

Construction Management Plan

Demolition Phase

at

29-31

&

33-41

Maclure Road

Rochdale

OL11 1DN

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DOCUMENT CONTROL SHEET

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The DMP is a live document through the construction phase and may require revision during development to reflect any changes in legislation, standards, guidance, or other issues, such as complaints. Any revisions will need to be agreed upon with the local planning authority.				
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1. Introduction

The Construction Management Plan is a live document during the demolition phase. It may require revision during the works to reflect any changes in legislation, standards, guidance, or other issues, such as complaints. Any revisions will need to be agreed upon with the local planning authority.

This CMP has been prepared in relation to **Planning Application 23/01310/FUL** and to take into account the following;

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 the 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.

Reason: To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working near to the Metrolink system, in accordance with saved policy A/18 of the Rochdale Unitary Development Plan.

Reason for pre-commencement condition: The condition relates to the construction phase of development

This Construction Management Plan applies solely to the demolition phase of works at 29-31 & 33-41 Maclure Road, Rochdale, and is submitted to discharge the pre-commencement planning condition accordingly. Any future phases of construction will be subject to a separate CMP.

2. Location & Proposed Work

The site is located at 29-31 & 33-41 Maclure Road, at the prominent junction of Maclure Road and Station Road in Rochdale, immediately opposite the Rochdale Metrolink tram stop and close to Rochdale Railway Station. The location lies within a mixed-use area comprising commercial units, heritage buildings (including the adjacent Fireground Museum), public transport infrastructure, and residential properties.



Location plan

Key locational and environmental features:

- Rochdale Metrolink lies over 8–12 metres away from the site boundary, 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.
- Highways surround the site on three sides: Maclure Road (northwest), Station Road (south), and the Fire Station Yard access road (east).
- The site includes existing commercial retail units and a two-storey brick building, formerly in use.
- The Fireground Co-Working Space and Fire Station Museum adjoin the site boundary at the rear.
- Nearby land uses include restaurants, small retailers, co-working offices, and residential properties to the east.

The site is highly sensitive due to:

- Direct interface with public transport and highway infrastructure.
- High footfall, including pedestrian crossings on all elevations.
- Active tram operations.
- Local authority requirements for continual access to Metrolink equipment, safe pedestrian routes, and dust/noise control.

Proposed Demolition Works

The demolition works are being undertaken to facilitate the development approved under Planning Application 23/01310/FUL, which comprises demolition, partial demolition, conversion, and new-build elements.

The demolition scope includes:

- Full demolition of all structures at 33–41 Maclure Road, including:
 - A single-storey retail structure wrapping around from Maclure Road to Station Road, fronting the tramline and main pedestrian areas.
- Partial demolition to the rear of 29–31 Maclure Road, retaining the front façade and primary structure for future conversion.
- Soft strip works throughout the affected buildings prior to structural demolition.
- Protection and isolation of services, including electrical, water, and telecommunications, prior to any disruptive work.
- Controlled removal of façades and roof elements, especially along the elevation bordering the Metrolink route, using methods that eliminate the risk of debris oversailing or infringing the tramway.
- Boundary interface management, including temporary fencing, exclusion zones and pedestrian rerouting.
- Safe disconnection and removal of any canopies, signage, and fixtures which encroach upon footways.

These works will be executed with a focus on minimising disruption to adjacent buildings, infrastructure, and the public, while complying fully with the requirements of **TfGM, Rochdale Council**, and the **Construction (Design and Management) Regulations 2015**.

3. Working Hours

Construction demolition works on site will be carried out strictly in accordance with the permitted working hours set by Rochdale Borough Council, to minimise disruption to nearby residents, businesses, and public transport operations, and to preserve local amenity in this high-footfall urban setting.

The hours during which noisy demolition activities will be undertaken are as follows:

- **Monday to Friday:** 08:00 to 18:00
- **Saturday:** 08:00 to 13:00
- **Sundays and Bank Holidays:** No construction or demolition work is permitted

Activities considered **noisy operations** include:

- Structural demolition
- Use of plant or equipment with internal combustion engines
- Breaking out or drilling works
- Use of powered tools or machinery

These operations will be strictly confined to the above hours.

Any proposed variation to these hours, including for abnormal loads, large-scale deliveries, or emergency work, will require prior written approval from Rochdale Borough Council. Where approved, advance notice will be issued to local residents, businesses, and any affected stakeholders to ensure transparency and reduce inconvenience.

