appointed to undertake the viaduct remedial works, and they have produced their own Construction Phase Plan ('CPP') and CMP; this is covered in the subsequent section. Table 1 relates to MC Construction's CMP.

Table 1 - MC Construction CMP Compliance

Condition 4 requirement	MC CMP response
Display of an emergency contact number	Contact details are to be displayed on site and around the site entrance. See Section 08, pages 20-21 of the CMP for the personnel diagram and contact details which will be displayed.
Details of Wheel Washing	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 (Section 13, page 31).
Dust suppression measures	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 (Section 19, page 35).
Compound locations where relevant	The compound plan is included in Section 13, page 27 of the CMP. It is located at the western end of the car park outside the Castlefield Viaduct entrance.
Location, removal and recycling of waste	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.

	Waste materials shall be segregated where practicable to maximise opportunities for reuse and recycling (Section 17, page 33).
Routing strategy and swept path analysis;	See pages 28 and 29 of the CMP. Access is primarily off Albion Street up the ramp towards the viaduct. A swept path analysis is provided and is appended to the CMP.
Identification of the vehicular access points into the site	
Loading and unloading of plant and materials	See Section 14, page 32 of the CMP. 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. All deliveries will have an iHasco-trained banksmen present and additional operatives/ plant to safely unload the delivery Smaller building materials will be stored in secure storage cabins to ensure the security of the items and protect them from any adverse weather. Large plant machinery, such as excavators, will be kept on site overnight
Storage of plant and materials used in constructing the development	
Parking of construction vehicles and staff	Car parking for up to eight vehicles will be made available on site for those who wish to commute by car. They are shown on the compound plan (Section 13, page 27). Section 13, page 30 also details the plan for overflow parking and encouragement of car sharing.
Sheeting over of construction vehicles	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 (Section 11, page 24).
Dilapidation survey with photographs and commentary	Appended to this submission.
Engagement with Metrolink	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. MC 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. This will be utilised in this case (Section 03, page 7).
Works affecting Metrolink infrastructure	
Protection of Metrolink equipment	
Monitoring and mitigation measures to Metrolink infrastructure	

Retention of 24 hour unhindered access to Metrolink equipment	
Construction and demolition methods to be used, including details of the use of lifting equipment or cranes (which shall not oversail the tramway or overhead line equipment)	This is covered throughout the CMP, such as Section 11 - Construction Activities – Risk Assessment (page 24): 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 condition.
The erection and maintenance of any security hoarding (please note this may require an electrical isolation of the Metrolink overhead wires)	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 (Section 14, page 32)
Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place.	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. Attached is also a Project Communications and Marketing Plan from the National Trust which sets out the communication strategy for stakeholders, including residents.
Detailed measures for protection and prevention of pollution to the adjacent canal	Environmental control measures will be implemented to ensure no construction waste or runoff 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 (Section 03, page 7).

Please refer to the submitted CMP and its appendices for full details of compliance with Condition 4.

Remedial works

A separate contractor, Vertical Access Ltd. has been appointed by the applicant to undertake the cleaning, inspection and repairs to specific truss boxes and transverse beam ends of the viaduct (the repair works detailed in Condition 32). A detailed CPP has been prepared specifically for this element of the works and appended to that CPP is a CMP which also responds to the requirements of Condition 4, where relevant. This is summarised in Table 2.

Table 2 - Vertical Access CMP

Condition 4 requirement	VA CMP response
Display of an emergency contact number	An emergency contact number will be displayed on the site signage, on the site compound fencing and in letters to residents and boat owners.
Details of Wheel Washing	Washing wheels and road surfaces, and damping down materials when dry is listed as a control measure for air pollution sources in Appendix 6. No off-road vehicles are proposed to be used nor excessive dirt/debris to affect air quality from this source.
Dust suppression measures	Use of Hilti Dust extract system during grinding and steelwork (Section 9.2 and Appendix 6).
Compound locations where relevant	Location identified at Appendix A of the CPP.
Location, removal and recycling of waste	All waste skips will be located in the site compound on the Manchester Convention Centre car park (Further details in CPP Section 9.13)
Routing strategy and swept path analysis;	Appendix A of the CPP; Manchester Central Exhibitions car park via ramp from Albion Street, utilising existing car park arrangement and additional public realm access points if required around Duke Street and Castle Street. Concrete Pumping Spans 1- 5 unloaded to the Manchester Central Exhibitions car park. Concrete Pumping Spans 6- 8 from private car parks via Potato Wharf. Storage of plant and materials within compound area.
Identification of the vehicular access points into the site	
Loading and unloading of plant and materials	
Storage of plant and materials used in constructing the development	
Parking of construction vehicles and staff	

