



PLANNING AND DEVELOPMENT

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Date: 3 March 2025

Mr Richard Purser
Plan Red Ltd
Floor 11
3 Piccadilly Place
Manchester
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Dear Sir/Madam,

DETERMINATION ON APPROVAL OF DETAILS REQUIRED BY A CONDITION

Application No:	24/00851/DOC
Application Type:	Approval of detail reserved by condition
Proposal:	Submission of details to comply with conditions 7 (CMP), 8 (CTMP) and 16 (CMP Metrolink working) of planning permission 22/01119/FUL,
Location:	Land At Former Central Retail Park, Land Bounded By Oldham Road, Milnrow Road And Richard Street, Rochdale,

Your application for approval of details reserved by condition(s) has been dealt with and the details are set out below:-

Conditions and Reasons:

- 7 No development shall take place (including any site clearance or preparation works) until a Construction Method Statement (CMS) has been submitted to, and approved in writing by the Local Planning Authority. The CMS shall include the following:
- i. the amount of construction vehicles movements and vehicular routes;
 - ii. loading and unloading of plant and materials;
 - iii. storage of plant and materials used in constructing the development;
 - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - v. wheel washing facilities;
 - vi. measures to control the emission of dust and dirt during construction;
 - vii. a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - viii. details of noise reduction measures
 - ix. measures for the protection of the natural environment from accidental spillages, dust and debris;
 - x. measures for protection of the existing water mains and sewers within the site; and
 - xi. Details of post construction restoration of public rights of way.

The development shall be carried out in accordance with the approved CMS during the construction period.

Reason: In order to ensure that appropriate measures are put in place to limit noise, nuisance and disturbance to the adjacent premises and users during the construction

of the development in accordance with the requirements of Core Strategy Policy G9, and the National Planning Policy Framework.

Reason for pre-commencement condition: As the development will include site clearance, demolition works, ground works and engineering works an understanding will therefore be necessary of what measures will be put in place to protect the amenity of adjacent premises and users, prior to commencement of any works taking place.

Decision: The submitted document "Construction Management Plan & Construction Traffic Management Plan - Station Gardens Construction Methodology and Logistics - Rev4 24.2.25" by Willmot Dixon is accepted. The development shall be carried out in accordance with the approved documents in order to comply with the requirements of the condition.

- 8 No development shall take place within any phase of development, including any works of excavation or demolition, until a detailed Construction Traffic Management Plan (CTMP) to include the following has been submitted to, and approved in writing by the Local Planning Authority:

- Construction operating hours and vehicle delivery hours.
- Location of proposed construction compounds and lay-down areas.
- On-site construction vehicle parking and manoeuvring.
- Staff parking arrangements and details of supporting staff /operative travel management initiatives, including encouraging staff travel outside of the traditional AM & PM 'rush hour' periods.
- Off-site construction HGV routing for each delivery phase.
- Driver incentive / disciplinary procedures to ensure suitable HGV routing.
- Construction HGV haulage route signage strategy.
- Construction vehicle cleansing procedures and details of load sheeting / covered load policy.
- Management and procedures for access by abnormal loads.
- Programmed duration and timing of short term material import / export HGV campaigns.
- Programmed temporary road closure / temporary traffic management works and details of supporting information campaigns as relevant.

The development shall be carried out in accordance with the approved CTPM during the construction period.

Reason: To minimise detrimental effects to the amenities of the area in general, the natural environment through the risks of pollution and dangers to highway safety, during the construction phase in accordance with Policies DM1, P3, T2, G8 and G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework

Reason for pre-commencement condition: As the development will generate a number of vehicular movements an understanding will therefore be necessary of what measures will be put in place to protect the amenity of adjacent premises and users, prior to commencement of any works taking place.

Decision: The submitted documents "Construction Management Plan & Construction Traffic Management Plan - Station Gardens Construction Methodology and Logistics - Rev4 24.2.25" by Willmot Dixon is accepted. The development shall be carried out in accordance with the approved documents in order to comply with the requirements of the condition.

- 16 No development shall take place within 20 metres of the Metrolink Hazard Zone until a Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by the local planning authority (in consultation with Transport for Greater Manchester).

The approved CMP shall include agreed safe methods of working adjacent to the Metrolink Hazard Zone 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 both during construction and once operational.
- construction methods to be used; including the use of cranes (which must not oversail the tramway);
- the management of dust and detritus to prevent build up on the Metrolink track and particularly the nearby points; and
- the erection and maintenance of security hoarding, the location is to be agreed with Metrolink due to the proximity of operational tramway and infrastructure; please note that depending on the distance from Metrolink the installation and dismantling may require an electrical isolation of the Metrolink overhead wires and that it may need to be earthed, depending on materials proposed to be used.

Reason: To safeguard the amenities of the locality. 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 above and adjacent to the Metrolink system.

Decision: The submitted documents "Construction Management Plan & Construction Traffic Management Plan - Station Gardens Construction Methodology and Logistics - Rev4 24.2.25" by Willmot Dixon is accepted. The development shall be carried out in accordance with the approved documents in order to comply with the requirements of the condition.

Yours faithfully,

Melanie Hale
Head of Planning Services