4. Site Access

Due to the site's prominent location at the junction of Maclure Road and Station Road and its immediate proximity to the Metrolink tramline, strict access control measures will be implemented to ensure public safety, minimise traffic disruption, and safeguard transport infrastructure. All deliveries and collections will be carefully scheduled within permitted construction hours and coordinated to avoid obstruction to highways, footpaths, and tram operations.

Delivery Hours

To align with permitted construction working hours and to minimise disruption during peak periods:

- **Monday to Friday:** 08:00 to 17:00
- **Saturday:** 08:00 to 13:00
- **Sundays and Bank Holidays:** No deliveries permitted

Access Strategy

- All site traffic will primarily access the demolition zone via Fire Station Yard, which provides controlled rear access to the site and minimises interface with tram platforms and pedestrian routes. The existing Station Road drop kerb and roller shutter access will also be utilised for the placement and removal of skips, with all skips stored within the building footprint to ensure no obstruction to the public highway.

Traffic and Safety Control Measures

- Delivery vehicles will not wait or idle on Maclure Road or Station Road. Strict delivery slots will be enforced, with turn-away protocols for unscheduled or early arrivals.
- All manoeuvring will occur within the site boundary, with the use of the Fire Station Yard area for controlled turning and unloading operations.
- Banksman will be deployed during all vehicle movements to guide lorries safely and ensure no conflict with pedestrians or tram users.
- TfGM-approved delivery protocols will be followed to avoid any oversail or infringement of Metrolink exclusion zones. Vehicle-mounted cranes or MEWPs will be positioned and used in accordance with safe clearances.
- Deliveries will be scheduled to avoid morning and evening peak public transport times, particularly to reduce impact near the Rochdale Metrolink stop.

Exceptional Deliveries

In the event that deliveries outside these hours are required (e.g. abnormal loads or specialist plant delivery), prior written agreement will be obtained from Rochdale Borough Council and TfGM, with advance notice issued to affected premises and stakeholders.

These measures will be incorporated into the Construction Traffic Management Plan to ensure compliance with local planning conditions and Transport for Greater Manchester safety requirements.

5. Demolition Methods, Access Provisions and Site Protection Measures

The demolition works will be undertaken in a manner that ensures public safety, protects nearby infrastructure, and minimises disruption to Metrolink services and local amenities. This section addresses the specific requirements outlined in the planning condition.

Retention of 24-Hour Access to Metrolink Infrastructure

- 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.

Pedestrian Management

- The site is located in a high-footfall area with public tram access, footways, crossings and pedestrian circulation on all elevations.
- Existing pedestrian footpaths along Maclure Road and Station Road will remain open and clear at all times.
- No footway diversions will force pedestrians across the road into the tramway path.
- 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.

Loading and Unloading of Plant and Materials

- The existing Station Road drop kerb and roller shutter access will also be utilised for the placement and removal of skips, with all skips stored within the building footprint to ensure no obstruction to the public highway.
- Vehicle movements will be managed under a booking system and supervised by a trained banksman, ensuring operations are kept within site boundaries and do not interfere with public highway or tram operations.

Demolition Methods

- Demolition will follow a controlled sequence, starting with soft stripping followed by mechanical demolition using a 360-degree excavator within the site boundary.
- No high-reach equipment or cranes will be required for these works.
- Where necessary (e.g. the outrigger at the rear of 29 Maclure Road), hand demolition may be undertaken using lightweight tools from mobile tower scaffolding.

Lifting Equipment and Oversail Controls

- No craneage or lifting plant will be used that could oversail or potentially oversail the operational tramway. Given that the nearest tram lines are located at a minimum distance of 12 metres from the site boundary, and separated by a wall, footpath and carriageway, there is no practical risk of oversailing into the tramway exclusion zone.
- All mechanical equipment will be selected and positioned to work within the site boundary and exclusion zones defined in liaison with TfGM.
- The use of mobile plant will be closely monitored to ensure no conflict arises with adjacent infrastructure.

Scaffolding

- General perimeter scaffolding is not required for the demolition phase.
- For hand demolition tasks to the rear of 29 Maclure Road, PASMA-certified mobile tower scaffolds may be used, positioned well within the site boundary and away from tram interfaces.

Security Hoarding

- The site will be enclosed with Heras fencing fitted with debris netting, tied back to existing columns and stabilised with ballast weights. This system has been agreed upon with the Local Authority and ensures the security of the site without the closure of adjacent footpaths. Fencing will be inspected weekly, and following adverse weather, repairs or adjustments will be carried out immediately where required.