Sheeting over of construction vehicles	Undertaken by Waste Disposal Contractor – Safety Kleen Ltd. (See CPP Section 9.2)
Dilapidation survey with photographs and commentary	N/A – See Table 1
Engagement with Metrolink	See section 2.3 of the CPP; submission of RAMS & Blue Form. Daily contact with Metrolink Control to ensure they know when we are working & when off site. Appendix A contains the Metrolink contact details on file.
Works affecting Metrolink infrastructure	See section 4.2 of the CPP; works occurring adjacent, not on, Metrolink infrastructure. Exclusion zones and working systems will be maintained so as to avoid any impact or interference with the Metrolink.
Protection of Metrolink equipment	
Monitoring and mitigation measures to Metrolink infrastructure	
Retention of 24 hour unhindered access to Metrolink equipment	
Construction and demolition methods to be used, including details of the use of lifting equipment or cranes (which shall not oversail the tramway or overhead line equipment)	No demolition or oversailing of tramway. See CPP Appendix B (CMP) for full details of lifting, construction and access equipment.
The erection and maintenance of any security hoarding (please note this may require an electrical isolation of the Metrolink overhead wires)	N/A – No hoardings.
Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place.	See section 7.5 of the CPP; Letters will be distributed from National Trust for boat owners & residents via building agents. Attached is also a Project Communications and Marketing Plan from the National Trust which sets out the communication strategy for stakeholders, including residents.
Detailed measures for protection and prevention of pollution to the adjacent canal	No materials such as guano, soil or rust products to be allowed into the gutters that discharge directly into the canal, all double bagged for removal (Section 9.14 of the CPP).

Please refer to the submitted CMP and its appendices for full details of compliance with Condition 4.

Condition 14 – Drainage Tank

Condition 14 reads as follows:

Prior to the installation of the waste tank as shown on drawing No.12.2413(PL)100E, details of the drainage of this tank shall be submitted to and agreed in writing by the City Council as Local Planning Authority

It is proposed to install a 10,000L capacity effluent wastewater tank with intended dimensions of 2050mm diameter and 2300mm height. A sample specification of a tank has been submitted with this application, which details the expected inlets and outlets and other technical features.

It will be emptied as required by a suitably qualified specialist waste management contractor, with collections undertaken at a frequency appropriate to the level of use to ensure the tank is adequately maintained and does not become overfilled. The tank services three toilets within the welfare centre, but frequency od use of those toilets will vary based on hours of operation, staff and visitor levels, which changes throughout the year and status of the project.

Drainage will be via a vacuum truck which will access the site via the same routing strategy from Albion Road as detailed in the CMP. Trucks can temporarily park outside the entrance to the viaduct. Local providers in the Manchester area possess vacuum trucks with hoses up to 100m in length, meaning there can be flexibility in where the trucks are located during emptying.

Condition 27 – Welfare Centre

Condition 27 states:

Notwithstanding the details shown on drawing No.12.2413 (PL)301D and the elevation drawing referred to as 'Converted shipping containers', prior to the installation of the welfare centre (refurbished shipping container) hereby approved, full and final details of all external materials including product specifications and samples shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved details shall be implemented in accordance with these approved details.

The external treatments of the new welfare centre will be composed of Hardie® VL Plank fibre cement cladding. Please refer to the submitted drawing: (SK)124 Revision A, dated 08/10/2026, prepared by Twelve Architects

Specifications are provided below:

- **Material**: Hardie® VL Plank by James Hardie Technology Limited
- **Dimensions per plank**: D 11mm; L 3600mm; W 214mm
- **Installation orientation**: Vertical
- **Colour and texture**: Chestnut Brown; cedar surface texture
- **Additional elements**: Metal corners, ventilation profiles, Hardie® VL Plank weatherboard window and door reveals and trim. All metal components to match the chosen colour.
- **Fire classification**: A2-s1, d0 (non-combustible).

The product's installation guide (which includes further specification details) and declaration of performance and sample images of the material have been submitted with this application, and further information can be found at the product's webpage: Hardie® VL Plank. An image of the Hardie® VL Plank is contained within the submitted material samples document.

Condition 28 – Drainage Tank Fencing

Condition 28 requires:

Notwithstanding drawing No.12.2413 (PL)301D, prior to the installation of the waste tank and associated timber fencing/screening, further details of the fencing including product specifications and samples shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Please refer to the submitted drawing: (34)005 Revision B, dated 08/10/2026, prepared by Twelve Architects. The welfare centre's fencing will be the same of Hardie® VL Plank fibre cement cladding to match the welfare centre (details 2-5). Its support structure is galvanised steel (see detail 6).

Clarification on Conditions 30 and 31 – External Flooring/Edge Barriers

Submitted with this application is a material samples document which also includes samples for:

- **Central path**: 'Farmhouse Gold' resin bound gravel
- **Railway lines design within Welcome Area**: Anthracite gravel
- **Timber platform decking**: Millboard Weathered Oak
- **High and low level guarding**: Slate Grey RAL 7015

For the avoidance of doubt, these are the materials that are currently in situ within the existing extent of Phase 1 of the Castlefield Viaduct park. Should any of these elements be torn out to facilitate the delivery of the new welfare centre or other Phase 1 alterations, they will be replaced like-for-like. Accordingly, under this particular application there is no need to part-discharge Conditions 30 and 31, as no new materials will be introduced for external flooring or edge barriers.

Conclusion

The information in this letter and submitted with the application should be sufficient for the Council to discharge the relevant conditions. If there are any queries, please contact me prior to the determination of the application [redacted].

Yours sincerely,

[redacted]

Marc Zablony MRTPI MPlan
Associate Planner