Prestwich Village Demolition Phase 1B

Demolition Management, Logistics and Phasing Plan.

Date: 22 January 2026
Planning Authority: Bury Council
Planning Permission: Hybrid Consent Ref. 70449

Planning conditions this document is drafted to discharge are:

- Condition 24 – Demolition Management Plan
- Condition 25 – Construction Logistics Plan
- Condition 46 – Demolition Phasing Plan

Condition wording:

Condition 24 – Demolition Management Plan

No development shall commence on any relevant phase or sub-phase unless and until a Demolition Management Plan has been submitted to and approved by the Local Planning Authority for that phase or sub-phase, where relevant. The approved plan only shall thereafter be implemented.

Reason: To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policies JP-C5 - Streets for All, JP-C6 Walking and Cycling and JP-C8: Transport Requirements of New Development of the Places for Everyone Joint Development Plan.

Condition 25 – Construction Logistics Plan

No development of any relevant phase or sub-phase shall take place, including any works of demolition, until a 'Construction Logistics Plan' for that phase or sub-phase has been submitted to, and approved in writing by the local planning authority. The Construction Logistics Plan shall include details of vehicular routing, parking arrangements and be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. Construction of the relevant Phase shall be carried out only in accordance with the approved details for the duration of the demolition and construction periods.

Reason: To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policies JP-C5 - Streets for All, JP-C6 Walking and Cycling and JP-C8: Transport Requirements of New Development of the Places for Everyone Joint Development Plan.

Condition 46 – Demolition Phasing Plan

Notwithstanding the submitted details, no development of any relevant phase or sub-phase shall take place until a phasing plan for the construction of the development has been submitted to and approved in writing by the Local Planning Authority. The phasing plan shall include a programme of works for the provision of: - each of the proposed land uses within the site; any highway infrastructure associated with those uses; and the area(s) of recreational open space and any other areas of amenity open space. The development shall thereafter be carried out in accordance with the duly approved phasing plan(s).

Reason: To ensure that any phased development of the site takes place in an appropriate order and within an acceptable timescale, to ensure adequate provision of infrastructure to serve each phase given the scale of development proposed, in accordance with Policy JP-C8: Transport Requirements of New Development of the Places for Everyone Joint Development Plan.

Prestwich Village Demolition Phase 1B

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Prestwich Village Demolition Phase 1B

1. Introduction and Purpose

This Demolition Phasing, Demolition Management and logistics plan has been prepared to support the discharge of the planning conditions referenced on page 1 to enable the consented demolition works to take place across Phase 1B.

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2. Site and Project Overview