6. Risk Assessment for Demolition Phase

Hazard and Harm	Persons at Risk	Control Measures
Interface with operational Metrolink line: contact with trams, oversail, vibration, or service disruption	Site operatives, TfGM staff, tram passengers	• The nearest tram lines are over 8–12 metres from the demolition zone, separated by a road, footpath and wall. • No demolition plant or equipment will approach the tramway exclusion zone. • No oversail is possible given the separation distance. • TfGM will be consulted only if works change in scope or new risks are identified. • Operatives briefed on tramway awareness and emergency procedures.

Pedestrian and public interface at footways and tram stop	General public, site operatives	• Heras fencing at the boundary. • Pedestrian routes are maintained without diversion into the tram path. • Banksman present during deliveries. • Temporary fencing fitted with debris netting.
Dust generation during demolition causing nuisance or respiratory harm	Local residents, businesses, site operatives, public	• Regular damping down of the demolition area. • Water suppression fitted to cutting equipment. • Enclosed or covered skips. • Heras fencing fitted with debris netting to limit windblown dust. • COSHH assessments for hazardous substances. • No dry sweeping or burning.
Collision or entrapment during loading/unloading of plant and materials	Drivers, operatives, public	• Skips placed and removed via Station Road roller shutter access, with skips stored internally. • Banksman to supervise all vehicle movements. • No other unloading will occur on Station Road or Maclure Road. • Strict booking system for deliveries. • Public excluded during operations.
Falls from height during manual demolition of rear outrigger at 29 Maclure Road	Site operatives	• PASMA-certified mobile tower scaffolds only. • Towers inspected before use and secured on a firm base. • Fall arrest is used where necessary. • No overreaching or stacking of towers. • Weather conditions monitored.
Slips, trips, and falls on site	Site operatives, visitors	• Good housekeeping enforced. • Clear pedestrian walkways identified. • Waste is removed regularly. • Adequate lighting provided if required. • Safety inductions and signage in place.
Fuel or chemical spillage leading to ground or drain contamination	Environment, site operatives, public	• Fuel and oils stored in bunded containers with 110% capacity. • Small plant refuelled using drip trays. • Spill kits at refuelling points. • All drains are protected with filter mats. • No bulk fuel storage on site.

Cementitious products (cement, mortar, plasterboard dust) causing respiratory irritation or contamination	Site operatives	• Stored in sealed bags or tubs. • Cutting and mixing carried out on an impermeable base. • Dust suppression (water) is used when cutting. • PPE provided (FFP3 masks to EN 149, gloves to EN 374). • COSHH assessments completed and briefed.
Storage and use of oils, paints, and lubricants (PVA, pipe lubricant, mineral oil, paints, AdBlue, diesel, unleaded fuel)	Site operatives, environment	• Stored in a lockable container on an impervious base. • Bunding provided for 110% storage volume. • Spill kits in close proximity. • COSHH assessments provided for all materials. • Secure storage away from the site boundary and drains.
Emergency access obstruction (TfGM or emergency services unable to gain entry)	Public, emergency services, site team	• No Metrolink cabinets exist on the demolition side of the road. • Access to TfGM infrastructure across the carriageway will remain unobstructed. • Site gates will be kept unlocked and manned during working hours. • Emergency access procedures briefed to all operatives. • Contact sheet with emergency numbers displayed on site fencing.

7. Dust and Emissions Control Measures

The Principal Contractor will adopt Best Practicable Means (BPM) to prevent and control dust and emissions arising during demolition activities, in line with the requirements of the Environment Act 1995, the Clean Air Act 1993, the Control of Substances Hazardous to Health Regulations 2002 (COSHH), and IAQM guidance on the assessment of dust from demolition and construction.

Given the site's proximity to the Metrolink tramline, public footways, and occupied neighbouring buildings, particular care will be taken to mitigate dust migration.

7.1 General Controls and Strategy

- A site-specific Dust and Emissions Control Method Statement will be maintained and monitored.
- No burning of waste or vegetation will be permitted on site under any circumstances.
- The three-tiered approach of prevention, suppression, and containment will be employed:

Prevention

- Works will be carefully sequenced to reduce exposed dusty areas.
- Drop heights during material handling will be minimised.

- Loads will be lowered rather than dropped wherever possible.
- Dust-prone activities will be scheduled to avoid peak pedestrian and transport times.
- Material stockpiles will be minimised in volume and duration and covered where practical.

