

28/08/2025

Tom Hiles
Senior Planning Officer
Rochdale Borough Council Floor 3,
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Rochdale,
OL16 1XU

Via Planning Portal

Dear Tom

Planning Portal Reference: PP-14272546

Planning permission 23/01310/FUL– Discharge of Condition 11 and part discharge of Conditions 10, 12 and 15 at 29-31 and 33-41 Maclure Road, Rochdale, OL11 1DN.

This application is made by Plan Red (agents) on behalf of Rochdale Development Agency (applicant).

This application is sought to discharge the pre-commencement conditions 10, 11, 12 and 15 attached to the full application (reference: 23/01310/FUL) which is for the;

'Demolition of 33-41 Maclure Road and partial demolition at rear of 29-31 Maclure Road and Conversion of 29-31 Maclure Road and Erection of a part 3-storey and part 6-storey building to provide 33 apartments (Use Class C3) across combined upper floors with ground floor commercial use (Use Classes E(a), E(b), E(c) and E(e)), associated infrastructure and ancillary works.'

We are seeking full approval and discharge of condition 11, and part approval and discharge of conditions 10, 12 and 15. The RDA will be appointing separate contractors for the demolition and construction phases, with Winterburn being the demolition contractor for this first phase of works; hence, part discharge of conditions 10, 12 and 15.

As recap, condition 11 relates to the pre-commencement highway survey, provided by Arcadis on behalf of the RDA which can be discharged in full at this demolition stage. Condition 10 relates to a demolition method statement; condition 12 to a construction (i.e. demolition) management plan and condition 15 to a dust management. For now these details are provided from Winterburn for the demolition stage, and separate construction phase details from the appointed contractor will be submitted once appointed. This is likely to be in mid to late September.

In submitting the information for discharge now we are seeking the LPA to apply a sense of proportionality to the requirements given the limited scale and scope of the demolition works. We are also seeking support to a prioritisation of the application which is part of the RDA's critical delivery path as part of the regeneration of the Station Gateway.

Below sets out the associated pre-commencement condition wording and the following submission documents for approval:

Condition 10 - wording:

'Prior to commencement of development, a comprehensive demolition method statement and construction method statement shall be submitted to and approved in writing by the Local Planning Authority. The demolition method statement shall confirm that any roof tile removal to nos.29-31 Maclure Road will be undertaken by hand to allow for potential bat roosts to be identified, and shall confirm measures to be taken in the event that bat roosts are discovered. The development shall then be undertaken in strict accordance with the approved method statements.'

Condition 10 - submitted details:

- 29 31 Maclure Road Demolition - Method Statement (24th June 2025)
- Party Wall Station Road Deen House - Method Statement (11th June 2025)
- Station Maclure Road - Method Statement (13th June 2025)

The submitted method statements meets the requirements of condition 10 as they set out the detailed demolition processes at each of relevant buildings. The statements include the scope of the demolition, known hazards, the PEE requirements, control of pollution and first aid provision. In accordance with condition 10 the nos. 29-31 Maclure Road demolition statement outlines that roofing tiles will be carefully removed to inspect the presence of bats, the Bat Conservation Trust have been made aware of the decision to demolish the building and will be on call if required. This method statement also outlines that if bats are found the Conversation Trust will be notified for further actions.

We therefore consider part-discharge can be given for the demolition method statement to allow start of this stage of works.

Condition 11 – wording:

'Prior to the commencement of any development, a full condition survey of the adopted highway around the site undertaken in agreement with requirements of the Local Highway Authority shall be submitted to and approved in writing by the Local Planning Authority. The adopted highway around the development site shall either be returned to its pre-development condition or made good as so agreed, to the satisfaction of the Local Planning Authority, no later than 12 months following the first occupation of any element of the approved development.'

Condition 11 – submitted details:

- 30215848-ARC-TRA-REP-Corner Plot Highway Condition Survey Rev0.1

The submitted survey meets the requirements of Condition 11 to set out a full condition survey prior to commencement of development. The RDA is working with other contractors on the delivery of improvements to the public realm of Station Road as part of the Gateway. It is anticipated that at the time that the development is complete that a different form of highway surface will be installed that fits the new design. The RDA will inform the local planning authority whether this is the case, and those details, once confirmed. Otherwise the condition will adhered to, to make good.