Site Location: Prestwich Village, Fairfax Road, Rectory Lane, and Bury New Road

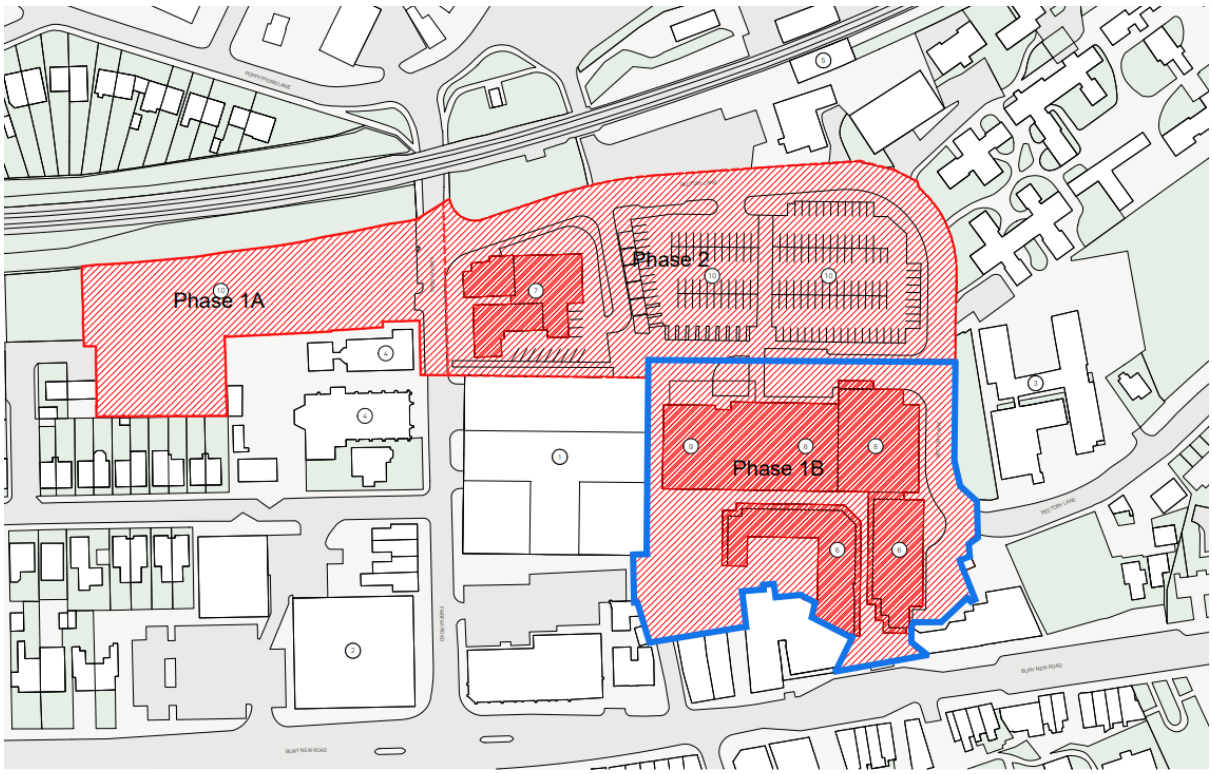
Demolition Extent: The buildings as detailed in Phase 1B on the accompanying demolition plan refenced in Annexure 1 below, which includes the Library, the Longfield Suite and adjoining building (previously occupied by Iceland), and the market frontage& central core retail units.

Anticipated Start Date: Q2 2026 (subject to statutory approvals and discharge of conditions)

Working Hours

- Monday to Friday: 08:00 – 18:00
- Saturday: 09:00 – 14:00
- Sundays and Bank Holidays: No working

Annexure 1 – Phase 1B Demolition site plan



Demolition Management Plan – Condition 24

3. Traffic Management and Vehicle Routing

3.1 Mitigation of Construction Traffic Impacts on Adjacent Highways

The development will proactively manage construction traffic to minimise disruption, maintain highway safety, and protect residential amenity through the following measures:

- A live Construction Logistics Plan (CLP) will be implemented and reviewed monthly to reflect programme changes and local highway conditions.
- Delivery and collection times will be staggered to avoid peak highway and school travel periods.
- All drivers will receive a site-specific induction covering approved routes, local sensitivities, speed limits, and behavioural expectations.
- Real-time communication between the Traffic and Logistics Coordinator and delivery drivers to manage arrivals and prevent congestion.
- Monitoring of traffic impacts on Rectory Lane and surrounding roads, with responsive adjustments to routing or scheduling where required.

3.2 Site Access

- Primary access to the site will be via Rectory Lane.
- Access points will be clearly signed and kept unobstructed.
- Entry and exit points will be monitored by marshals during peak delivery periods.

3.3 HGV Routing

- Strategic route: M60 Ring Road → Bury New Road → Fairfax Road → Rectory Lane.
- Routing maps issued to all suppliers and subcontractors during induction and included in delivery confirmations.
- Periodic compliance checks undertaken by the Logistics Coordinator.
- Fairfax Road will be closed to the public commencing the 2nd March 2026 for a period of 8 weeks. Should the road be closed during the demolition works, access will be coordinated between the contractor managing the Travel Hub and the demolition contractor.