Suppression

- **Damping down** of demolition areas will be carried out regularly using a water hose or misting system.
- **Stihl saws and cutting tools** will be fitted with water suppression systems.
- **Excavators** will be used in preference to handheld breaking where feasible, to reduce airborne dust generation.

Containment

- Heras fencing with securely fixed debris netting will be erected around the site perimeter to contain dust and light debris. This system maintains pedestrian permeability on adjacent footways while providing effective dust control. Netting will be regularly inspected and replaced if damaged.
- All skips will be enclosed or securely covered when not in use.
- Vehicle wheels will be inspected and cleaned before exiting the site where the risk of road soiling exists.

7.2 Construction Traffic and Plant Emissions

- Engines will not be left idling under any circumstances.
- Delivery and waste vehicles will arrive by appointment and be managed to prevent queuing on public highways.
- All plant and vehicles will be modern and well-maintained, complying with current emission standards.
- No bulk fuel storage will be present on site; small plant will be refuelled using drip trays and spill kits in designated, bunded areas.

7.3 Site Operations

- Cutting, grinding, or breaking materials will always use water suppression or on-tool extraction systems.
- Where hand demolition is required, especially at the outrigger, tower scaffold areas will be damped down during works.
- Dust suppression will be reviewed in daily briefings and toolbox talks.
- The Site Manager will conduct visual dust assessments during demolition and adjust mitigation as needed based on weather and work intensity.

7.4 Drainage and Pollution Prevention

- All surface drains will be protected using filter socks or drain covers to prevent silt or runoff ingress.
- Cementitious materials, oils, and fuels will be stored in a bunded, lockable compound on hardstanding, at least 10m from any drainage.
- Any water used for dust suppression will be controlled to avoid ponding or contaminated runoff leaving the site.

7.5 Spill Management and Contaminants

- Emergency spill kits will be located at the fuel storage area, site access, and near refuelling points.
- Any material spill will be cleared immediately using wet sweeping or vacuum methods.
- Waste from spills will be disposed of as hazardous waste where appropriate, in accordance with the Waste Management Licensing Regulations 1994.

7.6 Monitoring and Compliance

- Daily dust inspections will be undertaken by the Site Manager, particularly during dry, windy conditions or during mechanical demolition.
- Complaints from adjacent premises will be logged and investigated within 24 hours.
- If required, additional dust monitoring (e.g. PM10 meters) will be considered in consultation with Rochdale Borough Council or TfGM.

8. Summary and Conclusion

This Construction Management Plan (CMP) provides a clear framework to manage and control the demolition of 33–41 Maclure Road and the partial demolition at the rear of 29–31 Maclure Road, in accordance with the requirements of Planning Application Ref. 23/01310/FUL and the specific planning condition relating to demolition and site management near the operational Metrolink line.

The plan demonstrates how demolition works, site access, pedestrian safety, and dust/emissions controls will be undertaken in a safe and compliant manner. In particular, it sets out:

- Defined working and delivery hours to minimise disruption to residents, businesses, and public transport users.
- Strict controls for site access and deliveries, with all loading and unloading taking place within the Fire Station Yard and under banksman supervision.
- A clear methodology for demolition works, including sequencing, mechanical and hand-demolition techniques, and the limited use of tower scaffolding.
- Confirmation that no plant or lifting equipment will oversail the Metrolink tramway and unhindered access to TfGM equipment across the carriageway will be maintained throughout.
- A scheme of pedestrian management, ensuring safe and uninterrupted footways around the site without forcing pedestrians into tram paths.
- A commitment to dust and emissions control, using prevention, suppression, and containment methods in line with IAQM and HSE guidance.
- Provisions for the secure erection and maintenance of hoarding, maintaining public safety and site security at all times.
- A detailed risk assessment, identifying hazards to operatives, the public, and the environment, with clear control measures to mitigate risk.

This CMP has been prepared in line with the Construction (Design and Management) Regulations 2015, ensuring that health, safety, and welfare are prioritised throughout the demolition phase.

The works are temporary and controlled in nature, and, with the measures outlined in this plan, the demolition is not expected to present undue risk or unacceptable inconvenience to local residents, businesses, or the operation of the Metrolink system.

The Principal Contractor's site management team will be responsible for enforcing the CMP, maintaining compliance with Rochdale Borough Council and Transport for Greater Manchester requirements, and acting as the point of contact for residents, stakeholders, and the Local Planning Authority throughout the demolition period.