Condition 12 - wording:

'No development shall take place, including demolition, until a Construction Management Plan (CMP) with detailed method statements for undertaking the works and risk assessments that shall include agreed requirements of Transport for Greater Manchester, has been submitted to, and approved in writing by the Local Planning Authority. The approved CMP shall include agreed safe methods of working near to the operational Metrolink line and shall be adhered to throughout the construction period. The CMP shall provide for: -

- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink during the works;*
- pedestrian management proposals to ensure that suitable pedestrian routes are retained and that pedestrians are not forced to cross the road and potentially into the tramway path; - loading and unloading of plant and materials;*
- construction methods to be used; including the use of any lifting equipment (which must not oversail or be able to oversail the tramway);*
- the erection and dismantling of scaffolding, if applicable; - the erection and maintenance of security hoarding, if used; and;*
- measures to control the emission of dust and dirt during demolition and construction*

The approved Construction Management Plan and its measures shall be adhered to throughout the construction period for the development.'

Condition 12 - submitted details:

- Construction Management Plan – Demolition Phase (24th August 2025, issue 1)
- 29 31 Maclure Road Demolition - Method Statement (24th June 2025)
- Party Wall Station Road Deen House - Method Statement (11th June 2025)
- Station Maclure Road - Method Statement (13th June 2025)
- 29 31 Maclure Road - Risk Assessment
- Station Maclure Road - Risk Assessment
- 02 Safe Use of Mobile Towers
- 03 Safe Use of MEWPS
- Site Plan with offset distances to Metrolink

The submitted method statements, risks assessments and plans met the requirements to part discharge condition 12 solely in relation to the demolition of the buildings. Once a contractor for the construction of the buildings has been appointed and the remaining details of condition 12 in relation to the CMP, dust management and safe methods of working during the construction phase can be submitted for discharge.

An important part of condition 12 is confirmation of safe working adjacent to the Metrolink lines. The Construction Management Plan – Demolition Phase (CMP) sets out that the 'Metrolink lies over 8-12 meters away from the site boundary and is separated by an intervening wall, carriageway and footpath. The tram lines and platforms are not directly adjacent, and there is no risk of demolition plant or equipment encroaching into the tramway exclusion zone. There are no Metrolink trackside cabinets or chambers located on the demolition side of the road. Existing TfGM infrastructure lies across the carriageway, and unhindered access to these assets will be maintained at all times during the works.' The Site Plan with offset distances to Metrolink submitted to discharge this condition shows the distance to the tramline from the site boundary and confirms that the works on the site meet the minimum 3m clearance zone, with the nearest point being 13.39m. Due to the distance between the tramline and the site, the fact that no craneage or lifting plant will be used,

and no permanent scaffolding will be used it is not necessary to outline safe working methods to the operational timeline.

In terms of pedestrian management, the CMP confirms that existing pedestrian footpaths along Maclure Road and Station Road will remain open and clear at all times. During deliveries or site interface activities, banksmen and barriers will be used to hold pedestrians back briefly, where required, under safe and controlled conditions. Any partial footway closures (if required) will be short-duration and subject to prior approval from the Local Highway Authority. The procedure for safe use of Mobile Tower scaffolds and MEWPS submitted to part discharge this condition outline erection and use of the equipment, no permanent scaffolding will be used during demolition which will be set up to avoid overhead hazards.

The Demolition CMP submitted to discharge condition 12 includes dust and emission control measures in section 7. This confirms that A site-specific Dust and Emissions Control Method Statement will be maintained and monitored. The three-tiered approach of prevention, suppression, and containment will be employed.

In highlighting some of the above details we would remind the authority that the demolition is limited to a single-storey building and outrigger and that the information provided is considered by the contractor to be proportionate to the works. We therefore consider part-discharge can be given for the CMP – Demolition Phase and other details to allow start of this stage of works.

Condition 15 - wording:

'Prior to commencement of development, details of a Dust Management Plan to include each stage of development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in strict accordance with the approved details.'

Condition 15 - submitted details:

- Construction Management Plan – Demolition Phase (24th August 2025, issue 1)

The submitted Construction Management Plan – Demolition Phase (CMP) meets the requirements of condition 15 by providing details regarding Dust and Emissions Control Measures (section 7) during the demolition phase. A prevention, suppression, and containment three-tiered approach will be employed for the demolition phase and will be maintained and monitored throughout the construction phase. A further submission to discharge the remaining elements of condition 15 in regards to dust management during the construction phase will be submitted in due course once a contractor has been appointed.

Once more we say this is a proportionate approach to the limited nature of the demolition works and scale of structures and can be part discharged to allow start of works on this stage.

We look forward to receiving acknowledgement that the application has been validated at your earliest convenience. In the meantime, please do not hesitate to contact myself or Richard Purser should you have any queries or require any additional information.

Yours faithfully,

A handwritten signature in black ink that reads "Sophie McGeough". The script is fluid and cursive.

Sophie McGeough, Graduate Planner
Plan Red Ltd

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