3.4 On-Site Vehicle Movements

- All loading and unloading will take place within the site boundary.
- Banksmen will be used for all reversing and complex manoeuvres.
- No vehicle queuing will be permitted on the public highway.
- Clearly marked internal haul routes and maintained hardstandings for safe internal circulation.
- Speed limits enforced across the site.

3.5 Highway Cleanliness and Groundworks Control

To ensure the adopted highway is kept free of deposited material from demolition and groundworks operations, the following controls will be maintained:

- Wheel wash facilities installed at site exit points and maintained throughout the construction period.
- Water-assisted road sweepers deployed as required and as a minimum during periods of heavy vehicle movements.
- All loads leaving site to be fully sheeted.

- Daily visual inspections of Rectory Lane and surrounding highways and footways.
- Immediate removal of any tracked or deposited material identified.
- Stabilised access points and hardstandings to reduce mud and debris migration.

3.6 Footpath and Highway Closures

- Temporary Traffic Regulation Orders (TTROs) implemented where required.
- Ballasted hoarding and Chapter 8-compliant signage.
- Safe, clearly signed pedestrian and cycle diversions.
- Trained marshals provided during peak pedestrian periods and high-risk activities.

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4. Parking, Deliveries, and Materials Storage

To ensure adequate off-street parking provision and safe, efficient materials storage for the full duration of the construction period:

- Designated off-street parking for staff and visitors will be provided in the car park adjacent to the site.
- A managed delivery booking system will operate to control vehicle arrival times and prevent congestion.
- A secure, fenced compound for materials, plant, and equipment storage will be maintained for the full construction period.
- Hazardous materials stored in bunded, clearly labelled, and secure areas in accordance with COSHH requirements.
- Stockpiles damped down, profiled, and positioned away from site boundaries to reduce dust and material migration.
- Clear separation between pedestrian routes, vehicle routes.

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5. Environmental Controls

5.1 Dust and Air Quality

- Use of water misting, cannons, and dampening of work areas.
- Covered skips and enclosed chutes.
- Wet cutting techniques for concrete and masonry.
- No vehicle idling policy enforced.
- Daily inspections and maintenance of a complaints and actions log.

5.2 Noise and Vibration

- Use of modern, silenced plant and equipment.
- No radios or amplified music on site.
- Clear communication via radios and hand signals.
- Plant shut down when not in use.
- Temporary acoustic screening where required.
- Monitoring during high-impact activities.

5.3 Ecology and Lighting

- Pre-start ecological checks, including nesting bird surveys where seasonally relevant.
- Directional, low-spill lighting to minimise impact on neighbours and highway users.

5.4 Water, Ground, and Pollution Control

- Bunded storage for fuel and chemicals.
- Spill kits located at key working areas.
- Controlled surface water runoff and silt management measures.
- Segregation and appropriate disposal of contaminated arisings.

5.5 Waste Management

- Site Waste Management Plan (SWMP) implemented.
- Maximum reuse and recycling of demolition arisings.
- Use of licensed waste carriers and approved disposal facilities.

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6. Monitoring and Reporting

- Weekly site inspections by the Site Manager.
- Monthly Health & Safety and logistics audits.
- KPI reporting to the Client and LPA as required.
- Increased monitoring during high-risk or high-traffic activities.
- All complaints logged, investigated, and responded to promptly.

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7. Emergency Procedures

- Site-specific Emergency Response Plan in place.
- 24-hour emergency contact details displayed at site entrances.
- Immediate cessation of works in affected areas if an incident occurs.
- Notification of relevant statutory bodies where required.

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8. Roles and Responsibilities

- **Site Manager**: Overall compliance, inductions, inspections, toolbox talks, and liaison with the Client and LPA.
- **Environmental Manager**: Monitoring, environmental training, KPI tracking, and incident investigation.
- **Community Liaison Officer**: Public communication, advance notifications, and complaints management.
- **Traffic and Logistics Coordinator**: Implementation of the CLP, delivery scheduling, HGV routing compliance, highway cleanliness checks, and pedestrian interface management.

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9. Community Engagement

Named Contact: Chris Waites, Chroma Consulting, cwaites@chromaconsulting.co.uk

Clear complaints procedure communicated on site hoardings and in all correspondence.

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10. Policy Alignment

10.1 JPC5 – Streets for All

- Safe, continuous pedestrian routes.
- Marshalled crossings at key interface points.
- Minimal occupation of the public highway.

10.2 JPC6 – Walking and Cycling

- Maintenance of footway and cycle access wherever practicable.
- Short-term closures only when essential.
- Clear diversions and wayfinding signage.

10.3 JPC8 – Transport Requirements

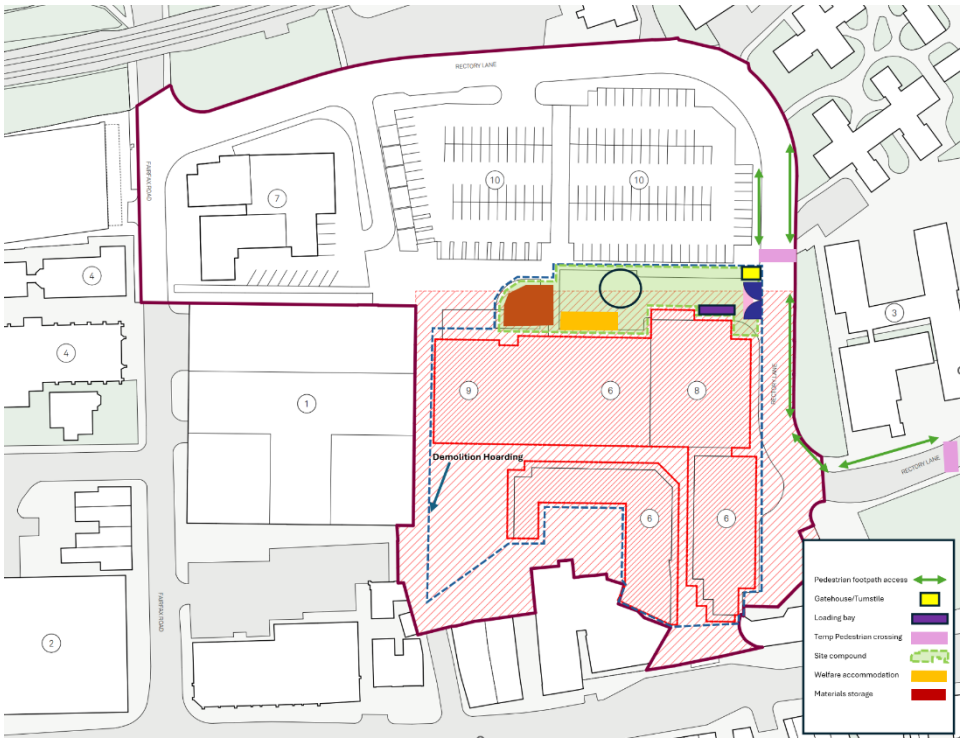
- Defined and enforced HGV routing.
- On-site loading and unloading.
- Wheel washing and proactive road sweeping regime.
- No queuing on the public highway.
- Phased delivery of associated infrastructure.

Construction Logistics Plan – Condition 25

Prestwich Village Demolition Phase 1B

Annexure 2 Site Access Logistics (Vehicular routing)

Annexure 3 Site Logistics plan



11.

Construction Logistics

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Annexure 2 outlines vehicular routing and parking arrangements for construction staff and visitors. Further details on vehicle routing are contained within the Demolition Management Plan (Sections 3.2, 3.3 and 3.4) and are summarised below for completeness.

Site Access

- *Primary access to the site will be via Rectory Lane.*
- *All access points will be clearly signed and kept unobstructed at all times.*
- *Entry and exit points will be supervised by trained marshals during peak delivery periods.*

HGV Routing

- *Access to site will be strictly through the following route: M60 Ring Road → Bury New Road → Fairfax Road → Rectory Lane. Under no circumstances will demolition traffic enter or exit via Rectory Lane.*
- *Routing plans will be issued to all suppliers and subcontractors as part of site induction and included within delivery confirmations.*
- *Periodic compliance checks will be undertaken by the Site Logistics Coordinator.*
- *Fairfax Road will be closed to the public commencing the 2nd March 2026 for a period of 8 weeks. Should the road be closed during the demolition works, access will be coordinated between the contractor managing the Travel Hub and the demolition contractor.*

On-Site Vehicle Movements

- *All loading and unloading will take place entirely within the site boundary.*
- *Banksmen will be present for all reversing and complex vehicle manoeuvres.*
- *No vehicle queuing or waiting will be permitted on the public highway.*
- *Clearly defined internal haul routes and maintained hardstandings will be provided to ensure safe circulation.*
- *Site-wide speed limits will be enforced at all times.*

Footpath and Highway Closures

- *Temporary Traffic Regulation Orders (TTROs) implemented where required.*
- *Ballasted hoarding and Chapter 8-compliant signage.*
- *As shown in Annexure 3, a temporary pedestrian crossing (indicated by the pink box) is provided at the northern end of the plan to allow pedestrians to cross to the opposite side of the street. From there, safe and clearly signed pedestrian and cycle diversions will guide users along the northern footway. Pedestrians will remain on this side until they have passed the bend in the road, at which point they can cross back to the southern side of the street.*
- *Trained marshals provided during peak pedestrian periods and high-risk activities.*

Site Logistics Layout

Annexure 3 illustrates the Site Logistics Plan and identifies designated zones for demolition, access, and compound operations:

- Red hatched area: Buildings scheduled for demolition
- Green shaded area: Site compound for contractor operations, welfare, and materials storage
- Blue dashed area: Site hoarding line.

This layout ensures a clear separation between demolition activities and retained public areas, supports safe and efficient vehicle routing, and minimises disruption to the surrounding highway network. The arrangements satisfy the requirements of Planning Condition 25.

Further supporting measures are provided in Section 4 of the Demolition Management Plan and is summarised below for completeness.

Parking, Deliveries, and Materials Storage

To ensure adequate off-street parking provision and safe, efficient site operations for the duration of demolition and construction:

- *Designated off-site parking for staff and visitors will be provided within the car park adjacent to the site.*
- *A managed delivery booking system will operate to control arrival times and prevent congestion on the local highway network.*
- *A secure, fenced compound will be maintained for the storage of materials, plant, and equipment throughout the construction period.*
- *Hazardous materials will be stored in bunded, clearly labelled, and secure areas in accordance with COSHH requirements.*
- *Stockpiles will be damped down, profiled, and positioned away from site boundaries to minimise dust and material migration.*
- *Pedestrian and vehicle routes will be clearly segregated and signed to maintain public and workforce safety.*

To minimise impacts during periods of peak congestion, no deliveries, collections, or waste exports will take place between **08:00–09:30 and 16:00–18:00**, unless otherwise agreed in writing with the Local Planning Authority.

The adopted highway will be kept free of mud, dust, and debris through the use of wheel-wash facilities and regular inspections of the site access and adjacent carriageway. Any material deposited as a result of groundworks will be removed immediately.

These measures will be implemented for the full duration of demolition and construction works in accordance with the approved Construction Logistics Plan.

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Demolition Phasing Plan – Condition 46

12. Phasing Strategy

The demolition works will be undertaken in a controlled, sequential manner to:

- Maintain safe and continuous pedestrian and cycle routes in accordance with JPC5 and JPC6.
- Minimise impacts on the local highway network through defined HGV routing and on-site loading in accordance with JPC8.
- Deliver enabling works ahead of plot release for subsequent development phases.
- Provide safe, level, and serviced plots for future land uses.
- Coordinate the delivery of interim and permanent public realm and amenity spaces.

Phasing plans and hoarding alignments are shown in annexures 4 and 5.

12.1 Programme dates

- Demolition Start on site: 27th Feb 2026
- Site establishment and hoarding: 27th Feb to 12th March 2026
- Demolition works: 13th March 2026 to 25th June 2026
- Demolition complete: 26th June 2026

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13. Programme of Works – Phases 1 and 2

The demolition of Phase 1B will be undertaken in two principal phases to allow adjacent commercial premises to continue operating safely.

13.1 Phase 1 – Mobilisation and North/East Demolition (Library and Longfield Suite)

Scope of Works:

- Completion of all pre-demolition surveys (structural, asbestos, utilities, and ecological where required).
- Removal of asbestos and hazardous materials by licensed contractors.
- Utility tracing, isolation, and diversion works.
- Establishment of site compound, welfare facilities, security fencing, and hoarding (refer to Annexure 2).
- Installation of traffic management measures and signage.
- Baseline noise, dust, and vibration monitoring, as set out within the Construction Environmental Management Plan dated 19th January 2026.

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- Soft strip of buildings.
- Mechanical demolition of superstructures.
- Removal of slabs and foundations.
- Temporary grading, capping, and making-safe of the site.

Highway and Public Interface Measures:

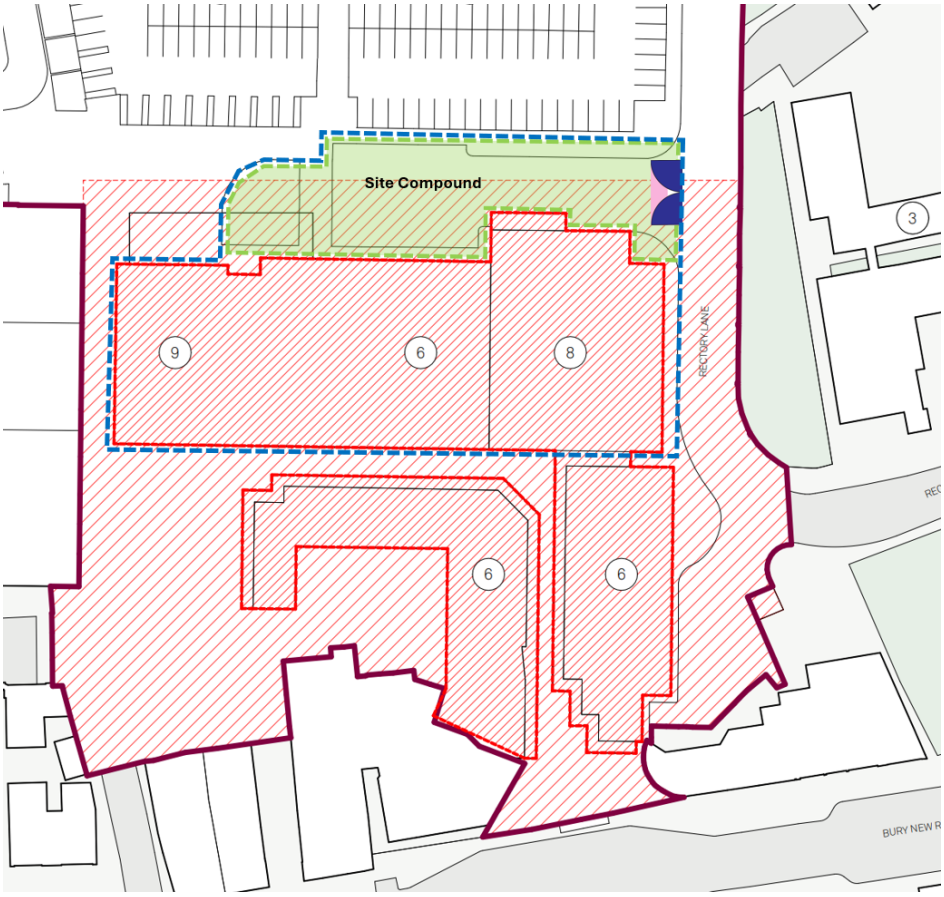
- Establishment of primary site access from Rectory Lane.
- Provision of hardstanding's, a wheel pressure washing holding bay, if required, and directional signage Pedestrian diversions and marshalled crossings where required.
- No HGV queuing on the public highway.
- Road sweeper on standby during active demolition periods.
- Signed pedestrian diversion routes to the nearest tram stop.

Key Dependencies:

- Completion of the library and market decant.
- Statutory utility disconnections and approvals.

Annexure 4 – Phase 1 of Demolition phase 1B

Prestwich Village Demolition Phase 1B



13.2 Phase 2 – Central Core and Market Frontage / South and East (Rectory Lane)

Scope of Works:

- Selective demolition adjacent to retained and trading frontages.
- Establishment of site hoarding (refer to Annexure 3)
- Structural protection of retained buildings and façades.
- Sequenced foundation breakout and removal.
- Demolition works along Rectory Lane boundary.
- Façade retention and protection where applicable.
- Backfilling, compaction, and site stabilisation.

Highway and Public Interface Measures:

- Short-duration footway closures only where essential and under approved TTROs.
- Marshalled pedestrian crossings during peak activity periods.

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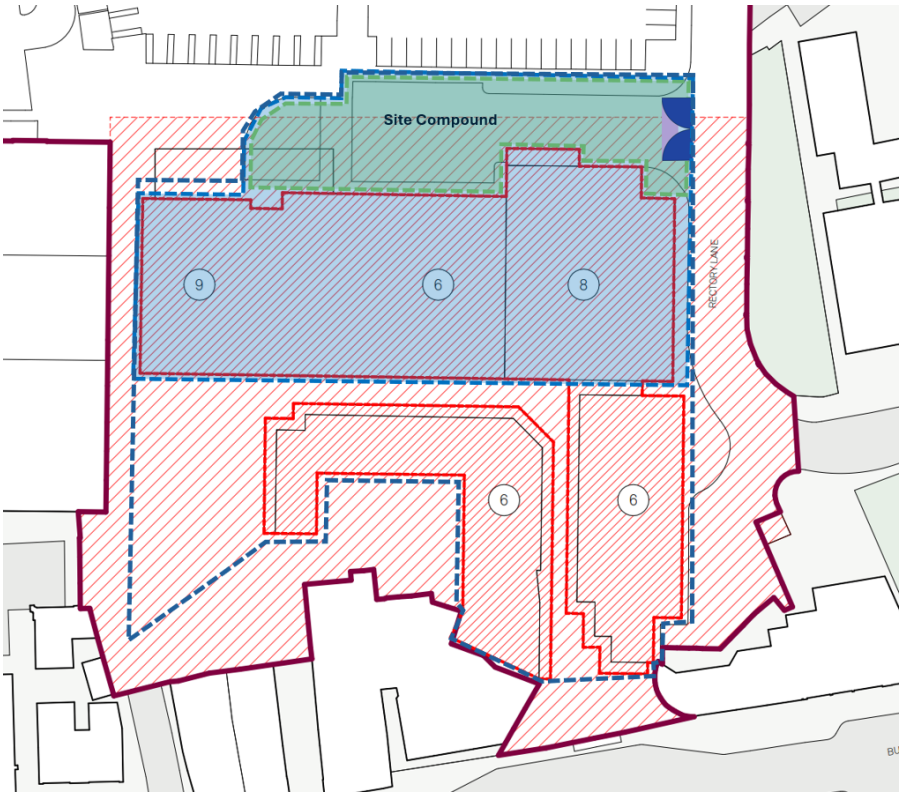
- Two-way traffic maintained where reasonably practicable.
- Clear Chapter 8-compliant signage and barriers.

Annexure 5 – Phase 2 of Demolition Phase 1B